TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

December 4, 2014
*** 2:00 P.M. ***
651 Pine Street, Room 101, Martinez
*** Please note change in time ***

Supervisor Mary N. Piepho, Chair
Supervisor Candace Andersen, Vice Chair

Agenda Items:	Items may be taken out of order based on the business of the day and preference of the Committee

1. **Introduction**

2. **Public comment on any item under the jurisdiction of the Committee and not on this agenda.** Speakers may be limited to three minutes.

3. **Administrative Items.** (John Cunningham, Department of Conservation and Development)

4. **REVIEW record of meeting for the October 9, 2014 Transportation, Water and Infrastructure Committee meeting.** This record was prepared pursuant to the Better Government Ordinance 95-6, Article 25-205(d) of the Contra Costa County Ordinance Code. Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record. (John Cunningham, Department of Conservation and Development).

5. **ACCEPT Report from the State Fire Marshal regarding the review of Kinder Morgan's Integrity Management Program.** (Carrie Ricci, Department of Public Works).

6. **CONSIDER Report on the status of implementing a taxicab permitting process in unincorporated Contra Costa County.** (Tim Ewell, County Administrator's Office).

7. **CONSIDER Report on Local, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.** (John Cunningham, Department of Conservation and Development).

8. **AUTHORIZE the Public Works Director to submit, on behalf of the County, grant applications for the Transportation Development Act (TDA) 2015/2016 funding cycle.** (Angela Villar, Department of Public Works).

9. **RECEIVE Report on PG&E Coordination with Cities and County for Street Light Maintenance.** (Susan Cohen, Department of Public Works).

10. **RECEIVE the 2014 Integrated Pest Management Annual Report, and take ACTION as appropriate. The IPM Coordinator will present the report on the County's IPM program.** (Tanya Drlik, IPM Coordinator).

11. The date and time for the next meeting will be announced.

12. Adjourn

The Transportation, Water & Infrastructure Committee (TWIC) will provide reasonable accommodations for persons with disabilities planning to attend TWIC meetings. Contact the staff person listed below at least 72 hours before the meeting.

Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the County to a majority of members of the TWIC less than 72 hours prior to that meeting are available for public inspection at the County Department of Conservation and Development, 30 Muir Road, Martinez during normal business hours.

Public comment may be submitted via electronic mail on agenda items at least one full work day prior to the published meeting time.

For Additional Information Contact:

John Cunningham, Committee Staff
Phone (925) 674-7833
john.cunningham@dcd.cccounty.us

Glossary of Acronyms, Abbreviations, and other Terms (in alphabetical order): Contra Costa County has a policy of making limited use of acronyms, abbreviations, and industry-specific language in meetings of its Board of Supervisors and Committees. Following is a list of commonly used abbreviations that may appear in presentations and written materials at meetings of the Transportation, Water and Infrastructure Committee:

AB Assembly Bill
ABAG Association of Bay Area Governments
ACA Assembly Constitutional Amendment
ADA Americans with Disabilities Act of 1990
ALUC Airport Land Use Commission
AOB Area of Benefit
BAAQMD Bay Area Air Quality Management District
BART Bay Area Rapid Transit District
BATA Bay Area Toll Authority
BCDC Bay Conservation & Development Commission
BDCP Bay-Delta Conservation Plan
BGO Better Government Ordinance (Contra Costa County)
BOS Board of Supervisors
CALTRANS California Department of Transportation
CalWIN California Works Information Network
CalWORKS California Work Opportunity and Responsibility to Kids
CAER Community Awareness Emergency Response
CAO County Administrative Officer or Office
CCTA Contra Costa Transportation Authority
CCWD Contra Costa Water District
CDBG Community Development Block Grant
CEQA California Environmental Quality Act
CFS Cubic Feet per Second (of water)
CPI Consumer Price Index
CSA County Service Area
CSAC California State Association of Counties
CTC California Transportation Commission
DCC Delta Counties Coalition
DCD Contra Costa County Dept. of Conservation & Development
DPC Delta Protection Commission
DSC Delta Stewardship Council
DWR California Department of Water Resources
EBMUD East Bay Municipal Utility District
EIR Environmental Impact Report (a state requirement)
EIS Environmental Impact Statement (a federal requirement)
EPA Environmental Protection Agency
FAA Federal Aviation Administration
FEMA Federal Emergency Management Agency
FTE Full Time Equivalent
FY Fiscal Year
GHAD Geologic Hazard Abatement District
GIS Geographic Information System
HBRR Highway Bridge Replacement and Rehabilitation
HOT High-Occupancy/Toll
HOV High-Occupancy-Vehicle
HSD Contra Costa County Health Services Department
HUD United States Department of Housing and Urban Development
IPM Integrated Pest Management
ISO Industrial Safety Ordinance
JPA/JEPA Joint (Exercise of) Powers Authority or Agreement
Lamorinda Lafayette-Moraga-Orinda Area
LAFCo Local Agency Formation Commission
LCC League of California Cities
LTMS Long-Term Management Strategy
MAC Municipal Advisory Council
MAF Million Acre Feet (of water)
MBE Minority Business Enterprise
MOA Memorandum of Agreement
MOE Maintenance of Effort
MOU Memorandum of Understanding
MTC Metropolitan Transportation Commission
NACo National Association of Counties
NEPA National Environmental Protection Act
OES-EOC Office of Emergency Services-Emergency Operations Center
PDA Priority Development Area
PWD Contra Costa County Public Works Department
RCRC Regional Council of Rural Counties
RDA Redevelopment Agency or Area
RFI Request For Information
RFP Request For Proposals
RFQ Request For Qualifications
SB Senate Bill
SBE Small Business Enterprise
SR2S Safe Routes to Schools
STIP State Transportation Improvement Program
SWAT Southwest Area Transportation Committee
TRANSPAC Transportation Partnership & Cooperation (Central)
TRANSPLAN Transportation Planning Committee (East County)
TWIC Transportation, Water and Infrastructure Committee
USACE United States Army Corps of Engineers
WBE Women-Owned Business Enterprise
WCCTAC West Contra Costa Transportation Advisory Committee
WETA Water Emergency Transportation Authority
WRDA Water Resources Development Act

Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE **4.**

Meeting Date:	12/04/2014
Subject:	REVIEW record of meeting for the October 9, 2014 Transportation, Water and Infrastructure Committee meeting.
Submitted For:	John Kopchik, Interim Director, Conservation & Development Department
Department:	Conservation & Development
Referral No.:	N/A
Referral Name:	N/A
Presenter:	John Cunningham, DCD
Contact:	John Cunningham (925)674-7833

Referral History:

This record was prepared pursuant to the Better Government Ordinance 95-6, Article 25-205(d) of the Contra Costa County Ordinance Code.

Referral Update:

Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record.

Links to the agenda and minutes will be available at the TWI Committee web page:

www.co.contra-costa.ca.us/twic

Recommendation(s)/Next Step(s):

Staff recommends approval of the attached Record of Action for the October 9, 2014 Committee meeting with any necessary corrections.

Fiscal Impact (if any):

N/A

Attachments

10-9-14 TWIC Sign In Sheet.pdf
10-9-14 TWIC Handouts & Testimony
10-9-14 TWIC Meeting Record

Transportation, Water and Infrastructure Committee Meeting
October 9, 2014
SIGN-IN SHEET

Signing in is voluntary. You may attend this meeting without signing in. (If front is filled, please use back.)

Name	Representing	Phone
Susan Jun Fish	PfSE	283 4609
Shelangoski, Shirley	PfSE	917-4835
Susan Cohen	CCC P.W.	313-2160
Julie Bauren	CCC PW	313-2201
Joe Yee	CCC PW	313-2104
Warren Lai	CCC PW	313-2180
Cece Sollgren	CCC PW	313-2296
Mark Watts	Calif. Strategies Advocacy LLC	916-266 4575
Michelle Ward	PG+E	415-265-0144
Jill Ray	Supervisor Anderson's Office	
Supervisor Piepho	District 3	
Supervisor Andersen	District 2	
Robert Sarmiento	DDC	

Public Comment to TWIC October 9, 2014

Matt Valdin, M.S.
Environmental Consultant, Danville
Read by Susan JunFish, Director of Programs, Parents for a Safer Environment

Dear Members of the Committee:

Born and raised in the East Bay Area, protecting and monitoring the environment where I grew up always has been a passion of mine, which is why I felt compelled to write a statement in absence. To this end, reducing pesticide usage is a critical issue facing us, especially as each and every year scientists discover more negative effects of exposure to adults, children, and the natural environment.

I wish to refer you to a graph provided to me by PfSE in March, showing a 9 year trend of rodenticide usage by the County's Agriculture Department (AG), from 2004 to 2013. Upon placing a trend line on the rodenticide usage over the 9-year period, I discovered a 9% increase in usage of diphacinone - 0.01% and a near constant amount of diphacinone - 0.005% usage over the same time. This indicates that rodenticide usage appears to not be reducing the pest population, otherwise one would see a reduction in usage, not an increase. This graph indicates a failure of long-term success using diphacinone as a means of *reducing* the pest population.

One needs to be cautious about drawing any conclusion about a reduction trend from the FY 13-14 data point since this is a significant outlier. Without an explanation about a change in the system or protocol on how pests are controlled, it is likely that the trend may go back up. The questions I would ask are:

- What processes did the County change that enabled it to reduce the rodenticide usage by about ~ 3-fold from earlier years?
- How has the control of pests changed, if any, from reducing rodenticide usage by ~ 3-fold?
- Do other agencies using traps or other methods find a reduction in the pests over a decade or are they using more traps in parallel to our County requiring more rodenticides over the past decade?

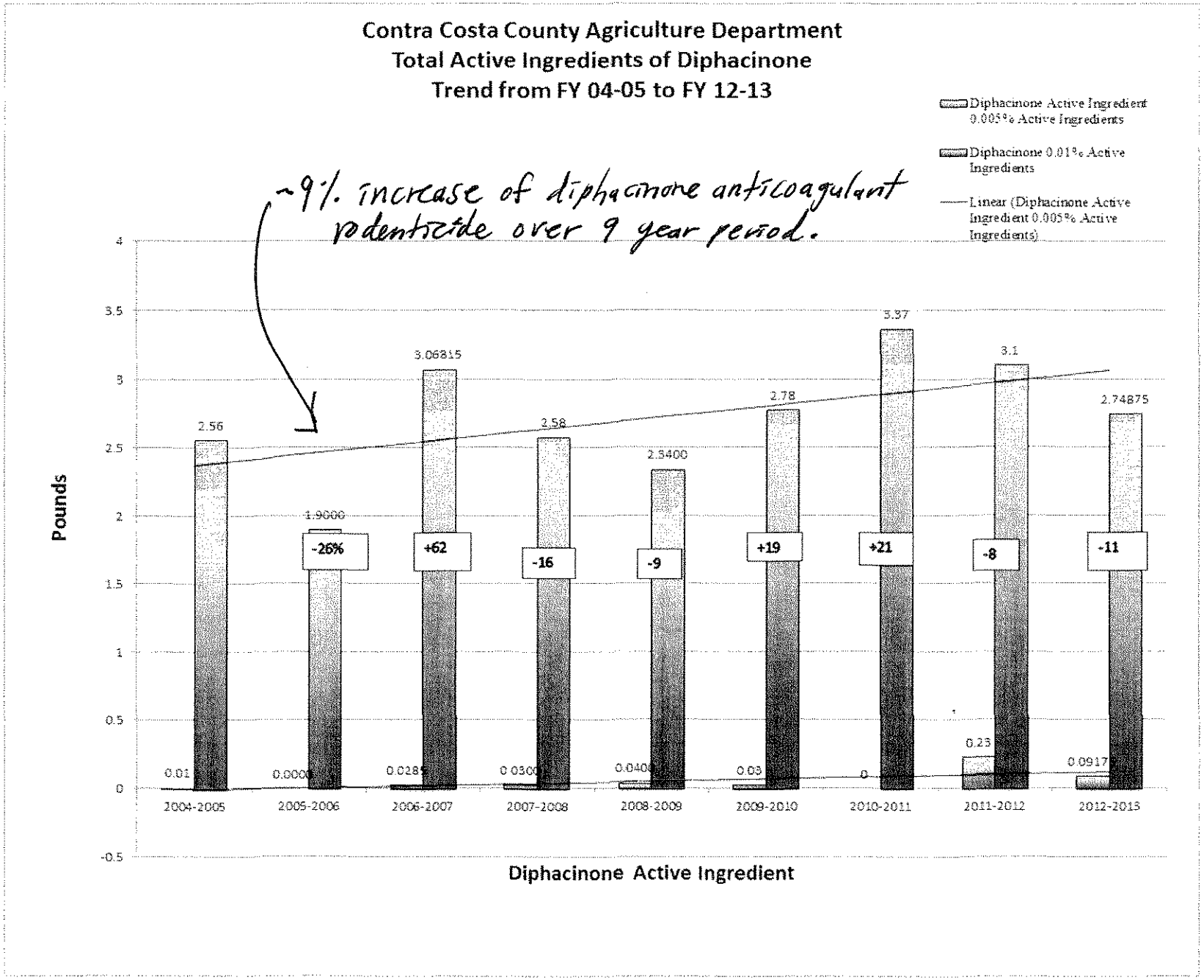
It has been made aware to me that beginning in 2013, PfSE emphasized concerns over the rodenticide usage by Contra Costa County so could this dip in usage be to temporarily mollify community concerns? My recommendation is to consider looking at the rodenticide usage over the longest period of time for which data is available and not just the last 6 years. If systems have not changed significantly, you will soon see the usage creeping up again in order to maintain pest control.

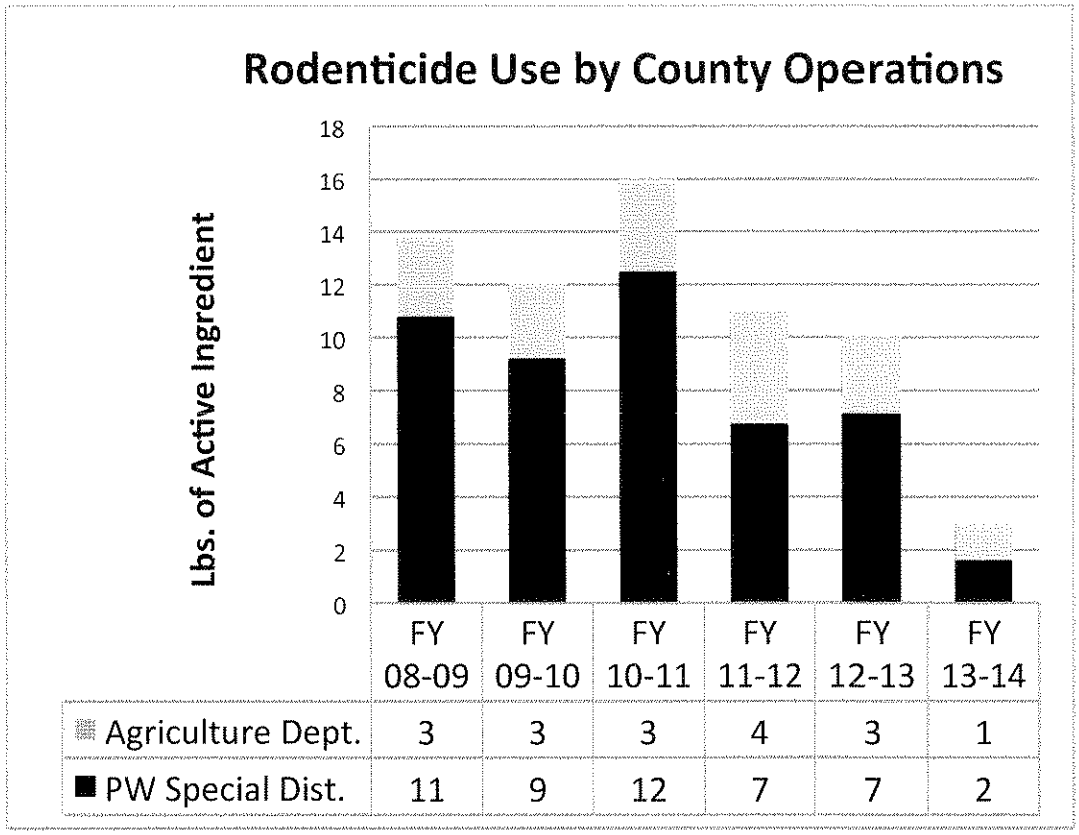
I hope to see the County strive towards a long-term, successful solution.

Susan JunFish public comment:

We are very pleased to see a 300% decrease in the usage of rodenticide from FY 2012-2013 to the most recent. However it is still 14,301 pounds more bait poisoned with diphacione applied than all Marin, San Francisco, and Santa Clara counties combined that do not use any rodenticides at all in open space. Please consider contracting with an expert trapper to do a pilot trial so that we can more fairly assess efficacy and costs per Shirley's public comment.

Thank you.


Contra Costa County Agriculture Department
Total Active Ingredients of Diphacinone
Trend from FY 04-05 to FY 12-13
~9% increase of diphacinone anticoagulant rodenticide over 9 year period.
Diphacinone Active Ingredient 0.005% Active Ingredients
Diphacinone 0.01% Active Ingredients
Linear (Diphacinone Active Ingredient 0.005% Active Ingredients)
Pounds
4
3.5
3
2.5
2
1.5
1
0.5
0
-0.5
2.56
1.9000
3.06815
2.58
2.5400
2.78
3.37
3.1
2.74875
-26%
+62
-16
-9
+19
+21
-8
-11
0.01
0.0000
0.0285
0.0300
0.0400
0.03
0
0.23
0.0917
2004-2005
2005-2006
2006-2007
2007-2008
2008-2009
2009-2010
2010-2011
2011-2012
2012-2013
Diphacinone Active Ingredient



Rodenticides--Pounds of Active Ingredient. Used by Fiscal Year

DEPARTMENT	FY 00-01	FY 04-05	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14
Public Works	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PW Special Dist.	no data	no data	no data	10.79	9.20	12.47	6.73	7.14	1.59
Agriculture	1.62	2.57	2.61	2.97	2.81	3.37	4.28	2.84	1.38
PW Grounds	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PW Facilities	no data	no data	0.09	0.06	0.02	0.00	0.00	0.00	0.00
TOTAL	1.62	2.57	2.70	13.82	12.03	15.84	11.01	9.98	2.97

Lbs of Diphacinone Bait used by the Agriculture Department in their Ground Squirrel Management Program in Contra Costa County

	FY 11-12	FY 12-13	FY 13-14
Lbs of Diphacinone 0.005% bait	4,570	1,835	1,335
Lbs of Diphacinone 0.01% bait	31,045	27,487	13,056
TOTALS	35,615	29,322	14,391

Lbs of Anticoagulant Bait used by the Contra Costa County Special Districts' Contractor

	FY 11-12	FY 12-13	FY 13-14
Diphacinone and Chlorophacinone bait	66.8	190.4	88.0

Oct 9, 2014

TWIC committee

Dear Honorable Supervisors Andersen and Piepho:

First, I would like to thank Supervisor Andersen for instructing staff to provide a summary of the amount of rodenticide used in the county over the years. It's great that the Agriculture Department has decreased usage of rodenticides from 35,615 pounds applied two years ago to 14,391 pound applied in the most recent fiscal year. However it is still 14,301 pound more of bait applied than all Marin, San Francisco, and Santa Clara counties combined that do not use any rodenticides at all in open space.

Please note that the staff has only graphed a 6-year recent trend of use by Ag, and left out 5 years of usage. PfSE graphed all 9 years on the graph from 2002 to 2013, providing a more statistically significant trendline that Susan will discuss.

PfSE's finding that there has been an overall 9% increase of diphacinone usage from 2002-2013 indicates that the present rodenticide program is not working to reduce the overall population of ground squirrels. I would challenge the TWIC CoChairs to use this information to change course. PfSE has advocated for trapping as our neighboring counties are doing successfully, particularly during our campaign beginning early 2013.

Isn't it worth the effort to learn how the other counties are doing using only trapping for ground squirrel control? Santa Clara County's IPM Coordinator has testified that their program is very successful and their leadership did not want to risk using rodenticides in open space. We appreciate that our Ag staff now accepts that Diphacinone is a risk to wildlife per the current literature and attempted a study to compare the efficacy and costs of rodenticides vs trapping. However, the study concluded that rodenticides are over 2,000 % cheaper than trapping and cannot be taken seriously. There is a learning curve for our county staff to trap and that was not taken into account, which is the most serious flaw in the study. One cannot compare efficiency of our staff applying rodenticides and compare that to them trapping and stacking up overtime costs during the learning curve. That is not a fair comparison. A good-faith comparison would have been to utilize expert trappers vs our staff applying rodenticides, and then comparing the costs. The Ventura County study showed only a 60% increase in costs for trapping. According to Vince Guise, our poisoning program costs about $120,000. The question that is really the crux of the issue then may be: is $60,000 savings worth poisoning wildlife every year? If you posed this question to the tax-payers in the county, would they vote for you to re-direct $60,000 a year towards protecting wildlife? When I attended the IPM Cost Committee meetings, this issue was not raised.

I attended the IPM Cost Committee meeting on August 19, 2014, where the IPM coordinator, Ms Drlik, stated that the Committee's priorities were not to address herbicide usage costs and that rather water usage costs was more relevant saying that the county does not use much herbicide anyway. Another committee member, Michael Kent said that he thought that it should be a consideration because the Cost Committee was formed to work on IPM. Ms. Drlik again reiterated that it was not a major factor in the decision because of the low use of herbicides. Several topics were introduced such as artificial turf, solarization, planting native plants that were drought tolerant, but planting to reduce herbicides was not considered, to my disappointment. I would like to see the subcommittees address any issue to reduce all pesticide use in the county.

Shirley Shelangoski

Shirley Shelangoski,

Parents for a Safer Environment

Pleasant Hill resident

Contra Costa County Trash Reduction Plan Update

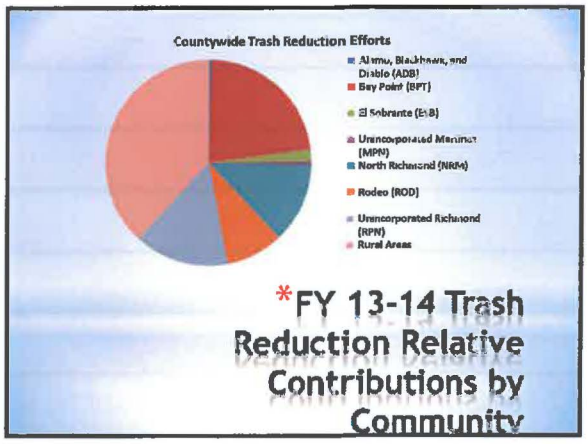
October 9, 2014
Cece Sellgren
County Watershed Program

Presentation Outline

- Review achievement of 40% trash reduction
- Review costs to implement trash reduction strategies
- Review efforts to finalize Long Term Trash Reduction Plan
- Discuss next steps

County Achieves 42% Trash Reduction!

- How we did it...
  - 27.4 % through on-land clean-ups
    - Adopt a Road
    - Contract with Debris Tech
  - 8.8 % through in stream- clean-ups
    - Homeless abatement in Flood Control District stream facilities
  - 4.1 % through full trash capture devices
  - 2 % for outreach and education efforts

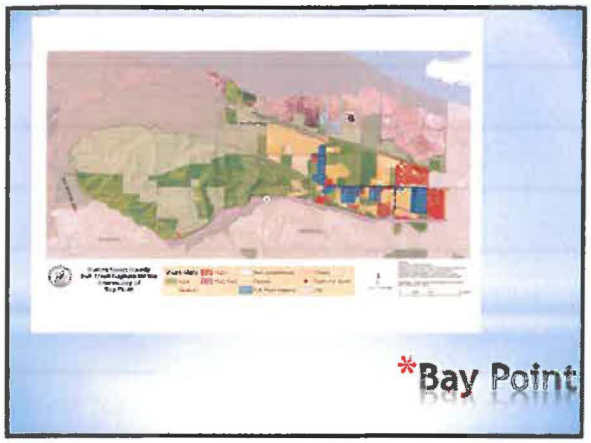


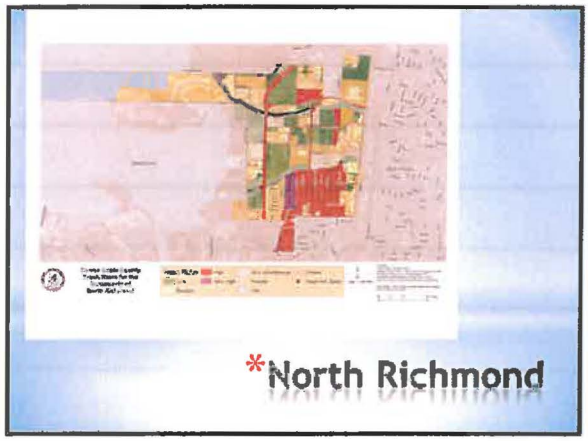
*Adopt - a - Road

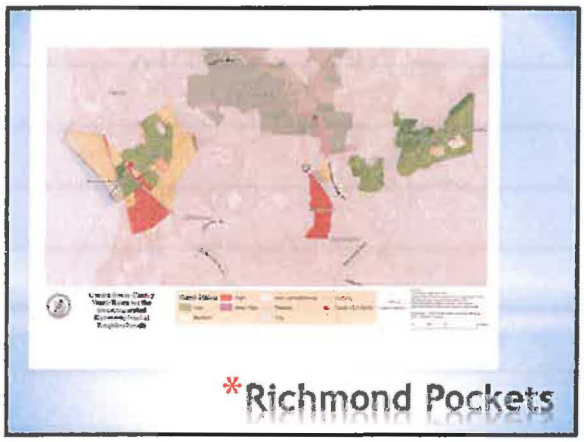
FY 13-14 Adopt-a-Road Totals

GROUP NAME	LOCATION
Alamo Rosary	Stone Valley Road, Alamo
Calvary Temple Church	Evora Road, Bay Point
California Skyline	Driftwood Road, Evora Road, Fort Chicago, Hwy Nichols Road, Bay Point
Bob	Norris Canyon Road, San Ramon
PG&E	Port Chicago Hwy, Bay Point
Spark Point East	Willow Pass Road, Bay Point
Lesli	San Pablo, Ave., Tara Hills

Total Gallons Removed: 13,500
= 450 thirty gallon bags


*Bay Point


*North Richmond


*Richmond Pockets

*Rodeo

*Cost of on-land Clean-up for 6 month period (3-14 to 9-14)

*Annual costs of on-land clean-up if we maintain litter pick-up frequency

Community	# of Clean-ups per year	Amount
Bay Point	20	$ 91,000.00
North Richmond	20	$ 103,000.00
Rodeo	10	$ 45,000.00
Richmond (Unincorporated)	10	$ 40,000.00
Rural Roads	36	$ 143,000.00
Staff time		$ 15,000.00
	Annual Cost	$ 437,000.00

*Outreach to Communities

- *Met with Municipal Advisory Councils
  - *Bay Point June 3, 2014
  - *El Sobrante July 9, 2014
  - *Rodeo July 24, 2014
  - *North Richmond August 13, 2014
  - *Knightsen August 26, 2014
  - *Pacheco September 10, 2014
  - *Crockett September 11, 2014

*Outreach to Communities (con't)

- *MACs with which I still need to meet
  - *Alamo MAC
  - *Bethel Island Municipal Improvement District
  - *Byron MAC
  - *Diablo Community Services District (CSD)
  - *Discovery Bay CSD
  - *Kensington CSD
  - *???

*Coordination between County Departments

- *PWD
  - *County Watershed Program
  - *Maintenance Division
- *DCD
  - *Solid Waste Division
  - *Building Inspection Division
- *Health Services -Environmental Health Division
- *Sheriff Department - Quality of Life Police Units

- Rural vs Urban Areas
  - Rural Roads
  - State-wide Trash Amendments
- Shifting from "maid service" to "self service" to "no need for service"
  - Challenges of hiring local youth
- More Trash Capture Devices?
  - North Richmond
  - Rodeo
- Double Street Sweeping in high/moderate Commercial Zones
- Meaningful Community Outreach
- Expand into Pacheco & Crockett this year

*Important Issues to Address

*Questions???

D R A F T

Agenda

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE

October 9, 2014
10:30 A.M.
651 Pine Street, Room 101, Martinez

Supervisor Mary N. Piepho, Chair
Supervisor Candace Andersen, Vice Chair

Present: Mary N. Piepho, Chair
Candace Andersen, Vice Chair

Staff Present: John Cunningham, TWIC Staff, Principal Planner

Attendees: Cece Sellgren, Public Works
Jill Ray, District 3
Joe Yee, Public Works
Julie Bueren, Public Works
Mark Watts (California Strategies & Advocacy, LLC)
Michele Ward, PG&E
Robert Sarmiento, Conservation and Development
Shirley Shelangoski, Parents for a Safer Env.
Susan Cohen, Public Works
Susan JunFish, Parents for a Safer Environment
Warren Lai, Public Works

1. **Introductions**

See the attached sign-in sheet and "Attendees" section above.

2. **Public comment on any item under the jurisdiction of the Committee and not on this agenda.** Speakers may be limited to three minutes.

Susan JunFish (Parents for a Safer Environment) read a letter (attached) from Matt Valdin (M.S. Environmental Consultant) regarding pesticide use trends and provided an handout on the same.

Shirley Shelangoski (Parents for a Safer Environment) provided comment regarding pesticide use and provided written comments (attached).

The Committee directed staff to route the comments and written material to the County Agricultural Commissioner and Integrated Pest Management Coordinator who are to prepare a response to TWIC with a copy to the Parents for a Safer Environment representatives.

3. **Administrative Items**. (John Cunningham, Department of Conservation and Development)

No administrative items were discussed.

4. Staff recommends approval of the attached Record of Action for the August 7, 2014 Committee meeting with any necessary corrections.

The Record of Action for the August 7, 2014 Transportation, Water, and Infrastructure Committee meeting was approved unanimously.

5. The County Stormwater Manager recommends:

- Continue to reduce trash rates in the five trash-challenged communities by maintaining on-land cleanups using a contractor.
- Reevaluate whether rural communities and rural roads should be included in the NPDES (National Pollutant Discharge Elimination System) trash reduction requirements.
- Transition from using a contractor to using local labor forces to conduct on-land cleanups, especially in residential neighborhoods. Research alternative sources of labor for cleanups on County roads.
- Continue to evaluate the feasibility of installing larger trash capture devices in trash-challenged communities for which drainage inlet trash capture devices are not feasible.
- Implement a coordinated program to ensure every residence, apartment complex, and business has the right size and frequency of garbage service to reduce trash bin overfill.
- Double the frequency of street sweeping in high and moderate trash rate commercial areas.
- Expand the number of communities where trash reduction efforts are implemented — Pacheco and Crockett are next likely communities.
- Expand the "Adopt-A-Road" program and plan for transition of key staff, if needed.

The Committee received the report, approved staff recommendations, and further directed staff to secure time for a Short Discussion item at the full Board of Supervisors, work with CCTV to record and rebroadcast the presentation, and continue to consult with other agencies to identify options for volunteer/community service assistance.

6. RECEIVE report regarding the Replacement of High Pressure Sodium Vapor Street Lights with Light Emitting Diode (LED) Energy Efficient Lights and take action as appropriate.

The Committee received the report and authorized staff to bring the request for approximately $400,000 in CSA L-100 funds for the installation of LED lights by PG&E to the full Board of Supervisors.

7. CONSIDER Report on Local, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate including CONSIDERATION of specific recommendations in the report above.

The Committee received the report and directed staff to coordinate with the new Agricultural Commissioner on school siting issues, and with CCTA staff on the upcoming visit from our federal legislative advocate.

8. RECEIVE update on Pedestrian-Rail Safety issues and DIRECT staff as appropriate.

The Committee received the report and directed staff to pursue the Operation Lifesaver Grant in 2016, continue to pursue other grants including technology and suicide prevention programs, coordinate with CCTV to broadcast outreach, and approach refineries for assistance with funding (nexus = increase in rail transport).

9. **Adjourn to the next scheduled TWIC meeting on November 6, 2014.**

For Additional Information Contact: John Cunningham, Committee Staff
Phone (925) 674-7833
john.cunningham@dcd.cccounty.us

Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE **5.**

Meeting Date: 12/04/2014

Subject: ACCEPT report from the State Fire Marshal regarding the review of Kinder Morgan's Integrity Management Program

Submitted For: Julia R. Bueren, Public Works Director/Chief Engineer

Department: Public Works

Referral No.: N/A

Referral Name: N/A

Presenter: Carrie Ricci, Department of Public Works

Contact: Carrie Ricci (925)313-2235

Referral History:

At the February 12, 2014, Transportation, Water and Infrastructure Committee Meeting, the Committee received a report regarding Kinder Morgan's Integrity Management Program (IMP) and recommended forwarding the report to the Board of Supervisors for consideration and approval to send a letter to the Office of the State Fire Marshal (OSFM) requesting a review of Kinder Morgan's IMP for all pipelines in Contra Costa County.

On March 11, 2014, the Board of Supervisors approved sending the letter to OSFM requesting a review of Kinder Morgan's IMP for their pipelines in Contra Costa County and to share the results of the analysis with the Transportation, Water and Infrastructure Committee.

Referral Update:

On May 14, 2014, the County received the enclosed response from OSFM. Staff from the OSFM will attend the December 4, 2014 Transportation, Water and Infrastructure Committee Meeting to present a summary of findings from their review of Kinder Morgan's Integrity Management Program.

Recommendation(s)/Next Step(s):

Receive report from the Office of the State Fire Marshal regarding their recent review of Kinder Morgan's Integrity Management Program.

Fiscal Impact (if any):

There is no fiscal impact.

Attachments

Response from OSFM
Report 2014

DEPARTMENT OF FORESTRY AND FIRE PROTECTION
OFFICE OF THE STATE FIRE MARSHAL
Pipeline Safety Division
3950 Paramount Blvd., Suite 210
Lakewood, CA 90712
(562) 497-9100
Website: www.fire.ca.gov

May 8, 2014

RECEIVED
MAY 14 2014

Karen Mitchoff, Chair
Contra Costa County Board of Supervisors
County Administration Building
651 Pine Street, 10th Floor
Martinez, California 94553-1229

Dear Ms. Mitchoff:

This is in response to your letter dated March 11, 2014. Your letter states community concerns regarding the safety of Kinder Morgan pipelines located in Contra Costa County specifically mentioning the integrity management risk analysis required by Title 49 Code of Federal Regulations Part 195.452(i) and if it includes Kinder Morgan's LS 16 (SFM # 277) running along Iron Horse Trail.

In June 2010, pipeline safety inspectors from CAL FIRE-Office of the State Fire Marshal (OSFM) joined other state and federal inspectors to conduct a comprehensive audit of Kinder Morgan's integrity management program. This Pipeline and Hazardous Materials Safety Administration (PHMSA) led inspection included an integrity management program review of all pipelines that Kinder Morgan operates including those located in Contra Costa County. Using PHMSA inspection protocols, the risk analysis required under Part 195.452(i) was reviewed by the team. During this analysis, no issues were found on any of the pipelines operated in California.

On December 31, 2012, the OSFM ended its agreement with PHMSA to conduct interstate pipeline inspections in California. However, so as to accommodate your request, we will be participating in a PHMSA scheduled inspection of the Kinder Morgan integrity management program which will include a risk analysis review of their pipelines in Contra Costa County. This inspection will be taking place over the next several months. Once the report has been completed, it will be available for release to all interested parties.

If you have any questions, I can be reached at (562) 497-9100.

Sincerely,

BOB GORHAM
Division Chief, Pipeline Safety

cc: Tonya L. Hoover, CAL FIRE – Office of the State Fire Marshal
Michael J. Richwine, CAL FIRE – Office of the State Fire Marshal
Carrie Ricci, Contra Costa County Board of Supervisors

OSFM Pipeline Safety Inspection of Kinder Morgan's Integrity Management Program

December 4, 2014 – Martinez, CA
Contra Costa County Board of Supervisors
Transportation, Water, and Infrastructure Committee Meeting

OSFM Pipeline Safety – Overview

- Staffing and Office Locations
- OSFM Regulated Pipelines and Facilities
- OSFM Inspection Responsibilities
- SFM Authority and Federal Partner
- Integrity Management Program – what is it?
  - Program Elements
- Kinder Morgan Intrastate Integrity Management Program Inspection
- Concluding Remarks

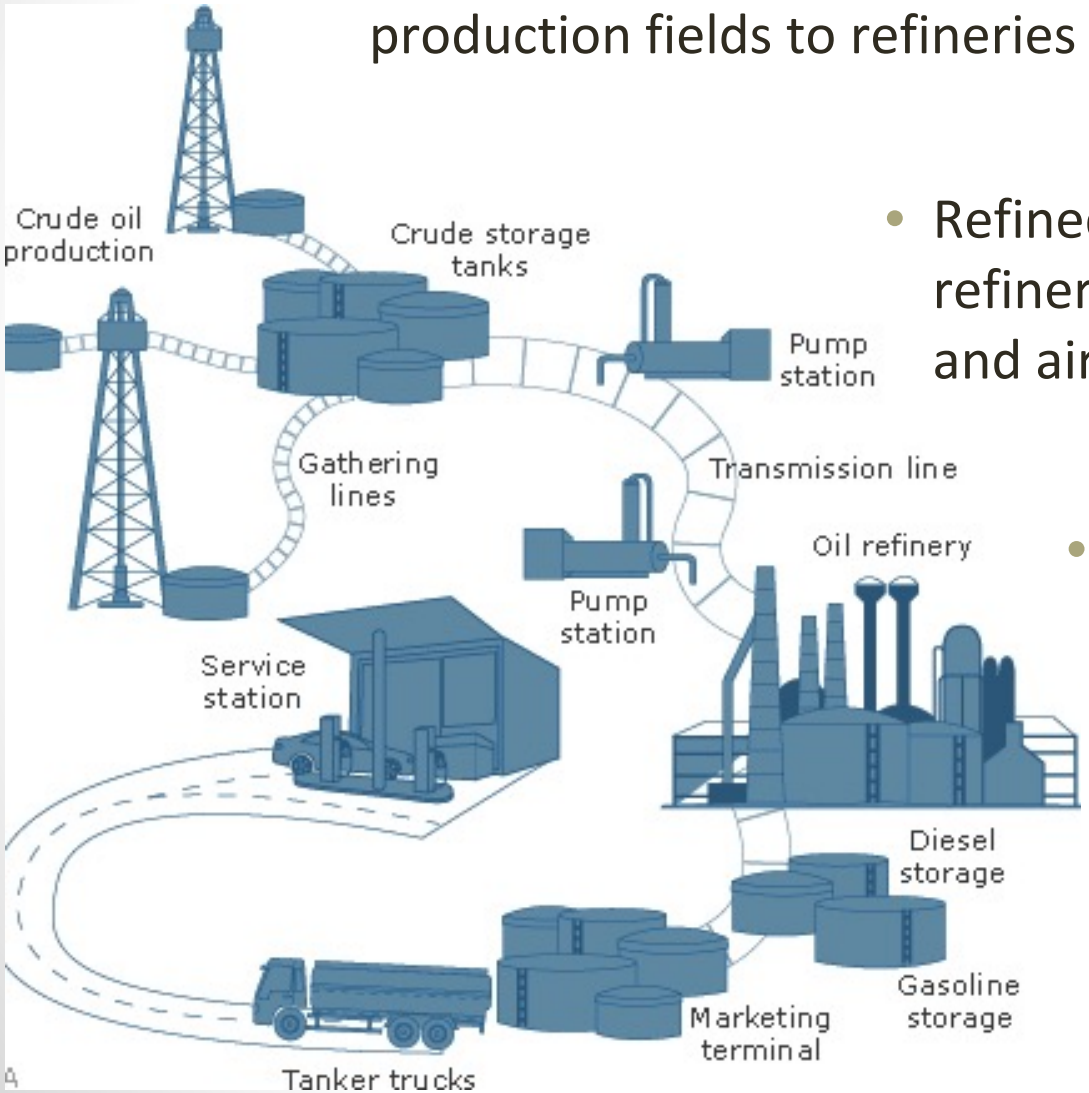
OSFM Pipeline Safety – Staffing

- Inspection Staffing:
  - Division Chief
  - 1 Supervising Pipeline Safety Engineer (1 vacancy)
  - 4 Pipeline Safety Engineers (6 vacancies)
  - 2 Retired Annuitants (1/2 time)

- Office Locations:
  - Sacramento
  - Bakersfield
  - Lakewood (LA area)

OSFM Pipeline Safety – Jurisdictional Pipelines/Facilities

- Crude oil pipelines from onshore and offshore production fields to refineries



- Refined product pipelines from refineries to marketing terminals and airports
- Highly Volatile Liquid Pipelines
- Breakout Tanks

OSFM Pipeline Safety – Federal/State Partnership

- The State Fire Marshal is certified by DOT/PHMSA to conduct inspection and enforcement of federal pipeline safety regulations on intrastate pipelines in California.

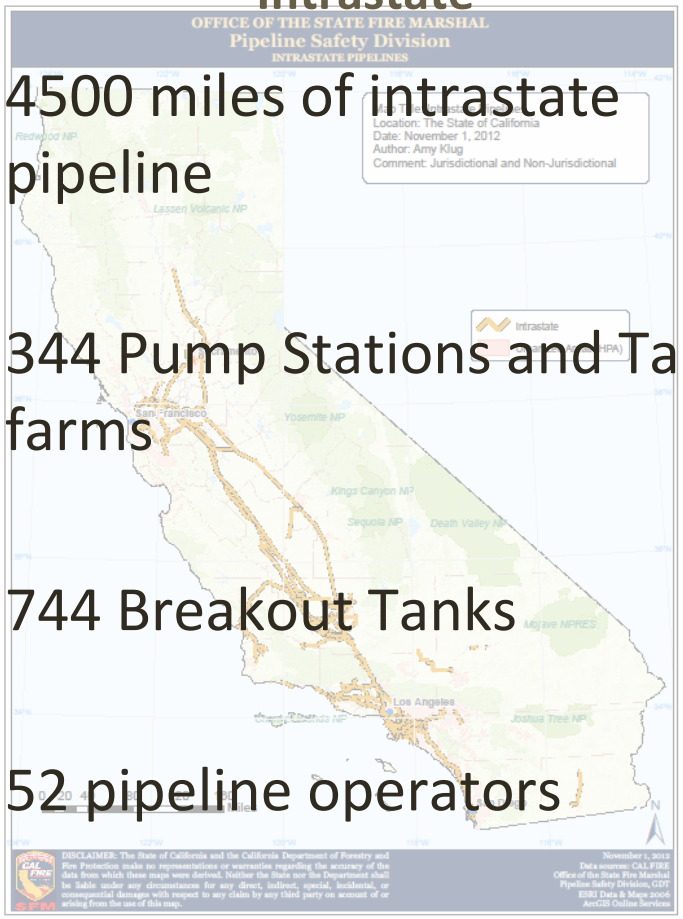
- Effective January 1, 2013, the inspection of the interstate pipelines in California was turned back to the federal Pipeline and Hazardous Materials Safety Administration (PHMSA).

- The decision to end California's interstate agent agreement was necessitated by the shortage of inspectors and the need to focus resources on the remaining 4,500 miles of intrastate pipelines.

OSFM Pipeline Safety – Jurisdictional Pipelines in Statewide

Intrastate and Interstate

Intrastate



- 4500 miles of intrastate pipeline
- 344 Pump Stations and Tank farms
- 744 Breakout Tanks
- 52 pipeline operators

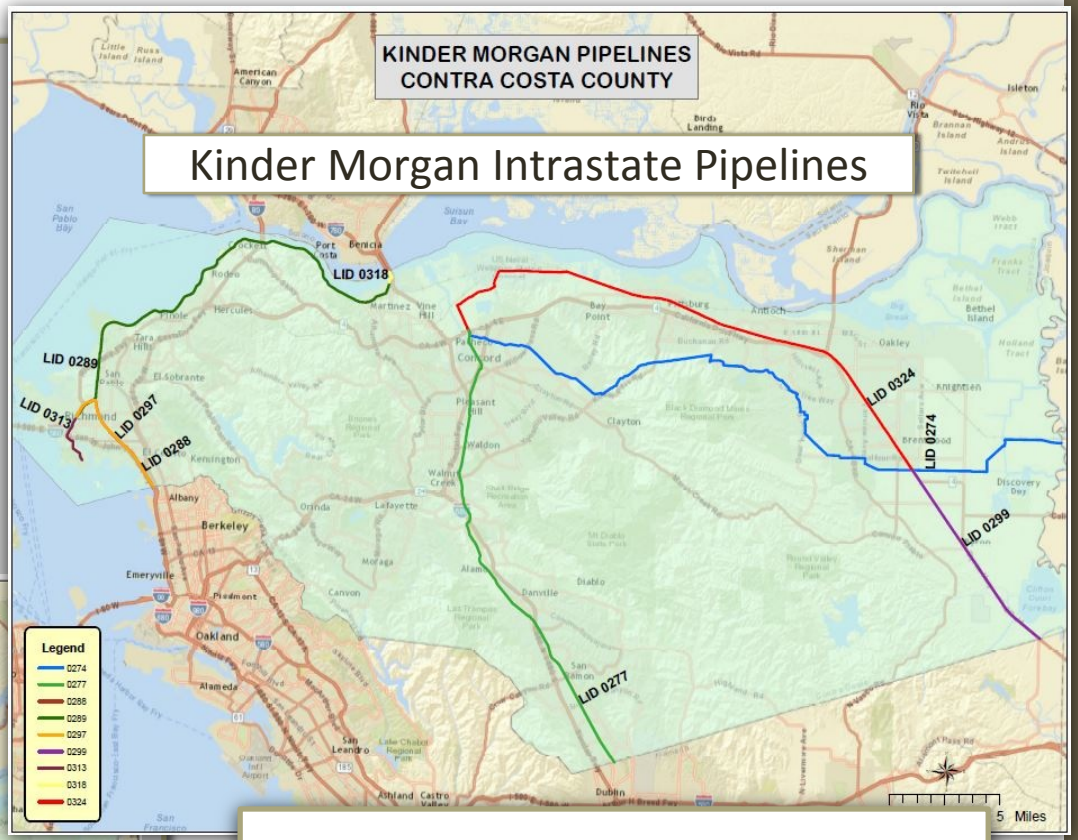
OSFM Pipeline Safety – Pipelines in Contra Costa County

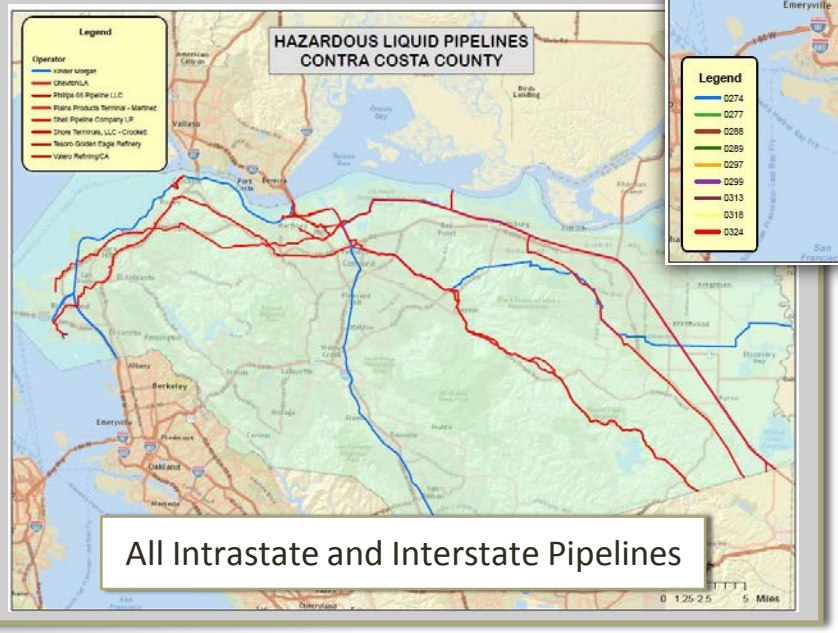
Intrastate Hazardous Liquid Pipeline Operators – (Contra Costa County Only)

- Total operators: 9

Intrastate Pipeline Mileage – (Contra Costa County Only)

- Total Miles: 993
- Kinder Morgan Miles: 419

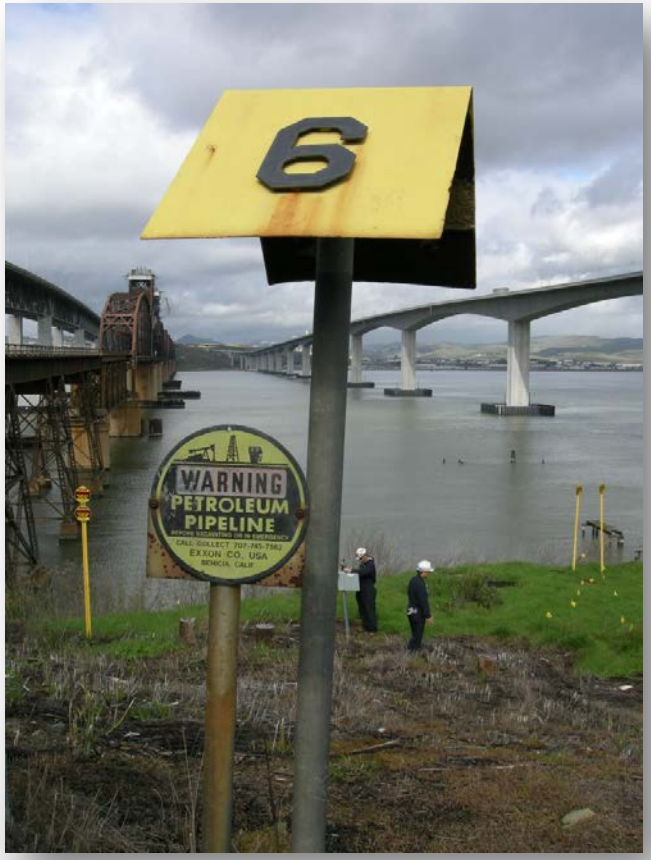




There are 9 Kinder Morgan Intrastate pipelines in Contra Costa County. Each of these lines were included in this IMP inspection plus two additional pipelines that travel from Oakland to Brisbane.

OSFM Pipeline Safety – Types of Inspections

OSFM utilizes a risk-based inspection approach based on available resources.



- Standard (Comprehensive)
- Construction
- Accident Investigations (Leaks)
- Integrity Management
  - Program (Procedures)
  - Field (Hydrostatic tests, ILI)
- Operator Qualification
  - Program, Field
- Breakout Tank
- Drug and Alcohol
- Public Awareness
- Control Room Management

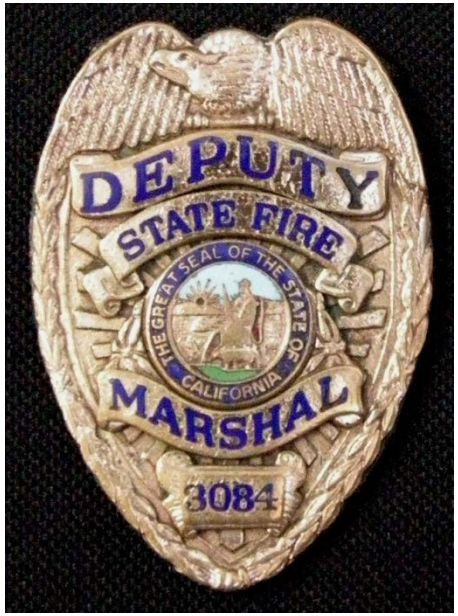
OSFM Pipeline Safety – Additional Requirements

- Train Derailments
- Encroachment Issues
- Safety Related Conditions
- Local Assistance
- Training
- Spill Drills
- Public Requests
- Media Request

OSFM Pipeline Integrity Program – Hydrostatic Pressure Tests/ILI

Ca. Govt. Code 51010-51019

Beginning in 1984, the California State Fire Marshal has required all <u>intrastate</u> pipelines over 10 year of age to be periodically hydrotested or internally inspected at intervals not to exceed 5 years.



- Program started with the passage of the Elder Pipeline Safety Act
- Requires Operators to pressure test each Hazardous Liquid Pipeline every 5 years
- Independent Testing Companies/Witnesses
- Test must be documented and sent to OSFM
- Many Operators utilize high tech In-Line Inspection (ILI) tools
- Testing and Repairs may be monitored by OSFM

DOT/PHMSA Integrity Management Program – Elements (Protocols)

195.452 (f)

Beginning in 2001, DOT/PHMSA required all pipeline operators to comply with the Liquid IM Rule. The Liquid IM Rule specifies how pipeline operators must identify, prioritize, assess, evaluate, repair and validate the integrity of hazardous liquid pipelines that could, in the event of a leak or failure, affect High Consequence Areas (HCAs) within the United States. HCAs include: population areas; areas containing drinking water and ecological resources that are unusually sensitive to environmental damage; and commercially navigable waterways.

GOALS: Improve pipeline safety through:

- accelerating the integrity assessment of pipelines in High Consequence Areas,
- improving integrity management systems within companies,
- improving the government's role in reviewing the adequacy of integrity programs and plans, and
- providing increased public assurance in pipeline safety.

Kinder Morgan Integrity Management Program Inspection – Overview

- A DOT-PHMSA Team Inspection of Kinder Morgan's Integrity Management Program was completed in June 2010.

- OSFM completed an Inspection of Kinder Morgan's Integrity Management Program in July 2014.

- Inspection Forms
- Protocols Reviewed
- Inspection Findings

Kinder Morgan Integrity Management Program Inspection – DOT/PHMSA IMP Elements (Protocols)

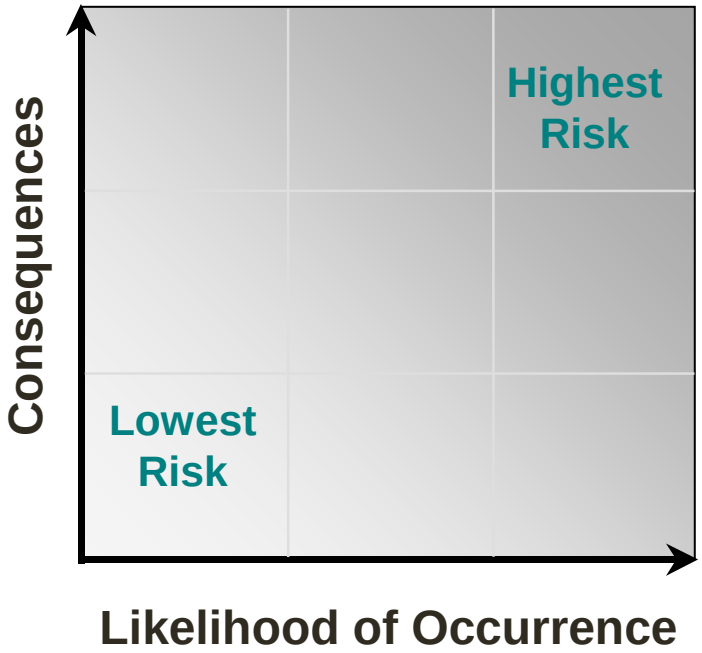
195.452 (f)

1. Identifying Segments that Could Impact HCAs
   - High Population Areas and Other Populated Areas
   - Commercially Navigable Waterways
   - Unusually Sensitive Areas of Environment
     - Drinking Water USA
     - Ecological USA (see 195.6)
2. Baseline Assessment Plan

   Completion Date
   - February 18, 2003
   - 1 Year after the pipeline begins operation

DOT PHMSA reviewed Kinder Morgan's Baseline Assessment Plan during the 2010 Integrity Management Program Inspection. There were no potential issues identified in Protocol 2 (Baseline Assessment Plan) during the PHMSA 2010 inspection. Kinder Morgan has not constructed any new INTRAstate pipelines in Contra Costa County or identified any new High Consequence Areas since the 2010 DOT PHMSA Integrity Management Inspection that would require a Baseline Assessment.

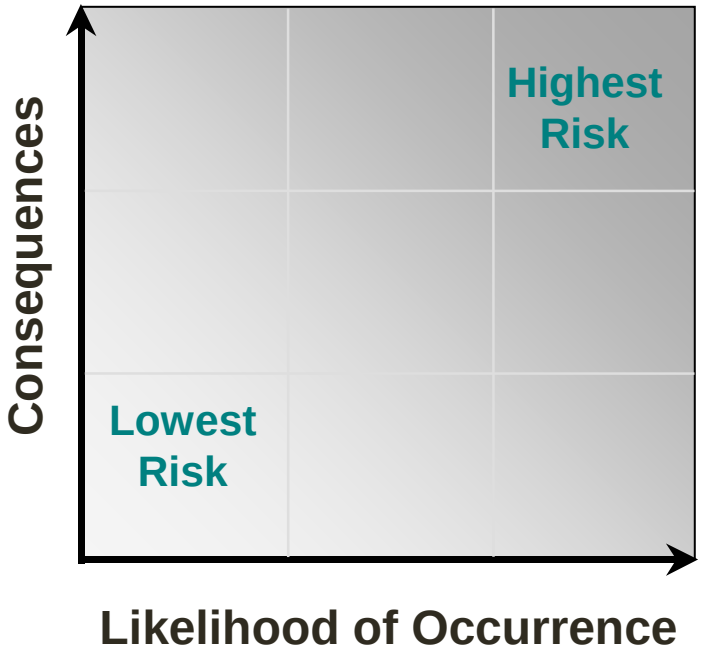
3. Integrity Assessment Results Review
4. Remedial Action - Making Mitigation and Repair Decision



Kinder Morgan Integrity Management Program Inspection – DOT/PHMSA IMP Elements (Protocols)

195.452 (f)

5. Risk Analysis - Integrating and Analyzing Risk Information
6. Identifying Additional Preventive and Mitigative Measures
7. Continual evaluation and assessment of pipe integrity
8. Operator Measures Program Performance



Kinder Morgan Integrity Management Program Inspection – Identify Segments that Could Impact an HCA

1. Direct Analysis
2. Indirect Analysis
3. Terrain Analysis
4. Direct Watershed Analysis
5. Indirect Watershed Analysis
6. Pool Fire Analysis

Kinder Morgan uses the PHMSA National Pipeline Mapping System (NPMS) High Consequence Area (HCA) dataset as a baseline for their HCA model. Their HCA dataset is updated annually using input from field Subject Matter Experts that document new HCA's, changes in existing HCA's, or changes to the system that may not have been captured during the Management of Change (MOC) process. Their contractor, American Innovations (AI), receives an updated NPMS HCA layer from Kinder Morgan prior to performing the HCA Impact identification. AI performs the six types of analysis for Kinder Morgan using a combination of its risk analysis software, Risk Intelligence Platform (RIPL™), and its HCA analysis software, Risk Consequence Analysis Tool (RiskCAT)

Kinder Morgan Integrity Management Program Inspection – Integrity Assessment Results Review

The Kinder Morgan Analysis Profile specifies In-Line Inspection Tool requirements (i.e. tool type, reporting specifications, ILI vender personnel qualifications, etc.). Kinder Morgan is notified by the ILI vender of all Immediate Repair Conditions by phone, email, and written. Kinder Morgan then determines for each Immediate Repair Condition if the maximum operating pressure of the line must be lowered, the line needs to be shut down, or a safety related condition exists.

According to regulations, once an operator discovers a condition the operator is required to determine if the condition meets any of the rule's special requirements for scheduling remediation. The assessment records reviewed during this IMP Inspection show that all repair conditions ("immediate repair," 60-day, 180-day, and "other" conditions) had been discovered within 180 days of running the ILI tool.

Kinder Morgan procedures require that only qualified individuals review and analyze information generated from integrity assessments. ILI vender personnel evaluating integrity assessment results will be level II qualified per API 1163 and ASNT ILI-PQ-2005. Kinder Morgan personnel involved in the review and evaluation of integrity assessment results possess at least, or work with someone who has Bachelor of Science Degree in an engineering discipline or equivalent experience.

Kinder Morgan Integrity Management Program Inspection – Remedial Actions (Repairs)

If KM is unable to meet the schedule for any conditions which meet the definitions of Part 195.452 (h), then KM will provide notification to PHMSA justifying the reason the schedule cannot be met and that the change will not jeopardize public safety or environmental protection.

The ILI Action Plans reviewed during this IMP inspection show that each repair condition was repaired or remediated within the required time.

Immediate Repair Conditions are provided to Kinder Morgan by the ILI vendor in a verbal, written, or preliminary report. Kinder Morgan will review the report and complete any actions required within five working days of receiving the report (i.e. reduce pressure to safe limits or shut down the pipeline) or the condition will be considered a safety related condition that requires reporting to PHMSA. If more than one anomaly site has been identified as an immediate repair condition, Kinder Morgan will prioritize the repair work based on the severity of the anomaly and the proximity of HCA locations

Immediate Repair Conditions

- Immediate reduction of pressure or shutdown (within 5 business days of discovery) until appropriate repairs are completed

60-Day Repair Conditions

- Scheduled for evaluation and remediation within 60 days of discovery

180-Day Repair Condition

- Scheduled for evaluation and remediation within 180 days of discovery.

Kinder Morgan Integrity Management Program Inspection – Risk Analysis

Kinder Morgan uses the Risk Intelligence Platform (RIPL™) to spatially align the risk data (i.e. pipe data, coatings, crossings, one-call records, geographic data, assessment results, CIS data, CP readings, PIRR, Foreign Line Crossing Reports, Subject Matter Expert input, and more) into the KM PODS database.

Kinder Morgan calculates the Risk of Failure by multiplying the weighted threat (Likelihood of Failure) and consequence (Consequence of Failure) scores. Kinder Morgan's Likelihood of Failure categories include; External Corrosion Threat, Internal Corrosion Threat, Stress Corrosion Cracking, Manufacturing Threat, Construction Threat, Equipment Threat, Third Party Damage, Incorrect Operations, and Weather Related Outside Force. Kinder Morgan's Consequence of Failure categories are Consequence to the Public and Consequence to the Environment.

Kinder Morgan employs a Risk Management Team to run the risk database audit and perform quality control analysis. The Kinder Morgan Risk Management Team includes the Risk Manager, GIS PODS Database Team (consisting of GIS Manager and 4 Pacific Region Gatekeepers), and the KM Contactor American Innovations (consisting of three Risk Engineers and two GIS Database Specialists).

Kinder Morgan Integrity Management Program Inspection – Additional Preventative and Mitigative Actions

Kinder Morgan completes a Pipeline System P&MM Analysis Sheet for each pipeline system except those pipeline segments that are found to have sufficient P&MM's and require no additional P&MM's. The justifications are submitted to the KM Risk Manager for review and approval. A Pipeline System P&MM Analysis Sheet was completed for all but one INTRAstate pipeline in Contra Costa County.

Kinder Morgan did not complete a Pipeline System P&MM Analysis Sheet on their LS74 (CSFM 0313) pipeline. An In-Line Inspection was completed on this line in 2012 with no integrity management conditions identified and there were no newly identified "could affect" high consequence area. Kinder Morgan stated that they would perform the P&MM Analysis in 2017 after the next ILI assessment is complete.

The action items identified for the pipelines in Contra Costa County include sending all Right-of-way (ROW) inspectors to the 1-week Kinder Morgan ROW college, monitor wash outs and unstable slopes, input cathodic protection data using Allegro units, drill with local Emergency Responders, continue to update alignment sheets, and increased aerial patrols (weekly). Each of these action items are on-going.

Kinder Morgan Integrity Management Program Inspection – Continual Evaluation of Pipeline Integrity

Kinder Morgan bases the periodic evaluation and assessment intervals of their pipelines on in-service failures, past and present integrity assessment results, analysis of information from other surveys and inspection, repairs and P&MM implemented, risk factors, and risk analysis. This is discussed by the risk team at the end of the ILI Assessment. As a minimum standard, KM reassesses each pipeline segment that could affect an HCA at intervals not to exceed 5 years from the previous assessment. Variance from the 5-year assessment interval are permitted only in circumstances where an engineering basis for a variance is established or the technology required is unavailable.

Kinder Morgan Integrity Management Program Inspection – Measure Program Performance

KM continually evaluates and revises their Integrity Management Program Manual to reflect new operating and industry experience, include the conclusions drawn from integrity management process results, and incorporate the evolution of tools and techniques as they become available.

KM utilizes lessons learned from audits and accident investigations to make improvements to their program. Findings from integrity activities and risk reduction activities (ex. install flow meter on other end to have a mass balance, P&MM, relocation) are also considered.

KM measures performance against other operators in the industry (information is obtained from regulatory agencies and industry organizations)

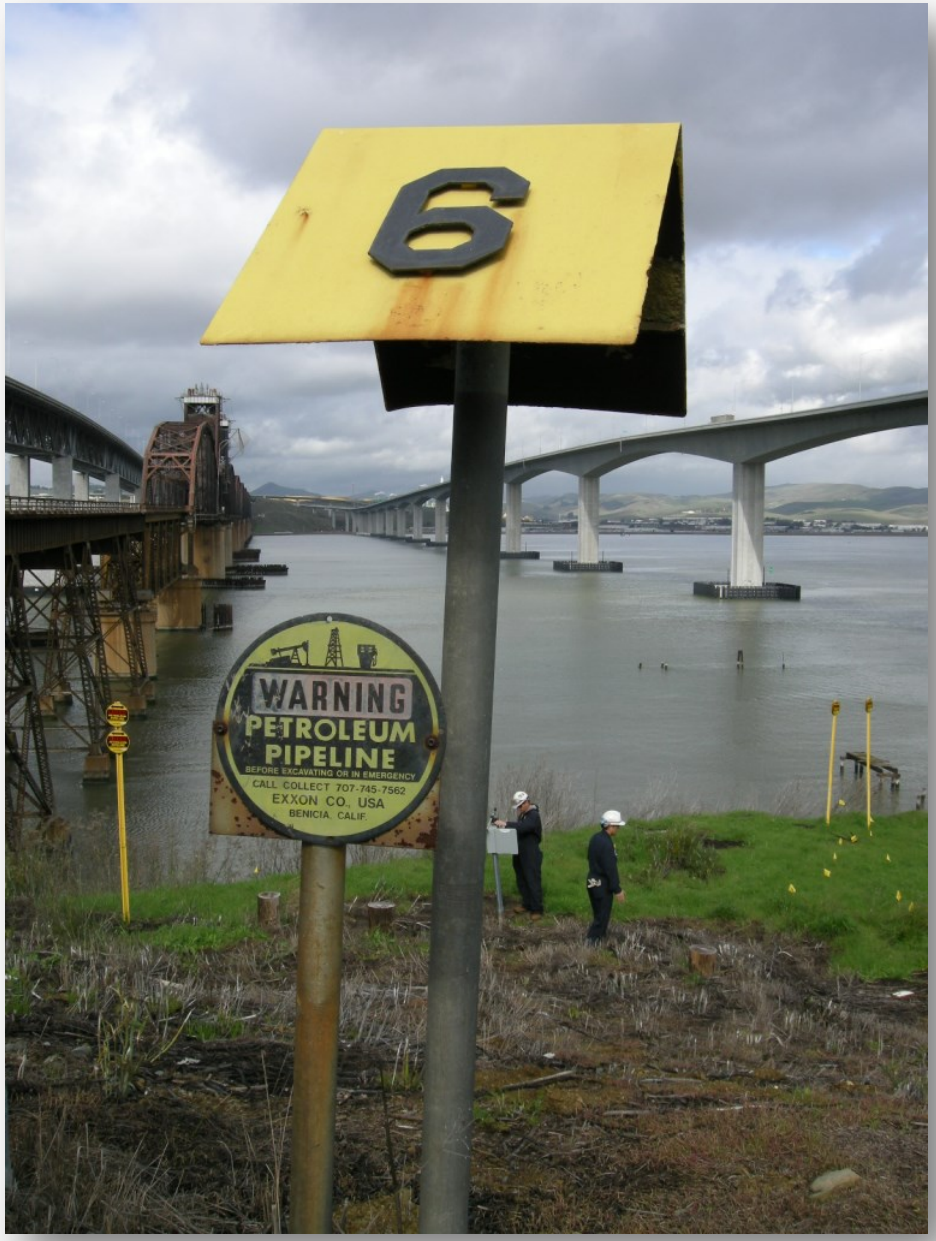
Performance Measures and Goals:

- Reduce total volume of unintended releases
- Reduce total number of unintended release
- Document the percentage of integrity management activities completed during the year
- Track & evaluate the effectiveness of KM's outreach activities
- Internal audits of pipeline systems
- External audits of pipeline systems
- Operations events that have the potential to adversely affect pipeline integrity.
- Demonstrate that the integrity management program supports continuous risk reduction activities with a focus on high risk items. As assessments, repairs, and procedural or process changes are made, operating risk for individual segments and pipelines should be reduced.
- Demonstrate that the integrity management program for pipeline stations and terminals supports continuous risk reduction activities with a focus on high risk items
- Narrate descriptions of pipeline system integrity, including performance improvements
- Provide increasingly useful decision-making assistance and information by suggesting effective preventative and mitigative strategies

Kinder Morgan Integrity Management Program Inspection – Take Away

Kinder Morgan IMP Inspection – Conclusions

1. KM is dedicated to having qualified and experienced personnel developing, managing, and implementing their IMP program. KM commits a considerable volume of resources to maintain the integrity of their pipelines.
2. Significant leaks have dramatically dropped in the past 10 years. One reportable release on a KM pipeline in CCC within the last 10 years (38 barrels from block valve). Part of this success can be attributed to KM finding and repairing anomalies in their lines before they develop into a release and a concerted effort to reduce 3rd Party Damage.
3. KM incorporates information from each of their Business Units and field Subject Matter Experts in the evaluation of their IM Program
4. KM continues to improve their IM Program. Including developing new technologies and analysis for detecting anomalies, hiring additional ROW personnel and developing new processes to limit 3rd party damage, developing and mandating a line rider college, and providing public awareness presentations to emergency responders and schools.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Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE **6.**

Meeting Date: 12/04/2014

Subject: CONSIDER a report on the status of implementing a taxicab permitting process in unincorporated Contra Costa County.

Submitted For: David Twa, County Administrator

Department: County Administrator

Referral No.: 18

Referral Name: MONITOR issues of interest in the provision of general transportation services, including but not limited to public transportation and taxicab services.

Presenter: Tim Ewell, Senior Deputy County Administrator

Contact: Tim Ewell (925)335-1036

Referral History:

On September 5, 2013, the Transportation, Water and Infrastructure Committee received a staff report regarding the status of a regulatory structure for taxicab permitting within the unincorporated area, pursuant to Government Code § 53075.5. At that time, the Committee directed staff to work with the County Administrator's Office (CAO) to:

1. Obtain advice from County Counsel regarding the County's potential risk and exposure for not having a taxicab permitting ordinance or resolution pursuant to the California Code.

2. Coordinate with the Office of the Sheriff to identify resources and develop a budget for codifying and administrating a taxicab permitting ordinance or resolution.

On June 5, 2014, the County Administrator's Office returned to the Committee with a framework for the implementation of a taxicab ordinance in unincorporated areas of Contra Costa County. The implementation frame work, including roles of County departments, is summarized below:

TREASURER-TAX COLLECTOR:
I. Issues general business license to taxi companies operating in the unincorporated area.

II. Notifies applicants of the need to acquire a taxicab permit in jurisdiction where business is located.

SHERIFF'S OFFICE:
I. Issues Permits to new taxicab operators and businesses located in the County unincorporated area.
a. Applicant provides valid business license to operate in the unincorporated area.

b. Sheriff facilitates referrals for the California Department of Justice Live Scan and drug testing for permit applicants with businesses established in the unincorporated area, at cost of the applicant.

c. Applicant provides proof of taxicab vehicle inspection conducted by private entity at time of application for a permit, at cost of the applicant.

d. Sheriff to establish a fee for reviewing new applications and annual renewals as part of the Taxicab ordinance.

II. Existing taxicab operators and businesses permitted in other jurisdictions within Contra Costa County doing business in an unincorporated area.

a. Ordinance to allow a permit from any other jurisdiction within Contra Costa County to operate a taxicab to be accepted with no further action required by Sheriff's Office.

b. Business owner are still responsible for acquiring a business license to operate in the unincorporated area from Treasurer Tax Collector.

Referral Update:

At the June 5, 2014 meeting, the Committee approved the implementation framework and directed staff to work with County Counsel to draft the Ordinance for review by the Committee. Shortly following the meeting, the Contra Costa County Police Chief's Association discussed at a regular meeting, the notion of a regional taxicab cooperative.

On October 23, 2014, the County Administrator's Office and Sheriff's Office met with the Concord Police Chief and staff to explore options for implementing a regional taxicab cooperative with the intention of reporting back to the Committee with options and requesting direction.

Since that time, the Contra Costa County Local Government Leadership Academy, sponsored by the Contra Costa County Public Manager's Association and local jurisdictions, received a submission from the City of Walnut Creek (Attachment A) to explore, as a project for Academy participants, the implementation of a regional taxicab permitting program. The project duration is from January through July 2015.

In light of the developments since the June 5, 2014 TWIC meeting, staff is recommending that the Committee table further discussion about implementing a taxicab permitting regime for the unincorporated area until the results of the Academy project is complete and an analysis by County and municipal stakeholders is completed to assess the viability of a regional approach.

Recommendation(s)/Next Step(s):

I. ACCEPT a report on the status of implementing a taxicab permitting process in unincorporated Contra Costa County.

II. PROVIDE feedback to staff as to how to move forward.

Attachments

Attachment A

Contra Costa Local Government Leadership Academy

Team Project Idea Form

Instructions: The proposed project should be a meaningful, real-life project that your agency wishes to complete in the next six months but you don't have the staff resources to address. Please keep in mind:

- The project will be conducted by an Academy team between January 2015 and July 2015
- The executive sponsor will meet with the full team at the beginning of the project, do a mid-course check in, and attend a dry run of the team presentation; and provide requested guidance as the team addresses the project
- The proposed project should be limited in scope so it is do-able yet produces some valuable outcomes for your agency
- The outcome of the project should not already be a foregone conclusion
- The team is available to make a presentation of their work product and findings to the PMA at the conclusion of the Academy
- **Submit**: Please submit to Nat Rojanasathira (nat@danville.ca.gov) who will forward to Eileen Beaudry

Project Title:	Contra Costa County Regional Taxi & Online Transportation Services Project
Project Description: a) Provide General Description b) Specify desired deliverables, and c) Describe how final product will be used.	a) Within Contra Costa County there is a high demand for taxi services and online application based transportation services that are occurring in a largely unregulated industry with inherent risks to public safety. In addition to the largely uncontrolled/unregulated taxi services, there is unprecedented growth in the unregulated online application based transportation companies such as Uber and Lift. While a few cities within CCC have a regulated taxi program, the majority of the County is largely unregulated resulting in unsafe vehicles, unlicensed drivers, lack of appropriate insurance, and drivers with criminal backgrounds. Additionally, there are currently no requirements at the county or city level for application based transportation services. b) This project would create a Regional Taxi and Transportation Program to regulate and reflect the rapidly growing popularity of the application based companies, the needs of the taxi industry, and most important, the safety of our citizens and visitors. c) Our Project goal is to unify transportation services within the county resulting in a one permit process that would serve the entire region with regulated guidelines and enforcement. Annually, or more frequent if warranted, all drivers would pass a criminal background check, driver license check, vehicle inspection, and insurance verification. The number of permitted vehicles and drivers would be based on population studies and community needs.

Please suggest where relevant materials could be found or subject matter experts to be contacted:	Other counties including Marin and San Francisco have regulated industries that could be studied and adapted to meet the needs of Contra Costa County. Additional experts at the Public Utilities Commission and CHP would be sought out for additional expertise.
Please identify executive sponsor(s) and their preferred method of communication:	Chief Thomas Chaplin, WCPD
Submitted by:	Chief Thomas Chaplin
Agency:	Walnut Creek Police Department

Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE **7.**

Meeting Date:	12/04/2014
Subject:	CONSIDER Report on Local, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate.
Submitted For:	John Kopchik, Interim Director, Conservation & Development Department
Department:	Conservation & Development
Referral No.:	1
Referral Name:	REVIEW legislative matters on transportation, water, and infrastructure.
Presenter:	John Cunningham, DCD **Contact:** John Cunningham, (925) 674-7833

Referral History:

This is a standing item on the Transportation, Water, and Infrastructure Committee referral list and meeting agenda.

Referral Update:

In developing transportation related legislative issues and proposals to bring forward for consideration by TWIC, staff receives input from the Board of Supervisors, references the County's adopted Legislative Platforms, coordinates with our legislative advocates, partner agencies and organizations, and consults with the Committee itself.

At this time, staff is highlighting the items and recommendations below for the Committee's consideration. This report includes three sections, 1) LOCAL, 2) STATE, and 3) FEDERAL:

1) LOCAL

A) The 2014 Countywide Transportation Plan (CTP) Update & Planning for Possible 2016 Ballot Measure is a standing item for the foreseeable future. Information from the prior months report that continues to be relevant will be in *italics,* as follows:

The Contra Costa Transportation Authority (CCTA) is in the process of developing the 2014 Countywide Transportation Plan (CTP) which will be finalized at the end of 2014.

Please note that the CTP schedule has shifted, and adoption is estimated to be in early 2015. (See attached: CTP_Schedule_2014/11/19.pdf).

The planning process is expected to produce a financially unconstrained project/program list of approximately $5B. This list will ultimately be narrowed down to approximately $2.5B. At that

point, a more detailed discussion regarding revenue options to pay for the proposed programs and projects will take place. The level of engagement of the County and the Board of Supervisors will vary depending on what funding option, if any, is pursued.

4/16/14 CCTA Board Meeting: Staff reported that work has begun in developing a budget and scope for a possible 2016 sales tax measure. Also discussed was: 1) the development of a governance structure (both internal and external) to oversee the process, and 2) whether or not modification of the existing ordinance or an entirely new ordinance would be more appropriate.

8/12/14 Board of Supervisors Meeting: Presentation by CCTA staff on the CTP Update and Polling Results.

9/23/14 Board of Supervisors Meeting: Discussion on Draft letter to CCTA on the CTP Update. This agenda item and discussion, in combination with outreach to each Supervisory District, resulted in a comment letter on the CTP being transmitted to CCTA, (see attached: BOS to CCTA re: CTP (Oct 2014).pdf).

The comment period on the CTP closed on 11/3/14. For the Committee's reference, draft materials continue to be available here:

CTP Executive Summary:
http://www.ccta.net/about/download/53ebd36c3785b.pdf

Volume 1, Full CTP Update:
http://ccta.granicus.com/MetaViewer.php?view_id=1&clip_id=63&meta_id=4579

Volume 2, Subarea Action Plans compiled for viewing in one file:
http://ccta.granicus.com/MetaViewer.php?view_id=1&clip_id=63&meta_id=4580

Volume 3, Draft Comprehensive Transportation Project and Programs Listing:
http://ccta.granicus.com/MetaViewer.php?view_id=1&clip_id=63&meta_id=4581

Regarding the November 2014 CTP Update, and considering the recent close of the comment period, CCTA staff is currently compiling the input and preparing to respond. The latest comment summary developed by CCTA is attached: CTP Comments (11/4/14 Report to CBPAC).pdf.

In the context of a potential transportation sales tax in 2016, the attached document, "November 2014 Local Elections for Transportation Purposes" was distributed at a recent CCTA meeting. Of six measures for transportation purposes listed, 5 passed.

RECOMMENDATION: Receive report on the CTP Update and direct staff as appropriate.

2) STATE
A) Midterm Elections: We are currently between legislative sessions and interpreting the implications of the midterm elections. County staff and the County's legislative advocate will be present to update the committee on the following:

- Implications of changes to the delegation (new roster following, outgoing representative in parenthesis)
- Iron Horse Right of Way Issue

- School Safety and Siting (updated CSAC legislative proposal, see attached: School Safety Bill Proposal-CC County-V2 (11/7/14).pdf)
- Relevant State Legislative Platform Issues

AD 11: Jim Frazier
AD 14: Susan Bonilla
AD 15: Tony Thurmond (Nancy Skinner)
AD 16: Catharine Baker (Joan Buchanan)

_____
SD 9: Loni Hancock
SD 7: Mark DeSaulnier

B) School Siting & Safety; there are limited activities to report on given that we are between legislative sessions. County staff and our legislative advocate will look ahead to opportunities in 2015 to achieve our goals. Please note the following recent developments.

Regarding the Governor's Plans for School Construction Funding; with the demise of AM Buchanan's School Construction Bond Bill (AB 2235) due to the Governor's opposition, the need for school construction funding has become dire. Some resolution to imminent exhaustion of the bond cap was thought to move ahead in 2013, and then 2014. It is doubtful that this could be stretched past 2015 in to 2016 without claims of a crisis. The understanding is that the Governor will make some fundamental changes in how schools are funded in the 2015 budget (see attached: 10/20/14 Gov Plan for School Construction $.pdf.). This was the same message that was broadcast in 2014, but again, did not end up playing out.

Staff and our legislative advocate are hoping to capitalize on this situation (fundamental changes in school construction funding) by appealing to the Governor for consideration of the County's concerns with school siting and safety. The attached letter was transmitted (see attached: 11/5/14 Letter BOS to Gov. Re: School Siting-Safety.pdf.), and in addition to appealing to the Governor, will be used to approach Caltrans to discuss our 2015 bill proposal regarding enhanced school safety zones.

Regarding the Enhanced School Zone Safety Zone: 2015 Bill Proposal; with the Governor's stated opposition to monetary fines, the penalty has been changed to increase the point penalty levied against drivers licenses for moving violations in the school zone. This mirrors penalties for commercial drivers who are held to a higher standard given their profession.

That higher standard will be applied to motor vehicle operators driving in the school zone. The rationale for the higher standard in the school zone is that drivers are sharing the road right of way with the K-12 population who have physiological limitations and generally greater sensitivity. (see attached: School Safety Bill Proposal - CC County - V2 (11/7/14).pdf).

This proposal is moving through both the County legislative development process and that of the California State Association of Counties (CSAC). The update on both of those processes is as follows:

- The County's Legislation Committee approved the proposal at their November 6, 2014 meeting and will be brought to the Board of Supervisors.
- CSAC discussed the proposal at their 2014 Annual Meeting in November and recommended

moving ahead with the proposal.

Children have: 1) less developed depth perception, (which is even more pronounced when interpreting objects in motion), 2) hearing that is less sophisticated, (direction, size, and speed interpretation), 3) limited attention capacity (impulsive and easily distracted), and 2) not fully developed the concept of left and right (until age 7). These physiological capacities are all essential to using and crossing roads safely and cannot entirely be mitigated by education or other safety training.

RECOMMENDATION: Receive report on School Siting & Safety and direct staff as appropriate.

3) FEDERAL
Results from the midterm elections have not, as of yet, included any concrete implications for the current federal transportation funding bill, Moving Ahead for Progress in the 21st Century (MAP-21). The current extension expires May 31, 2015. Staff will bring information forward as it becomes available.

Recommendation(s)/Next Step(s):
CONSIDER Report on Local, State, and Federal Transportation Related Legislative Issues and take ACTION as appropriate including CONSIDERATION of specific recommendations in the report above.

Fiscal Impact (if any):
There is no fiscal impact.

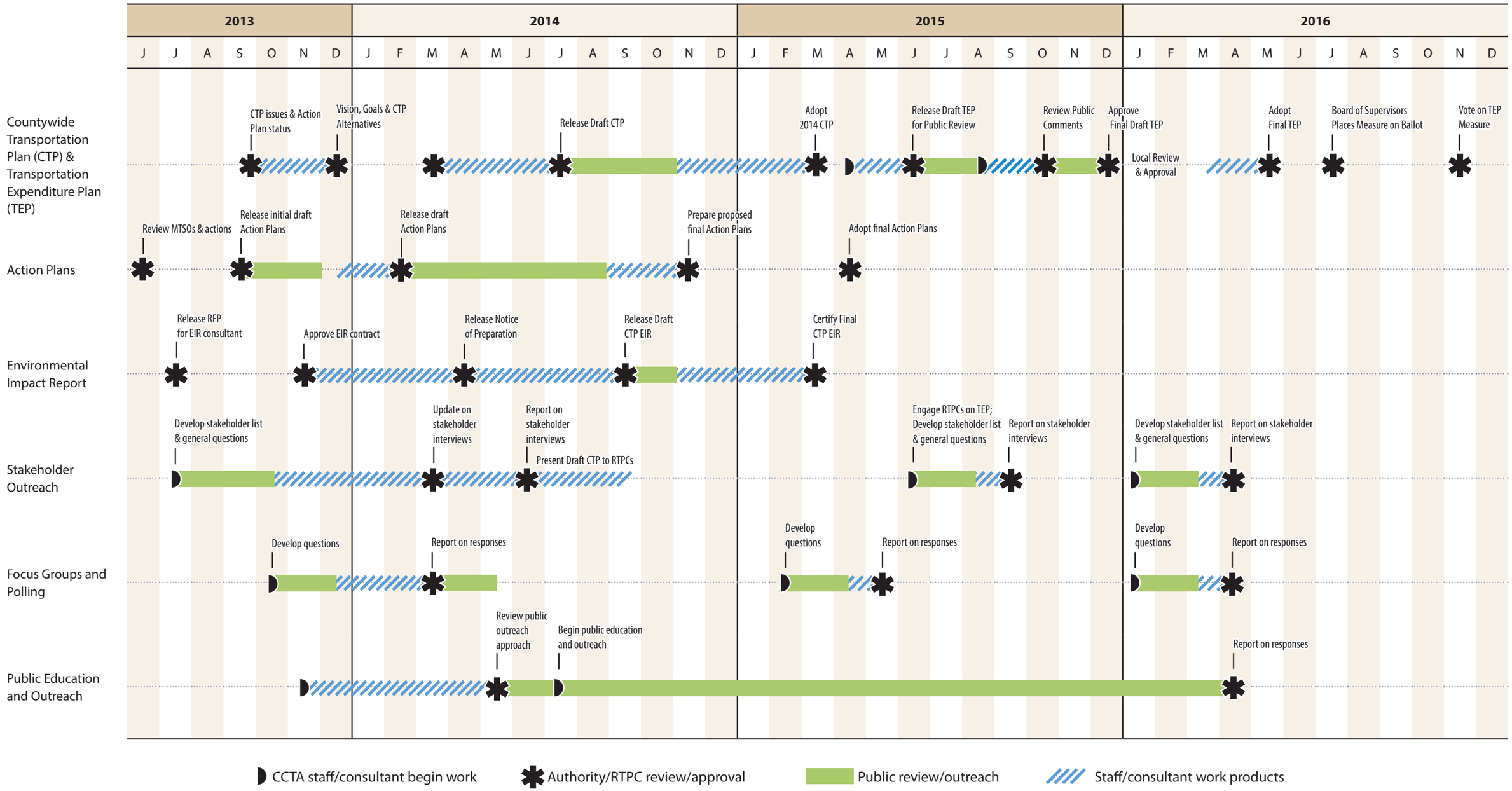
Attachments

CTP_Schedule_2014-11-19.pdf
BOS to CCTA re CTP (Oct 2014).pdf
CTP Comments (11-24-14 Report to CBPAC).pdf
School Safety Bill Proposal-CC County-V2 (11-7-14).pdf
11-5-14 Letter - BOS to Gov Re School Siting-Safety.pdf
10-20-14 - Gov Plan for School Construction $.pdf
November 2014 Local Elections for Transportation Purposes

Overall Schedule

2014 Countywide Transportation Plan, Action Plans and Transportation Expenditure Plan

November 19, 2014



The Board of Supervisors

County Administration Building
651 Pine Street, Room 106
Martinez, California 94553

John Gioia, 1st District
Candace Andersen, 2nd District
Mary N. Piepho, 3rd District
Karen Mitchoff, 4th District
Federal D. Glover, 5th District

Contra Costa County

David Twa
Clerk of the Board
and
County Administrator
(925) 335-1900

October 21, 2014

Kevin Romick, Chair
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Subject: 2014 Countywide Transportation Plan Update

Dear Chair Romick:

On September 23, 2014, the Board of Supervisors authorized the Chair to transmit comments on the 2014 update to the Countywide Transportation Plan (CTP). We understand that the CTP is intended to guide the development of the transportation system for the next 25 years. We also understand that this update will result in a list of projects and programs intended to respond to growing population, increasing maintenance demands, and shifting priorities.

As an overall comment, the Board of Supervisors would like to thank the Contra Costa Transportation Authority (Authority) for the substantial effort put in to the draft CTP. The CTP raises numerous contemporary issues which should facilitate a productive discussion about our future.

The comment letter is comprised of three sections, broad discussion on priorities, chapter by chapter comments, and an attached, Public Review Draft Volume 3: Comprehensive Transportation Project List with comments embedded.

PRIORITIES

Increased Local Road Funding Needs: Maintenance, Complete Streets, Storm Water Requirements

Nationally, there is a well-documented, growing need to address our aging infrastructure. On the local level it is no different; we are straining to maintain adequate pavement conditions while being required to be compliant with new water quality, complete streets, and greenhouse gas reduction statutes and initiatives. **While the need for adequate maintenance funding is mentioned throughout the document, the scale of the issue warrants a much more prominent discussion in the CTP, particularly given the discussion of new revenue sources.**

Transit Service Improvements

There is increasing pressure to improve transit service due, in part, to new State statutes. As called out in the CTP, our maturing transportation network and land use patterns are at the point where we are facing diminishing returns on roadway capacity. In this light transit investments may be more attractive. Transit agencies in Contra Costa County are likely to need additional resources to respond to this increase in demand for service and the draft CTP acknowledges this unfunded demand. More specific comments:

- With **conventional fixed route service**, a number of potential mitigation measures proposed by the Office of Planning and Research (OPR) in their efforts to implement SB 743 (2013) relate to improved transit service. As acknowledged in the CTP, SB 743 eliminated congestion based transportation impact measures (level of service/LOS) under the California Environmental Quality Act (CEQA). A proposed alternative metric, likely to be Vehicle Miles Traveled (VMT), is intended to better reduce greenhouse gas production. However, in Contra Costa, our local policies compel us to continue using LOS **in addition to** the new impact measures imposed by the State. In order to offset any potential adverse impact on development activity caused by multiple mitigation measures, the Board of Supervisors requests that the Authority explore the possibility of using an expansion of bus service or bus service funding to establish a transit mitigation bank or programmatic VMT mitigation for member agencies.

  The Board of Supervisors continues to be committed to the policy of having development pay for any facilities required to meet the demands resulting from growth. However, subjecting applicants to the full cost of both LOS and VMT analysis and mitigation may inappropriately constrain needed economic and housing development activities.

- **Paratransit** service for the elderly and people with disabilities, in addition to requiring additional funding, will also require fundamental administrative changes if 1) the Authority is to respond adequately to the projected demand for

service, and 2) expect that response to be cost-effective. In addition to the oft-cited demographic changes (aging population), the impact on travel demand for this portion of our constituency is likely to be further magnified by the consolidation of medical services and new health trends. The inclusion of these significant challenges would improve the *"new challenges"*, *"challenges ahead"* sections of the CTP.

- The Board of Supervisors is aware of the Authority's efforts to implement the Mobility Management Plan (MMP) which could improve coordination and operating efficiencies of multiple transportation providers. We understand that progress is being made and applaud the efforts of Authority staff in navigating this complex issue. While we recognize that the MMP is mentioned in the Action Plan section of the CTP, given the countywide implications of the MMP a detailed discussion may be warranted in a more prominent place in the document.

  Surveys conducted in the beginning of the CTP indicated that the Authority should be "more aspirational" in its undertakings. The implementation of a coordinated, countywide mobility management program would be responsive to that direction.

Safe Routes to School (SR2S) Program

The Authority's Safe Routes to School Master Plan Task Force assisted with the development of a needs assessment to estimate the cost of SR2S projects and programs. The Board of Supervisors thanks the Authority for their leadership on this effort and we look forward to the findings and recommendations being implemented.

In order to make better use of past and future SR2S investments, we encourage the Authority to capitalize on one particular finding in the 2011 survey conducted early in the Master Plan effort. The survey established that the most consistent reason cited by parents and school administrators for K-12 students not walking and bicycling to school is related to traffic, either *"driver behavior"* or *"driving too fast"*. This finding is consistent with statewide and national survey results.

The County has developed a 2015 legislative proposal to enhance school zones through expansion and increased penalties. We have met with our legislative delegation on our proposal. The members were supportive of the concept and offered assistance. The County is in the process of securing support from other agencies and we are formally requesting the Authority support in this effort. The goal of the legislation, in combination with existing projects and program, is to assist in reversing the well-known low walk and bike rates to and from K-12 school. This may be another area

where the Authority could be responsive to the "more aspirational" findings in the surveys.

Major Projects & Emerging Planning Initiatives

A comprehensive response on project priorities can be seen in the attached list. This list includes the Board of Supervisors high priority projects including, but not limited to, TriLink (SR239), North Richmond Truck Route, I-680 HOV Gap Closure, Iron Horse/Lafayette-Moraga Trail Connector, Kirker Pass Road Truck Climbing Lane, Vasco Road Safety Improvements, and Northern Waterfront Goods Movement Infrastructure Projects.

In addition to these projects, the Board of Supervisors requests continued Authority advocacy and funding for activities supportive of economic development in areas of the County where such investment is needed and desired by local communities. For instance, this support could fund activities within Priority Development Area (PDAs) and as part of the Northern Waterfront Economic Development Initiative. We are supportive of CTP actions that include planning and implementation funding for transportation projects and programs, infrastructure improvements and other expenditures that facilitate needed economic development. Such investment will help balance jobs and housing and make more efficient use of our transportation infrastructure. The Board of Supervisors considers these efforts as integral to the continued growth of our region and economy.

CHAPTER COMMENTS

Executive Summary

Page ES-3

The telecommuting information is informative; the document would benefit from other relevant changes in commute patterns listed. Nationwide, bicycle commuting has doubled in a shorter time frame than telecommuting and the Authority has more direct responsibility to facilitate further growth in this area.

Page ES-13

Sustainable Communities Strategy

The Board of Supervisors thanks the Authority for their tireless engagement with the Metropolitan Transportation Commission and the Association of Bay Area Governments on the process to implement SB375. In particular, we encourage continued advocacy for additional resources and consideration for subareas that accommodate a substantial amount of planned growth. For the benefit of our constituents, MTC, and the State, it may be useful to point out in the CTP that our planned growth is, and has

been for some time, well-managed not through State or regional mandate but through a voter-approved Urban Limit Line and Growth Management Program. .

Pages ES-11-14 The information on SB 375 (2008) in the document is useful given the land use and transportation emphasis in the legislation. However, we believe that additional focus on AB 32 (2006), in particular the Cap-and-Trade Program, should be included in the CTP. This information could better position the County to receive Program revenues. At a minimum, the relationship between the *"transformative"* transit investments contemplated in the CTP and the *"Affordable Housing and Sustainable Communities"* and *"Transit and Intercity Rail Capital"* Cap-and-Trade programs should be strengthened.

Prior to contemplating a new transportation sales tax, we believe all other funding opportunities should be examined and maximized to the extent possible in the CTP.

As indicated earlier in this letter and acknowledged later in the CTP, SB 743 (2013) is likely to substantially influence how agencies can 1) claim exemption from CEQA and 2) how we will analyze and mitigate the transportation impacts for development. While implementation policies are still being developed by the State; some mention of the issue in the Executive Summary is warranted considering the potential impact on member jurisdictions and the development community.

At this time, focus on SB 743 issues is being directed at the State. This is understandable given that implementation strategies are currently being developed. However, once the State's work is finished, focus will shift to local jurisdictions who are ultimately responsible for analyzing and mitigating for VMT. As mentioned earlier in this letter, additional attention should be given to potential mitigation strategies. This would be valuable to both your member agencies and the development community.

The Board of Supervisors appreciates the Authority's efforts to engage the State on this critical issue.

Page ES-20

Regarding the need to "renew the sales tax measure", prior to establishing this need in policy we ask that the Authority conduct additional outreach to all member jurisdictions, including all members of the Board Supervisors. As you are aware, the Contra Costa County Board of Supervisors has diverse obligations which vary substantially throughout Supervisorial Districts. In considering whether to support such a measure the Board of Supervisors would consider factors such as possible

conflicts with other public finance priorities, and the need for additional transportation funding.

Introduction

Page I-15

This section discusses auto-ownership rates and age distribution in the context of demographics. Mention of the increase in the elderly segment of the population, and the impact on transportation needs, would serve to make the demographics discussion more useful in the context of the CTP.

Figure 3-1: Roadway Action Plan Projects and Programs

The park/open space data used to compile this figure (and other Figures with the same data) is outdated. It is important that the most current dataset is used so that the status of preserved lands relative to planned improvements is understood. This will help avoid conflicts between transportation planning and conservation efforts. Notably, conserved land data is missing from areas around Vasco Road, the Byron Airport, and along Kirker Pass Road south of the City of Pittsburg. A current dataset can be obtained from East Contra Costa County Habitat Conservancy.

As I am sure you are aware, many critical transportation projects have received streamlined permitting as a result of this program including Vasco Road Widening, SR-4/S-160 Connectors, Deer Valley Road safety shoulders, eBART, State Route 4 between Lone Tree and San Jose Avenue (including Sand Creek Interchange), and State Route 4 medians and shoulders from Discovery Bay to Byron Highway.

Vision, Goals and Strategy

Page I-28

The Board of Supervisors supports the approach described in the *"Finding the Right Balance"* section. The approach of *"Recognizing the differing needs and situations of Contra Costa's subareas…"* has worked well in this diverse County in the past. We expect it to continue to be successful well into the future.

Page I-29

Goal 1: Movement of people

With respect to the language in the first Goal, *"…all available travel modes…"*, the subsequently listed Strategies would be more representative of all modes, and more consistent with Goal 3, if non-motorized facilities were to be addressed in a manner similar to the road system.

For example, *"Define and close gaps in the Countywide and Regional Bikeway Network, including gaps in Class I and major off-street paths"*. In addition, this change would improve internal consistency, in the *"Pedestrian and Bicycle Facilities"* section the following action is highlighted, *"Close gaps in the regional trail system…"*.

Goal 1: Movement of Goods

Consistent with Authority support for, and assistance with the Northern Waterfront Economic Development Initiative, please include the following language, *"Identify new strategies to improve freight movement on freeways, **waterways** and rail lines to improve air quality and the safety and efficiency of goods movement"*.

Page I-32

The discussion regarding *"Maintaining the transportation system"* would be more informative and complete if new requirements, often required to be implemented concurrent with maintenance projects, were described in this section. Complete streets and water quality requirements can result in substantially increased maintenance costs.

Page I-36

"Our ability to expand the roadway system is extremely limited": In addition to the barriers to roadway expansion listed in this section (limited right-of-way, noise, air pollution, etc.), please include *"expanding maintenance obligations"*.

Page I-41

Transit, Including Buses, Rail, Paratransit, and Ferries

As indicated in the Priorities section above, some mention of Authority leadership on the implementation of the MMP would be informative in this section.

Page I-51

Pedestrian and Bicycle Facilities

This section may benefit from a review by the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) who could assist in finding solutions to the numerous barriers to improving non-motorized transportation identified in the CTP.

The barriers to increased walking and cycling identified in the CTP are not unique to Contra Costa County. These barriers can be addressed through a methodical planning and investment response. The 2009 Update to MTC's Regional Bicycle Plan for the San

Francisco Bay Area indicates that Contra Costa County is tied with Solano County for the lowest rate of bicycle commuters. A strategic approach to address identified barriers and improve that ranking may be another "aspirational program". As indicated in the draft CTP, the County has numerous attributes that we could capitalize on; excellent climate, favorable topography, an excellent multi-use path network, and second only to Alameda County in terms of numbers of BART stations.

On a related note, the Authority may wish to consider combining the Safe Routes to School Master Plan Task Force with the CBPAC to form an "Active Transportation Working Group". The subject matter addressed by the committees is similar and combining the committees may result in a critical mass of issues to address that would ideally lead to regular consultation and collaboration.

Page I-61

Facilities for Goods Movement

The Board of Supervisors appreciates the Authority's assistance with the Northern Waterfront Economic Development Initiative. Considering the initiative addresses goods movement infrastructure including maritime, rail, and highway projects, some mention of the Northern Waterfront effort would strengthen this section.

Page I-65

The Board of Supervisors welcomes the description of the Comprehensive Transportation Project List (CTPL) as "evolving". As subregional and local priorities change and we are required to respond to changing policies it is essential that we are afforded the flexibility of a "living document".

Page 1-105

Implementation

The comments in this letter suggest possible changes to activities listed in the Implementation section including, but not limited to; 1) addition of State policy advocacy, and 2) updates to other Measure J implementation documents as suggested at the Technical Coordinating Committee (Technical Procedures Manual, Measure J Growth Management Implementation Guide, etc).

The Board of Supervisors appreciates the outreach of the Authority Board and its staff to obtain comments on the Draft CTP Update and we look forward to additional dialog and engagement on this effort.

Sincerely,

Karen Mitchoff

Karen Mitchoff, Chair
Contra Costa County Board of Supervisors
Supervisor, District IV

C:
Janet Abelson, Chair - WCCTAC
Candace Andersen, Chair – SWAT
Salvatore Evola, Chair, TRANSPLAN
Mark Ross, Chair – TRANSPAC

Attachments:
Comments on *Volume 3: Comprehensive Transportation Project List*

File: Transportation > Transportation > Committees > CCTA > CCTA Board of Directors
File: Transportation > Projects > CCTA > CTP 2014-15
g:\transportation\2014ctpupdate\bostocctarc2014ctpfinal(10-21-14).doc

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
COUNTYWIDE PROJECTS							
	Countywide Curb Ramp Program	ADA	Upgrade curb ramps to current standards throughout Unincorporated Contra Costa County through an annual project to eventually provide pedestrian access to all users on all County roads. This annual project is in addition to curb ramp upgrades implemented adjacent to capital improvement projects.	$3,000,000	Ongoing	Contra Costa County	All
	Countywide Guard Rail Upgrade	Safety	Upgrade metal beam guard rails to meet current Caltrans Standards. The upgrade relates to replacement of the end treatments.	$5,000,000	Planning	Contra Costa County	All
4411	Countywide Overlay Project	Arterial/Roadway	Provide an overlay and/or cold-in-place recycling to Vasco Road, Pleasant Hill Road (NB) and Byron Highway.	$3,423,000	Design and ROW	Contra Costa County	All
WCCTAC PROJECTS							
2767	San Pablo Dam Road Walkability Project	Arterial/Roadway	Add transit stop access and amenities, sidewalks and other improvements to pedestrian and bicycle facilities, turn lanes.	$7,300,000	Design and ROW	Contra Costa County	WCCTAC
3225	Cummings Skyway Truck Climbing Lane Extension	Arterial/Roadway	Extend truck climbing lane on eastbound Cummings Skyway to allow faster moving vehicles to safely pass slow moving trucks climbing existing 10% grade.	$1,500,000	Not Begun	Contra Costa County	WCCTAC
3350	North Richmond Truck Route Project	Arterial/Roadway	Extend Pittsburg Avenue 0.3 miles eastward, and extend either Seventh Street or Soto Street 0.1 mile northward, to intersect with each other and create a truck route from the North Richmond industrial area to the Richmond Parkway.	$19,300,000	Not Begun	Contra Costa County	WCCTAC
3353	Parr Boulevard Widening and Overlay	Arterial/Roadway	widen Parr Boulevard to bring it to arterial standard design and overlay, on a one-mile stretch from Richmond Parkway to the Union Pacific tracks.	$2,772,000	Not Begun	Contra Costa County	WCCTAC
3435	Third Street / Goodrick Avenue Realignment Project	Arterial/Roadway	Realign either Goodrick Avenue or Third Street as it approaches Parr Boulevard to create a direct north-south route and only one intersection with Parr Boulevard.	$1,750,000	Not Begun	Contra Costa County	WCCTAC
3436	North Richmond Overlay / Reconstruction	Arterial/Roadway	Reconstruct York Street and overlay Goodrick Avenue	$359,000	Not Begun	Contra Costa County	WCCTAC
3534	Appian Way and Pebble Drive Signal	Arterial/Roadway	Install signal at Appian Way and Pebble Drive.	$175,000	Not Begun	Contra Costa County	WCCTAC
			Remove and combine with 3536				
3536	Appian Way Complete Streets Project	Arterial/Roadway	Construct Appian Way ultimate improvements.	$4,300,000	Underway	Contra Costa County	WCCTAC
3537	Appian Way Widening at Triangle	Arterial/Roadway	Modify layout of Appian Way and Valley View. Potential roundabout.	$4,000,000	Underway	Contra Costa County	WCCTAC
3543	Brookside Drive Widening	Arterial/Roadway	Acquire ultimate right of way to widen Brookside Drive from 3rd Street to railroad tracks	$772,000	Not Begun	Contra Costa County	WCCTAC
3545	Castro Ranch Road Widening	Arterial/Roadway	Widen Castro Ranch Road.	$1,600,000	Not Begun	Contra Costa County	WCCTAC
3572	El Portal Drive Widening: Richmond City Limit to San Pablo Dam Road	Arterial/Roadway	Widen El Portal Drive	$450,000	Not Begun	Contra Costa County	WCCTAC

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
3576	North Richmond Improvements - Pittsburg Avenue Extension	Arterial/Roadway	The project consists of extending Pittsburg Avenue from 3rd Street to the proposed 7th Street extension.	$1,700,000	Not Begun	Contra Costa County	WCCTAC
3587	San Pablo Dam Road and Greenridge Drive Signal	Arterial/Roadway	Construct signal at San Pablo Dam Road and Greenridge Drive	$250,000	Not Begun	Contra Costa County	WCCTAC
3588	San Pablo Dam Road Improvements	Arterial/Roadway	Construct San Pablo Dam Road improvements and widening.	$6,500,000	Not Begun	Contra Costa County	WCCTAC
3589	San Pablo Dam Road Middle Turn Lane	Arterial/Roadway	Add a middle lane to San Pablo Dam Road	$5,000,000	No Longer Supported	Contra Costa County	WCCTAC
3818	El Sobrante Village Center Drive East	Arterial/Roadway	Eastward extension of Village Center Drive (Project 230), extending 1,200 feet east/northeast from Village Center Drive to connect with San Pablo Dam Road at a point west of the Las Colinas intersection.	$1,960,000	Not Begun	Contra Costa County	WCCTAC
3819	El Sobrante Village Center Drive	Arterial/Roadway	A 600-foot new street parallel to San Pablo Dam Road on its south side, with a 76-foot right of way.	$2,220,000	Not Begun	Contra Costa County	WCCTAC
3821	San Pablo Dam Road Sidewalks near May Road	Arterial/Roadway	Construct sidewalk to fill gaps in the May Road area (Safe Routes to Schools Project).	$651,000	Not Begun	Contra Costa County	WCCTAC
4051	Replace San Pablo Avenue Bridge Over Rodeo Creek	Arterial/Roadway	Replace bridge on San Pablo Avenue over Rodeo Creek. Bridge has less than 50 rating	$3,614,000	Under Construction	Contra Costa County	WCCTAC
4334	Appian Way and Argyle Road Signal Project	Arterial/Roadway	Traffic signal at Appian Way and Argyle Road	$420,000	Not Begun	Contra Costa County	WCCTAC
4338	Appian Way and Santa Rita Road Signal Project	Arterial/Roadway	Install traffic signal at intersectioni	$400,000	Not Begun	Contra Costa County	WCCTAC
4350	Fred Jackson Way/Third Street Complete Street Concepts Plan	Arterial/Roadway	Provide travel lanes, bike lanes, parking lanes and median along Fred Jackson Way	$2,600,000	Not Begun	Contra Costa County	WCCTAC
4351	Seventh Street Extension to Brookside Drive Improvements Project	Arterial/Roadway	Extend Seventh Street, North Richmond, from Wildcat Creek to Brookside Drive	$6,325,000	Not Begun	Contra Costa County	WCCTAC
4587					Delete – same as 3589		
					Delete: Same as 3587		
4360	El Portal Drive Complete Street Improvements	Arterial/Roadway	Widen to 4 travel lanes	$400,000	No Longer Supported	Contra Costa County	WCCTAC
4365	Tara Hills Traffic Calming/Complete Street Plan	Arterial/Roadway	Provide safety improvements and traffic calming measures along Tara Hills Drive	$1,500,000	Underway	Contra Costa County	WCCTAC
4367	Colusa Avenue Complete Street Project	Arterial/Roadway	Provide median, parking lanes and bike lanes.	$500,000	Not Begun	Contra Costa County	WCCTAC
4368	Kensington Curb Ramps Project	Arterial/Roadway	Install ADA compliant a various location along Kensington Avenue	$400,000	Underway	Contra Costa County	WCCTAC
4370	Arlington Avenue Intersection Improvements	Arterial/Roadway	Provide intersection improvements and traffic signals at intersections	$350,000	Not Begun	Contra Costa County	WCCTAC
2795	Olinda Road Sidewalk Gap Closures	Bicycle/Pedestrian	Fill in sidewalk gaps along Olinda Road including the installation of pedestrian bridge over a creek.	$522,000	Not Begun	Contra Costa County	WCCTAC

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
3187	Franklin Canyon Undercrossing, Sobrante Ridge to Carquinez Strait Trail	Bicycle/Pedestrian	Sobrante Ridge to Carquinez Strait Trail: construct Franklin Canyon undercrossing for regional trail access	$300,000	Not Begun	Contra Costa County	WCCTAC
3188	SR 4 West Bikeway: Construct	Bicycle/Pedestrian	SR 4 West Bikeway: Construct bikeway parallel to SR 4 west	$2,000,000	Not Begun	Contra Costa County	WCCTAC
3231	San Pablo Dam Rd Pedestrian Improvements	Bicycle/Pedestrian	The purpose of this project is to create a pedestrian friendly business district for the Community of El Sobrante by upgrading the existing aged path of travel to a new ADA standard accessible pathway with new landscaping along San Pablo Dam Road between Appian Way and Hillcrest Road. San Pablo Dam Road is a major arterial through downtown El Sobrante providing access to I-80. It also provides connection between I80 and SR-24 in Orinda, making it a commuter route carrying approximately 30,000 vehicles per day. The project, in compliance with ADA, will include reconstruction of existing sidewalk, curb and gutter, and driveway conforms along both sides of San Pablo Dam Road between Appian Way and 100 feet west of Hillcrest Drive; an approximate project length of 1,700 feet. The project will also include limited drainage modifications, utility adjustments, street tree removal and replacement, sign relocation, bus stop relocation, new potted landscaping, and removal or relocation of existing sidewalk features (street furniture).	$3,915,000	Under Construction	Contra Costa County	WCCTAC
3497	Third Street Pedestrian Project, Phase 2	Bicycle/Pedestrian	Widen sidewalks, calm traffic and add streetlights and street trees to Third Street between Grove Avenue and Wildcat Creek in North Richmond.	$2,300,000	Not Begun	Contra Costa County	WCCTAC
					Delete: Same as 3231		
3789	Crockett Downtown Upgrade Project	Bicycle/Pedestrian	Upgrade the pedestrian facilities along Pomona Avenue between 2nd Avenue and 1st Avenue in the downtown Crockett Area.	$351,000	Design and ROW	Contra Costa County	WCCTAC
3795	Castro Ranch Road AC Path	Bicycle/Pedestrian	Build Sidewalk on Castro Ranch Road from San Pablo Dam Road to Hillside Drive (east side)	$242,000	Not Begun	Contra Costa County	WCCTAC
3817	San Pablo Creek Pedestrian/Bicycle Bridge	Bicycle/Pedestrian	Bridge for pedestrians and bicycles over San Pablo Creek, from Via Verde into downtown El Sobrante. Will connect to walkway along San Pablo Creek	$350,000	Not Begun	Contra Costa County	WCCTAC
4079	Cummings Skyway Bike Lanes	Bicycle/Pedestrian	Construct Class II bike lanes on Cummings Skyway from Crockett Blvd. to Franklin Canyon Rd.	$3,500,000	Not Begun	Contra Costa County	WCCTAC
4178	Montalvin Manor Sidewalk and Transit Access Improvements	Bicycle/Pedestrian	Install 3,000 ft of sidewalk, drainage, installation/improvements, installation of two new bus shelters, and installation of ADA accessible curb ramps along San Pablo Avenue and Kay Road.	$1,810,000	Complete	Contra Costa County	WCCTAC
4184	Chesley Ave Railroad Pedestrian Crossing	Bicycle/Pedestrian	Railroad crossing pedestrain facilities, 5 foot wide sidewalk, curb gutter, railroad warning devices.	$140,000	Complete	Contra Costa County	WCCTAC

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
4188	Market Avenue Railroad Pedestrian Crossing	Bicycle/Pedestrian	Improves the pedestrian facilities along the north side of Market Avenue between 7th Street and Soto Street, west of the Union Pacific Railroad crossing	$227,000	Complete	Contra Costa County	WCCTAC
4189	Market Avenue Sidewalk Improvements	Bicycle/Pedestrian	Improve the pedestrian facilities along the north side of Market Avenue by constructing 6.5-foot wide concrete sidewalk, curb, gutter, and curb ramps between 7th Street and Soto Street, west of the Union Pacific Railroad crossing.	$280,000	Complete	Contra Costa County	WCCTAC
4352	N. Richmond Pedestrian and Community Enhancement	Bicycle/Pedestrian	Installation of sidewalk, curb and gutter, curb ramps, and bulb outs within the North Richmond PDA. The location is the area north of Market Avenue, south of Wildcat Creek, east of Fred Jackson Way and west of the railroad tracks in the vicinity of Verde Elementary School.	$4,200,000	Not Begun	Contra Costa County	WCCTAC
4353	Hillside Drive Sidewalk Gap Closure	Bicycle/Pedestrian	Provide a 5 feet wide sidewalk on the north side of Hillside Drive, El Sobrante.	$200,000	Under Construction	Contra Costa County	WCCTAC
4354	Valley View Road Bike Lanes Project	Bicycle/Pedestrian	Provide class II bike lanes on both sides of Valley View Road.	$250,000	Not Begun	Contra Costa County	WCCTAC
4363	San Pablo Avenue Complete Street Project	Bicycle/Pedestrian	Provide pedestrian and bicycle improvements from Rodeo to Crockett	I1,200,000	Not Begun	Contra Costa County	WCCTAC
4364	Tara Hills Drive Complete Street Pedestrian Improvements	Bicycle/Pedestrian	Provide a pathway to Montara Bay Park	$600,000	Under Construction	Contra Costa County	WCCTAC
4366	Dolan Way Pedestrian Improvements Project	Bicycle/Pedestrian	Close a 70 feet long sidewalk gap, provide curb ramps along Dolan Way, bulb-outs at Flannery Road.	$650,000	Design and ROW	Contra Costa County	WCCTAC
4369	Rincon Road Widening and Pedestrian Improvements Project	Bicycle/Pedestrian	Provide minimum 12' travel lanes and 5' wide sidewalk along one side of Rincon Road. Grading, retaining walls and right of way acquisition would be required.	$2,500,000	Not Begun	Contra Costa County	WCCTAC
4444	Rodeo Downtown & Waterfront Infrastructure Program	Bicycle/Pedestrian	Install curb, sidewalks, gutters, ADA compliant ramps in downtown area	$1,116,000	Not Begun	Contra Costa County	WCCTAC
4445	6th Street Rodeo Sidewalk Project	Bicycle/Pedestrian	Provide sidewalk on one side of 6th Street	$375,000	Not Begun	Contra Costa County	WCCTAC
4446	7th Street Rodeo Sidewalk Project	Bicycle/Pedestrian	Provide sidewalk on one side	$480,000	Not Begun	Contra Costa County	WCCTAC
4447	Pomona Ave Sidewalk Project	Bicycle/Pedestrian	Provide sidewalk of south side of Pomona St, ret. Wall.	$450,000	Not Begun	Contra Costa County	WCCTAC
4521	West County Safe Routes to School Expansion Project	Safe Routes to School	Expand the West Contra Costa SR2S program to add 2 additional elementary schools to each jurisdiction within West Contra Costa: Richmond, San Pablo, El Cerrito, Pinole, Hercules, and the unincorporated area.	$801,800	Under Construction	Contra Costa County	WCCTAC
TRANSPAC PROJECTS							
ADD	Contra Costa Centre Treat Blvd/I680 Bicycle and Pedestrian	Bicycle/Pedestrian	Ped/Bike improvements along Treat Boulevard between the Iron Horse Trail, through the (I-680) over-crossing to Geary	TBD	Planning	Contra Costa County	TRANSPAC

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
	Plan		Road/North Main Street in the City of Walnut Creek				
2568	Pacheco Boulevard Complete Streets:Blum to Martinez City Limit	Arterial/Roadway	Widen Pacheco Boulevard from Blum Road to Martinez City Limit, and allow for bicycle lanes, sidewalks, median, and turn lanes, where appropriate.	$35,200,300	Not Begun	Contra Costa County	TRANSPAC
2595	Pacheco Boulevard Complete Streets: Arthur to Morello	Arterial/Roadway	Widen Pacheco Boulevard to provide bicycle and pedestrian improvements from Arthur Road to Morello Avenue	$6,363,000	Not Begun	Contra Costa County	TRANSPAC
3368	Arnold Drive Extension	Arterial/Roadway	Extend Arnold Drive eastward beneath I-680 to join Imhoff Drive at Blum Road.	$15,000,000	Not Begun	Contra Costa County	TRANSPAC
3374	Alhambra Valley Road Safety Project at Pig Farm Curve	Arterial/Roadway	Construct new three-way stop controlled "T" intersection at Alhambra Valley Road and Rancho La Boca Road, to improve greater sight distance for travelers approaching the intersection.	$335,000	Design and ROW	Contra Costa County	TRANSPAC
3383	Center Avenue Widening	Arterial/Roadway	Widen Center Avenue to provide bicycle and pedestrian improvements on each side of the street.	$416,000	Not Begun	Contra Costa County	TRANSPAC
			Remove, no longer supported.				
3397	Marsh Creek Road Safety Improvements	Arterial/Roadway	Improve safety and operations on Marsh Creek Road by realigning certain curves on the segment between Aspara Drive and Deer Valley Road.	$8,200,000	Not Begun	Contra Costa County	TRANSPAC
3452	Alhambra Valley Road Improvements	Arterial/Roadway	Provide safety and capacity improvements.	$10,600,000	Not Begun	Contra Costa County	TRANSPAC
3476	Evora Road/Willow Pass Road Intersection Improvements	Arterial/Roadway	Improve the intersections of Evora Road and Willow Pass Road (West-Concord Side) and Willow Pass Road with ramps to State Route 4 (West-Concord Side) with additional approach lanes and traffic signalization.	$800,000	Not Begun	Contra Costa County	TRANSPAC
3477	Evora Road Widening from Willow Pass Road to Driftwood Drive	Arterial/Roadway	Widen existing road to a width of 72 feet, for four lanes, from Willow Pass Road to Driftwood Drive	$4,573,000	Not Begun	Contra Costa County	TRANSPAC
3478	Willow Pass Road Widening/ Gap Closure	Arterial/Roadway	Widen existing road to four lanes, with a median, from Bailey Road to the Pittsburg City limits.	$2,500,000	Not Begun	Contra Costa County	TRANSPAC
3481	Pacifica Avenue East Extension	Arterial/Roadway	The project consists of construction an approximately 2,800 ft east extension of Pacifica Avenue, to connect with a proposed north extension of Manor Road or Alves Lane	$3,800,000	Not Begun	Contra Costa County	TRANSPAC
3482	Alves Lane Extension	Arterial/Roadway	The project consists of construction an approximately 3000 ft north extension of Alves Lane, to connect with a proposed eastern extension of Pacifica Avenue.	$3,000,000	Not Begun	Contra Costa County	TRANSPAC
3546	Center Avenue Widening: Pacheco Boulevard to Blackwood Drive	Arterial/Roadway	Widen Center Avenue to four lanes with a sidewalk on each side of the street.	$588,000	Not Begun	Contra Costa County	TRANSPAC
3574	Marsh Drive Widening	Arterial/Roadway	Widen Marsh Drive to four lanes with sidewalk on each side of the street.	$2,471,000	Not Begun	Contra Costa County	TRANSPAC
3578	Pacheco Boulevard Complete Streets: Martinez City Limit to Arthur Road	Arterial/Roadway	Widen Pacheco Boulevard to provide bicycle and pedestrian improvements from Martinez City Limit to Arthur Road.	$1,757,000	Not Begun	Contra Costa County	TRANSPAC

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
3579	Pacifica Avenue Left Turn Pocket at Rio Vista School	Arterial/Roadway	Construct left turn pocket at Rio Vista Elementary School.	$375,000	Not Begun	Contra Costa County	TRANSPAC
3586	Rudgear Road/San Miguel Drive/Walnut Boulevard/Mountain View Boulevard Safety Improvements	Arterial/Roadway	Safety improvements for Rudgear Road, San Miguel Drive, Walnut Boulevard, and Mountain View Boulevard.	$350,000	Design/Const	Contra Costa County	TRANSPAC
3765	Deer Valley Road Safety Improvements	Arterial/Roadway	Develop shoulder projects, curve alignments, etc. along Deer Valley Road.	$1,400,000	Not Begun	Contra Costa County	TRANSPAC
3768	Treat Boulevard Reconstruction	Arterial/Roadway	Remove and relplace asphalt overlay and bring curb ramps into ADA compliance. The project will remove and replace the existing rubberized asphalt overlay that covers Treat Boulevard from Buskirk Avenue to the bridge structure at Walnut Creek Channel	$2,241,000	Not Begun	Contra Costa County	TRANSPAC
3770	Alhambra Valley Road Shoulder Widening. East of Castro Ranch	Arterial/Roadway	Shoulder widening along Alhambra Valley Road. This project improves a section of Alhambra Valley Road, beginning from approximately 4,700 feet east of Castro Ranch Road, going east 1,650 feet. This project consists of; road widening for shoulders, slope cutting and retaining wall construction on the north side of the road to accommodate the road widening, place guardrail, striping, relocate / remove / add new signage, etc.The proposed shoulder widening will also serve as a Class III bicycle facility.	$2,000,000	Not Begun	Contra Costa County	TRANSPAC
4179	Alhambra Valley Road Improvements - Ferndale Rd to Rancho La Boca Rd	Arterial/Roadway	Realignment, widening, pavement reflector markers repair, traffic warning sign and striping on Alhambra Valley Road between Ferndale Road and Rancho La Boca Road.	$890,000	Design and ROW	Contra Costa County	TRANSPAC
4180	Alhambra Valley Road Improvements - Alhambra Creek Road and Quail Lane	Arterial/Roadway		$490,000	Not Begun	Contra Costa County	TRANSPAC
4336	Olympic Boulevard and Bridgefield Road Signal Project	Arterial/Roadway	Provide traffic signal at Olympic Boulevard and Bridgefield Road	$415,000	Not Begun	Contra Costa County	TRANSPAC
4337	N. Buchanan Cir and Pacheco Blvd Signal Project	Arterial/Roadway	Install traffic signal at Intersection	$585,000	Not Begun	Contra Costa County	TRANSPAC
4340	Bailey Road and Mary Anne Lane Signal Project	Arterial/Roadway	Install signal at Bailey Rd/Mary Ann Ln	$585,000	Under Construction	Contra Costa County	TRANSPAC
4373	Livorna Road and Intersection Improvements at Wilson Rd	Arterial/Roadway	Install signal, turn pockets, bicycle and pedestrian safety improvements at the intersection.	$2,000,000	Design and ROW	Contra Costa County	TRANSPAC
			Remove, no longer supported.				
4375	Stone Valley Road at Roundhill Road Improvements	Arterial/Roadway	Road diet/crosswalk improvements at Roundhill Road Intersection	$500,000	Not Begun	Contra Costa County	TRANSPAC
					Delete Project		
						completed	
4378	Livorna Road Improvements	Arterial/Roadway	Provide Standard pavement width along Livorna Road	$85,000	Not Begun	Contra Costa County	TRANSPAC

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
4438	Whyte Park Avenue Sidewalk Project	Bicycle/Pedestrian	Provide sidewalk	$80,000	Not Begun	Contra Costa County	TRANSPAC
4439	Ped Bridge at Dewing Lane across Las Trampas Creek	Bicycle/Pedestrian	Construct a pedestrian bridge to cross creek	$1,500,000	Not Begun	Contra Costa County	TRANSPAC
4440	Pedestrian facilities for San Miguel Drive	Bicycle/Pedestrian	Provide a 4' wide walkable shoulder one side, ret. walls, grading, r/w acquisition required.	$1,500,000	Not Begun	Contra Costa County	TRANSPAC
4441	Newell Avenue Pedestrian Path Project	Bicycle/Pedestrian	AC Pedestrian path along Newell Avenue from Parkmead Elementary to Las Lomas High.	$1,200,000	Not Begun	Contra Costa County	TRANSPAC
4442	Boulevard Way Sidewalk Project	Bicycle/Pedestrian	Provide sidewalk	$980,000	Not Begun	Contra Costa County	TRANSPAC
4451	Monterey Street Safety Improvements	Bicycle/Pedestrian	Pipe existing 100 ft. long ditch, drainage improvements, provide walkable shoulders	$550,000	Not Begun	Contra Costa County	TRANSPAC
4455	Bay Area Ridge Trail Connection at Benicia Bridge	Bicycle/Pedestrian	Pedestrian and Bicycle upgrades at Benicia Bridge to provide connection for the Bay Area Ridge Trail.	$300,000	Not Begun	Contra Costa County	TRANSPAC
4456	Pacheco Boulevard Sidewalk Gap Closure Phase II	Bicycle/Pedestrian	Provide sidewalk, parking lane and bike lane	$1,148,000	Under Construction	Contra Costa County	TRANSPAC
4457	Pacheco Blvd Complete Street Concept Plan	Bicycle/Pedestrian	Provide medians, sidewalk, parking lane, and bike lanes along Pacheco Blvd	$1,500,000	Not Begun	Contra Costa County	TRANSPAC
4458	Aspen Drive Pedestrian Improvements	Bicycle/Pedestrian	Provide a 12 foot wide AC path along park	$250,000	Not Begun	Contra Costa County	TRANSPAC
4460	Pacheco Blvd Pedestrian Path under AT&SF Bridge	Bicycle/Pedestrian	Provide Pedestrian Path under AT&SF Bridge	$200,000	Not Begun	Contra Costa County	TRANSPAC
4474	Gloria Terrace Sidewalk Project	Bicycle/Pedestrian	Provide a sidewalk or walkable shoulders.	$1,800,000	Not Begun	Contra Costa County	TRANSPAC
3215	Olympic Corridor Trail Connector Study	Study	This study will identify options for improving the non-motorized connection between the Lafayette-Moraga Trail (LMT) and the Iron Horse Trail (IHT). Study elements include public outreach, alternative identification, selection of preferred alignment, preliminary design, cost, phasing. This study is needed to improve the current connection (an inconsistent variety of on and off-street facilities) with a lower stress (e.g. off-street) connection similar to that of the LMT & IHT in the Olympic Boulevard Corridor. The LMT and the IHT are popular multi-use paths providing a low-stress (off-street) option for pedestrians and cyclists. This study will examine options for connecting these two facilities with a similar off-street connection in the Olympic Boulevard corridor. This connection, in addition to the existing IHT connection to the Contra Costa Canal Trail, would create a continuous connection joining Concord, Danville, Lafayette, Martinez, Moraga, Pleasant Hill, San Ramon, and Walnut Creek.	$195,000	Not Begun	Contra Costa County	TRANSPAC
3584	Pomona Street / Winslow Avenue / Carquinez Scenic Drive Safety Alignment Study	Study	Alignment Studies for Pomona Street, Winslow Avenue, and Carquinez Scenic Drive.	$50,000		Contra Costa County	TRANSPAC

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
4263	Contra Costa Centre Treat Blvd/I680 Bicycle and Pedestrian Plan	Study		$75,000	Not Applicable	Contra Costa County	TRANSPAC
ADD	Pacheco Blvd intersection with Muir Rd	Arterial/Roadway	Add second East Bound RightTurn lane	$700,000	Not Begun	Contra Costa County	TRANSPAC
ADD	Pacheco Blvd intersection with Center Ave	Arterial/Roadway	Add second East Bound Right Turn lane	$750000	Not Begun	Contra Costa County	TRANSPAC
ADD	Pacheco Blvd - Arnold Dr to Muir Rd	Bicycle/Pedestrian	Bicycle improvements	$450,000	Not Begun	Contra Costa County	TRANSPAC
ADD	Center Ave East of Pacheco Blvd	Bicycle/Pedestrian	Bicycle improvements	$350,000	Not Begun	Contra Costa County	TRANSPAC
ADD	Center Ave - Berry Dr to Marsh Dr	Bicycle/Pedestrian	Pedestrian improvements	$350,000	Not Begun	Contra Costa County	TRANSPAC
ADD	Marsh Dr -Center Ave to Bridge (by the Iron Horse Trail)	Bicycle/Pedestrian	Add shoulders; bicycle improvements	$550,000	Not Begun	Contra Costa County	TRANSPAC
ADD	Concord Ave -Contra Costa Blvd to Diamond Blvd	Arterial/Roadway	Widen Concord Ave	$750,000	Not Begun	Contra Costa County	TRANSPAC
ADD	Concord Ave- I-680 Off-ramp to Iron Horse Trail	Bicycle/Pedestrian	Bicycle improvements	$600,000	Not Begun	Contra Costa County	TRANSPAC
ADD (Could replace 4385)	Iron Horse/Lafayette-Moraga Trail Connector (p	Bicycle/Pedestrian	TBD/Study Complete Winter 2014	TBD/Study Complete Winter 2014	Not Begun	Contra Costa County	TRANSPAC/SWAT
ADD	Danville Boulevard Improvments	Arterial/roadway	Striped median from St Alphonsus Ct to Jackson Way. Hard medians and curb extensions from St Alphonsus Ct to Stone Valley Rd. Install traffic signal at Danville Blvd/Orchard Ct intersection. Construct roundabout at Danville Blvd/Orchard Ct intersection.	$3,000,000	Not Begun	Contra Costa County	TRANSPAC
TRANSPLAN PROJECTS							
ADD	Marsh Creek Trail	Bicycle/Pedestrian	Add an off-street, multi-use path along Marsh Creek Road/Marsh Creek from Brentwood to Clayton	TBD	Not Begun	CONTRA COSTA COUNTY	TRANSPLAN (TRANSPAC)
2978	Kirker Pass Road Northbound Truck Climbing Lane	Arterial/Roadway	Add a dedicated northbound 12-foot wide truck climbing lane and a Class II bike lane within an 8-foot paved shoulder from Clearbrook Drive in Concord to a point 1000 feet beyond the crest of the Kirker Pass Rd.	$17,400,000	Design and ROW	Contra Costa County	TRANSPLAN
ADD	Kirker Pass Road Southbound Truck Climbing Lane	Arterial/Roadway	Add an SB truck climbing lane from Nortonville Road to a point beyond the crest of Kirker Pass Road. Project will include a 12-foot dedicated truck climbing land and a classs II bike land with 8-foot paved shoulders	$20,000,000	Not Begun	Contra Costa County	TRANSPLAN
2997	Evora Road Widening from Driftwood Drive to Pomo Street	Arterial/Roadway	Widen Evora Road in Bay Point	$3,575,000	Not Begun	Contra Costa County	TRANSPLAN
3130	Bethel Island Bridge Replacement at Dutch Slough	Arterial/Roadway	Replaces existing bridge with a four lane bridge and improved geometrics.	$24,000,000	Complete	Contra Costa County	TRANSPLAN
3147	Byron Highway Widening and Overlay	Arterial/Roadway	Overlay and widen Byron Highway to provide shoulders on both sides from Byron Hot Springs Road to County line.	$2,012,000	Design and ROW	Contra Costa County	TRANSPLAN
3167	Byron Highway-Camino Diablo Intersection Improvements	Arterial/Roadway	Byron Highway: widen roadway to provide shoulders along Byron Highway for about 1,500 feet on	$3,904,000	Design and ROW	Contra Costa County	TRANSPLAN

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
4424	Taylor Boulevard Safety Improvement Project	Arterial/Roadway	Safety and capacity Improvement project	$670,000	Not Begun	Contra Costa County	TRANSPAC
4430	Center Avenue Widening (Marsh Drive / Pacheco Boulevard)	Arterial/Roadway	Widen to 4 lanes, and provide sidewalks on both sides	$416,000	Not Begun	Contra Costa County	TRANSPAC
4431	Center Avenue Widening (Pacheco Boulevard to Blackwood Drive)	Arterial/Roadway	Widen to 4 lanes, and provide sidewalks on both sides	$416,000	Delete: Same as 3546	Contra Costa County	TRANSPAC
4448	Peach Street Closure Project	Arterial/Roadway	Close Peach Street and provide a cul-de-sac.	$350,000	Not Begun	Contra Costa County	TRANSPAC
4449	Alhambra Valley Rd guard rail/realignment Project	Arterial/Roadway	Guard rail upgrade to current standards	$450,000	Not Begun	Contra Costa County	TRANSPAC
4450	Bear Creek Road Safety Improvements	Arterial/Roadway	Safety Improvement along Bear Creek Rd	$850,000	Not Begun	Contra Costa County	TRANSPAC
4452	McNabney Marsh Open Space Connection to Waterfront Road Project	Arterial/Roadway	Provide entrance and connecting road to McNabney Marsh Open Space from Waterfront Rd	$350,000	Not Begun	Contra Costa County	TRANSPAC
4454	Alhambra Valley Road Safety Improvements Project	Arterial/Roadway	Realign horiz.and vert. curves; widen travel; install paved shoulders and shoulder backing; relocate roadside obstacles	$2,764,000	Under Construction	Contra Costa County	TRANSPAC
4459	Pacheco Boulevard Realignment	Arterial/Roadway	Realign grade crossing with AT&SF	$17,000,000	Not Begun	Contra Costa County	TRANSPAC
2609	Pleasant Hill BART Station Bicycle and Pedestrian Access	Bicycle/Pedestrian	Improve access for pedestrian and bicyclists	$2,444,000	Design and ROW	Contra Costa County	TRANSPAC
3580	Pacifica Avenue Phase II: Improvements	Bicycle/Pedestrian	Widen both sides of roadway between Driftwood Drive and Rio Vista Elementary School and install bike lane striping, driveway conforms, concrete curbs, and minor drainage. Construct sidewalk both sides and drainage facilities.	$675,000	Under Construction	Contra Costa County	TRANSPAC
3782	Pleasant Hill BART Shortcut Pedestrian Path	Bicycle/Pedestrian	Plan, Design, and Construct a shortcut path at the Pleasant Hill BART Station.	$2,800,000	Not Begun	Contra Costa County	TRANSPAC
3799	Pacheco Blvd Bike and Pedestrian Project	Bicycle/Pedestrian	The purpose of this project is to help create a walkable, pedestrian-friendly neighborhood and business district. Pacheco Boulevard is a minor arterial road, with daily average trips (ADT) of 18,519. Installation of a continuous sidewalk and bike infrastructure will eliminate safety concerns and encourage residents to choose alternative modes of transportation. This project will close the last gap of sidewalk and bike lanes on the north side of Pacheco Boulevard. This project will construct approximately 1,200 linear feet of 6.5' wide concrete sidewalk with curb and gutter and a 5' wide class II bike lane from Windhover Way to 230' south of Morello Avenue. Driveway conforms will be installed as required. The project will include ADA compliant curb ramps to be installed at the corners of Windhover Way and Goree Court, retaining walls, removal of two earthen mounds, relocating utility poles, installation of a storm drain inlet, some pavement and striping.	$1,150,000	Under Construction	Contra Costa County	TRANSPAC

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
3800	Carquinez Scenic Trail	Bicycle/Pedestrian	Design and construct Class I trail along closed Carquniez Scenic Drive between Port Costa and Martin	$3,800,000	Complete	Contra Costa County	TRANSPAC
3801	North Richmond Bikeway Project	Bicycle/Pedestrian	Construct a class 2 bicycle lane on 3rd Street between Grove Ave and a class 1 on Wildcat Trail and a class 3 bicycle route on Market Ave. between 3rd St and the County limits.	$73,000	Not Begun	Contra Costa County	WCCTAC
3807	Port Costa - Martinez Bike/Ped Trail	Bicycle/Pedestrian	Repair and recontstruct trail into a Class I multi-use bicycle/pedestrian trail.	$1,179,000	Not Begun	Contra Costa County	TRANSPAC
					Completed		
3834	San Pablo Avenue / Parker Avenue Sidewalk	Bicycle/Pedestrian	Connecting a gap in the sidewalk. Project in conjunction with City of Hercules.	$397,000	Not Begun	Contra Costa County	TRANSPAC
4371	Hemme Avenue Sidewalk Improvements	Bicycle/Pedestrian	Provide 5 feet wide sidewalk, curb and gutter	$250,000	Not Begun	Contra Costa County	TRANSPAC
4372	Livorna Road Bikeway	Bicycle/Pedestrian	Provide a class I bikeway	$344,000	Not Begun	Contra Costa County	TRANSPAC
					Delete: Study = 3215 , New Project ADDED		
4384	Tice Valley Blvd Safety Improvement	Bicycle/Pedestrian	Provide a class II bike lane from Tice Valley Ln at Walnut Creek border to Iron Horse Trail	$3,000,000	Not Begun	Contra Costa County	TRANSPAC
					Delete: same as 3215		
4422	Pleasant Hill Road Bicycle Project	Bicycle/Pedestrian	Provide class II bike lanes	$270,000	Not Begun	Contra Costa County	TRANSPAC
4423	Pleasant Hill Road Sidewalk Project	Bicycle/Pedestrian	Provide sidewalk on west side	$150,000	Not Begun	Contra Costa County	TRANSPAC
4425	Contra Costa Centre Infrastructure Improvements Project	Bicycle/Pedestrian	Closure of sidewalk gaps, repair of cracked and uplifted surfaces in sidewalks, crosswalks, and tree wells, and upgrade of pedestrian facilities to current Americans with Disabilities Act (ADA) standards.	$1,105,000	Complete	Contra Costa County	TRANSPAC
4432	Jones Rd Bike Route Project	Bicycle/Pedestrian	Provide a class III bike route	$100,000	Not Begun	Contra Costa County	TRANSPAC
4433	Marshall Drive Sidewalk	Bicycle/Pedestrian	Provide sidewalk on both sides	$380,000	Not Begun	Contra Costa County	TRANSPAC
4434	Mayhew Way Sidewalk Project	Bicycle/Pedestrian	Provide sidewalk	$80,000	Not Begun	Contra Costa County	TRANSPAC
4435	Pleasant Hill BART area Bike Route - Las Juntas Wy, Oak Rd, Wayne Dr (from Jones Rd to Various)	Bicycle/Pedestrian	Class III bike route	$100,000	Not Begun	Contra Costa County	TRANSPAC
4436	Springbrook Road Sidewalk Project	Bicycle/Pedestrian	Provide sidewalk	$350,000	Not Begun	Contra Costa County	TRANSPAC
4437	Walnut Boulevard Bicycle and Pedestrian Project	Bicycle/Pedestrian	Provide Pedestrian Path and Bike Route along north side of Walnut Blvd	$1,016,000	Under Construction	Contra Costa County	TRANSPAC

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
			either side of Camino Diablo				
3199	Vasco Road and Camino Diablo Intersection Improvements	Arterial/Roadway	Increase capacity at intersection and construct safety improvements as needed.	$2,000,000	Not started	Contra Costa County	TRANSPLAN
3377	Balfour Road Shoulder Widening: Deer Valley Road to Brentwood City Limit	Arterial/Roadway	Widen 3 miles of Bafour from two 9'-10' lanes to two 12' lanes with 6' wide paved shoulders and two feet of shoulder backing on both sides.	$1,211,000	Design and ROW	Contra Costa County	TRANSPLAN
3378	Byron Highway Extension to Bethel Island	Arterial/Roadway	Extend Byron Highway northward, from its current northern terminus at Delta Road, to the East Cypress Road/Bethel Island Road intersection. Project will include the construction of a bridge over Rock Slough.	$7,200,000	Not Begun	Contra Costa County	TRANSPLAN
3379	Byron Highway Widening at Byron Elementary School	Arterial/Roadway	Widen the existing pavement to provide a dual left-turn lane along the frontage of the School District office and the Byron Elementary School, creating more storage for Byron Highway motorists waiting to turn left into the school district or school areas.	$699,000	Not Begun	Contra Costa County	TRANSPLAN
3382	Canal Road Bridge Replacement	Arterial/Roadway	Replace the existing Canal Road Bridge over the Contra Costa Canal, because the existing bridge is functionally obsolete.	$1,956,000	Design and ROW	Contra Costa County	TRANSPLAN
3393	Eden Plains Road Widening: Sunset Road to Marshall Court	Arterial/Roadway	Widen Eden Plains Road to two-lane arterial standard design, with two 12foot lanes and 4-foot-wide paved shoulders on both sides of the street.	$325,000	Not Begun	Contra Costa County	TRANSPLAN
3394	Evora Road Extension	Arterial/Roadway	Extend Evora Road westward to the Port Chicago Highway.	$9,900,000	Not Begun	Contra Costa County	TRANSPLAN
3428	Orwood Road Bridge Replacement	Arterial/Roadway	Replace bridge, which has reached the end of its design life and is not designed for earthquake loading. This project consists of replacing the existing wood bridge over Orwood Slough, reconstruct approach, drainage improvements and retaining walls.	$8,000,000	Design and ROW	Contra Costa County	TRANSPLAN
3431	State Route 4 / Byron Highway Intersection Improvements, Phase 2	Arterial/Roadway	Widen the pavement to provide two lanes in each direction on Byron Highway at the intersection.	$634,000	Not Begun	Contra Costa County	TRANSPLAN
3531	Widen SR 4 from 2 to 4 lanes, Marsh Creek Road to San Joaquin	Arterial/Roadway	Widen State Route 4 as a continuous 4-lane arterial from Marsh Creek Road to the San Joaquin County Line	$150,000,000	Not Begun	Contra Costa County	TRANSPLAN
3539	Balfour Road Shoulder Widening	Arterial/Roadway	Install 4' wide sections of shoulder backing along both sides of Balfour Road	$176,000	Design and ROW	Contra Costa County	TRANSPLAN
3540	Balfour Road - Byron Highway Traffic Signal	Arterial/Roadway	This project consists of installing traffic signals at the intersections.	$1,057,000	Not Begun	Contra Costa County	TRANSPLAN
3541	Bethel Island Road / Sandmound Boulevard Intersection Signal	Arterial/Roadway	Install traffic signals at this intersection.	$600,000	Not Begun	Contra Costa County	TRANSPLAN
3583	Point of Timber - Byron Highway Traffic Signal	Arterial/Roadway	This project consists of installing a traffic signal at the intersection.	$1,771,000	Not Begun	Contra Costa County	TRANSPLAN
3595	Sellers Avenue / Balfour Road Traffic Signal and Turn Lanes	Arterial/Roadway	This project consists of installing a traffic control signal and left turn lanes.	$1,088,000	Not Begun	Contra Costa County	TRANSPLAN
3596	State Route 4 - Byron Highway Left Turn Lane on Byron Highway	Arterial/Roadway	This project consists of widening Byron Highway at the State Route 4 intersection to provide for a second left turn lane.	$752,000	Not Begun	Contra Costa County	TRANSPLAN

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
3597	State Route 4 / Newport Drive Traffic Signal	Arterial/Roadway	Install a traffic signal at the intersection of State Route 4 and Newport Drive.	$427,000	Not Begun	Contra Costa County	TRANSPLAN
3755	Byron Highway Shoulder Widening	Arterial/Roadway	Construct 6' wide paved shoulders and 2' of shoulder backing along Byron Highway.	$2,176,000	Not begun	Contra Costa County	TRANSPLAN
3761	Marsh Creek Road / Morgan Territory Road Intersection Improvements	Arterial/Roadway	This project will widen the travel lanes to have 12 feet of pavement, widen the shoulders to a minimum 4 feet of pavement, place a minium 3 feet sholder backing, etc.	$1,000,000	Not Begun	Contra Costa County	TRANSPLAN
3767	Marsh Creek Road Intersection Improvements, Round Valley Park to Lydia Lane	Arterial/Roadway	The project involves widening the traveled way, shoulders, and shoulder backing and making several roadside improvements along a 2,900 ft segment of Marsh Creek Road from west of Round Valley Park up to Lydia Lane.	$2,492,000	Complete	Contra Costa County	TRANSPLAN
3786	Marsh Creek Detention Facility Bridge	Arterial/Roadway	Significant erosion 2005/2006 at the bridge across from the Marsh Creek Detention Facility. Replacement of the structure is necessary	$1,644,000	Under Construction	Contra Costa County	TRANSPLAN
3823	Briones Valley Road Bridge	Arterial/Roadway	Remove the existing wood deck and superstructure, and construct new bridge footings, superstructure, and bridge deck	$150,000	Not Begun	Contra Costa County	TRANSPLAN
4046	Deer Valley Road Safety Improvements Project	Arterial/Roadway	Provide safety improvements along Deer Valley Road	$2,623,000	Not Begun	Contra Costa County	TRANSPLAN
4049	Marsh Creek Safety Improvements Project	Arterial/Roadway	Provide safety improvements along Marsh Creek Road (to be defined).	$1,400,000	Not Begun	Contra Costa County	TRANSPLAN
4054	Willow Pass Road Safety Improvements Project	Arterial/Roadway	Construct safety improvements along Willow Pass Road	$1,000,000	Complete	Contra Costa County	TRANSPLAN
4187	Driftwood Drive Landscape Improvement Project	Arterial/Roadway	repair the existing streetscape along Driftwood Drive between Evora Road and Jill Avenue in the community of Bay Point.	$750,000	Complete	Contra Costa County	TRANSPLAN
4333	Byron Highway Bridge Replacement over California Acqueduct	Arterial/Roadway	Replace existing timber bridge with new concrete bridge, reconstruct approach and drainage improvements	$11,000,000	Design and ROW	Contra Costa County	TRANSPLAN
4339	Marsh Creek Road and Deer Valley Road Signal Project	Arterial/Roadway	Install traffic signal at intersection and pavement widening necessary for a turn pocket	$1,080,000	Not Begun	Contra Costa County	TRANSPLAN
4341	Marsh Creek Road Bridge Replacement over Marsh Creek #141	Arterial/Roadway	Replace existing timber bridge with new concrete bridge in stages, reconstruct approach and drainage improvements.	$3,800,000	Design and ROW	Contra Costa County	TRANSPLAN
4342	Marsh Creek Road Bridge Replacement over Marsh Creek #143	Arterial/Roadway	Replace existing timber bridge with new concrete bridge in stages, reconstruct approach, drainage improvements and retaining walls.	$4,500,000	Design and ROW	Contra Costa County	TRANSPLAN
4343	Marsh Creek Road Bridge Replacement over Marsh Creek #145	Arterial/Roadway	Replace existing timber bridge with new concrete bridge in stages, reconstruct approach, drainage improvements.	$3,000,000	Design and ROW	Contra Costa County	TRANSPLAN
					delete; same as 3786		
4387	Interim safety improvements on Marsh Creek Road Project	Arterial/Roadway	Install low cost Traffic Calming measures, slowing/striping enhancements.	$350,000	Not Begun	Contra Costa County	TRANSPLAN
4388	Safety Improvement at Marsh Creek Rd. at Clayton Mobile Home Park Entrance	Arterial/Roadway	Safety Improvements.	$150,000	Not Begun	Contra Costa County	TRANSPLAN

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
4392	Byron Highway at Byron Elementary School	Arterial/Roadway	Provide a left turn lane at school	$217,000	Not Begun	Contra Costa County	TRANSPLAN
4395	Morgan Territory Road Safety Improvements	Arterial/Roadway	Safety Improvements along Morgan Territory Rd.	$1,000,000	Not Begun	Contra Costa County	TRANSPLAN
4396	Kit fox crossing near Marsh Creek Rd. and Morgan Territory Rd.	Arterial/Roadway	Install appropriate sized culverts under road for Kit fox crossing	$800,000	Not Begun	Contra Costa County	TRANSPLAN
			Remove – covered by 4046 and 4049				
4398	Route 84/Vasco Road Widening to County line	Arterial/Roadway	Provide 4 lane widening	$200,000,000	Not Begun	Contra Costa County	TRANSPLAN
4399	Evora Road Widening	Arterial/Roadway	Widen to 4 travel lanes	$5,800,000	Not Begun	Contra Costa County	TRANSPLAN
4400	Wilbur Avenue Safety Improvement Project	Arterial/Roadway	Widen to four travel lanes	$5,000,000	Not Begun	Contra Costa County	TRANSPLAN
4401	Deer Valley Road Widening Project	Arterial/Roadway	Widen to 4 travel lanes	$9,000,000	Not Begun	Contra Costa County	TRANSPLAN
4402	Walnut Boulevard Road Widening Project	Arterial/Roadway	Widen to 4 travel lanes	$12,000,000	Not Begun	Contra Costa County	TRANSPLAN
4403	Byron Highway Safety Enhancement Project	Arterial/Roadway	Safety Enhancement Project	$3,600,000	Not Begun	Contra Costa County	TRANSPLAN
			Remove – same as 4049				
					Delete: same as 3541		
4406	Marsh Creek Rd Safety Improvements - Camino Diablo Intersection	Arterial/Roadway	Provide traffic signal and turn lanes	$600,000	Not Begun	Contra Costa County	TRANSPLAN
4409	Marsh Creek Road Safety Improvements at Russelman Road	Arterial/Roadway	Widen roadway along Marsh Creek Road east of Russelmann Park Road	$2,851,000	Under Construction	Contra Costa County	TRANSPLAN
4410	Marsh Creek Road Safety Improvements west of Deer Valley Road	Arterial/Roadway	Curve Realignment and road widening project from 2.0 to 2.25 mi west of Deer Valley Road	$2,390,000	Design and ROW	Contra Costa County	TRANSPLAN
4464	Port Chicago Highway Safety Improvements	Arterial/Roadway	Reconstruct, restripe, intersection improvements	$600,000	Not Begun	Contra Costa County	TRANSPLAN
4467	Willow Pass Road Widening Project	Arterial/Roadway	Widen to 4 travel lanes	$3,450,000	Not Begun	Contra Costa County	TRANSPLAN
3082	Delta Road: Add Bicycle Lane	Bicycle/Pedestrian	Delta Road: add class 2 bike lane.	$530,000	Not Begun	Contra Costa County	TRANSPLAN
3083	Delta-De Anza Trail, Evora Road to Port Chicago Hwy	Bicycle/Pedestrian	Delta-De Anza Trail: construct Class I bikeway from Evora Road to Port Chicago Hwy	$500,000	Not Begun	Contra Costa County	TRANSPLAN
3084	Delta-De Anza Trail, Port Chicago Hwy to Iron Horse Trail	Bicycle/Pedestrian	Delta-De Anza Trail: construct Class I bikeway from Port Chicago Hwy to Iron Horse Trail	$1,500,000	Not Begun	Contra Costa County	TRANSPLAN
3581	Pacifica Avenue Phase III: Pedestrian Facilities	Bicycle/Pedestrian	Provide sidewalks, curb ramps, and drainage improvements along Pacifica Avenue between Driftwood Drive and Port Chicago Highway	$1,160,000	Not Applicable	Contra Costa County	TRANSPLAN

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
3796	Knightsen Pedestrian Project	Bicycle/Pedestrian	The purpose of this project is to replace the sidewalk on Knightsen Avenue from the intersection with A Street to approximately 200' south-east along Knightsen Avenue. This project will construct approximately 220 linear feet of 8' wide sidewalk on Knightsen Avenue and A Street.	$570,000	Complete	Contra Costa County	TRANSPLAN
3835	Delta Road Sidewalk and Bike Lanes	Bicycle/Pedestrian	Construct sidewalk and bike lanes on Delta Road	$580,000	Not Begun	Contra Costa County	TRANSPLAN
3897	Bailey Road Transit Access Improvement	Bicycle/Pedestrian	Pedestrian crossing improvements to BART station including sidewalk widening and security lighting.	$2,197,506	Not Begun	Contra Costa County	TRANSPLAN
4053	Willow Lake Road Sidewalk Project	Bicycle/Pedestrian	Construct sidewalk along the south side of Willow Lake Road from Discovery Bay Boulevard to Discovery Bay Elementary School. Currently there is no sidewalk or path along the south side of Willow Lake Road connecting the residents south of the road with their school.	$232,000	complete	Contra Costa County	TRANSPLAN
4055	Delta De Anza Trail Gap Closure Bay Point	Bicycle/Pedestrian	Install a 12-foot wide asphalt concrete bike trail along the east side of Willow Pass Road at the location stated above. Stripe a bike lane on the west side of the road opposite the AC path. Install bike lane signage and a pedestrian barricade.	$100,973	Complete	Contra Costa County	TRANSPLAN
4186	Driftwood Drive Bike Lanes	Bicycle/Pedestrian	Install 4,300-foot long 5-foot bike lanes in each direction of traffic, and improve drainage inlet grates.	$50,000	Complete	Contra Costa County	TRANSPLAN
4190	Viera Avenue Bike Lanes Project	Bicycle/Pedestrian	Widen Viera Avenue between East Eighteenth Street and Wilbur Avenue to a 32 foot road width. This will provide 12 foot travel lanes and 4 foot shoulders for Class II bike lanes.	$746,000	Complete	Contra Costa County	TRANSPLAN
4280	Bailey Rd./SR 4 Interchange Pedestrian & Bicycle Improvement Project	Bicycle/Pedestrian	Interchange modifications to provide bicycle and pedestrian improvements along Bailey Road.	$5,200,000	Design	Contra Costa County	TRANSPLAN
4389	Lone Tree Way (Anderson Lane) bike lane gap closure	Bicycle/Pedestrian	Provide 4 ft. wide class II bike lanes	$1,300,000	Not Begun	Contra Costa County	TRANSPLAN
4390	Main Street Sidewalk	Bicycle/Pedestrian	Provide sidewalk, curb and gutter on the west side of Main Street, Byron	$200,000	Design and ROW	Contra Costa County	TRANSPLAN
4391	Holway Drive Safety Improvements	Bicycle/Pedestrian	Connects sidewalks, curb ramps, and crosswalks.	$390,000	Not Begun	Contra Costa County	TRANSPLAN
4407	Gateway Road Sidewalk Project	Bicycle/Pedestrian	Provide sidewalk, curb and gutter on one side.	$500,000	Not Begun	Contra Costa County	TRANSPLAN

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
4420	Knightsen Ave. onto Delta Rd Pedestrian Project	Bicycle/Pedestrian	Provide sidewalk along Knightsen Avenue	$450,000	Complete	Contra Costa County	TRANSPLAN
4421	Delta Road Sidewalk Project	Bicycle/Pedestrian	Provide sidewalk	$400,000	Not Begun	Contra Costa County	TRANSPLAN
4426	Kirker Pass Road Bicycle Project	Bicycle/Pedestrian	Provide class II bike lanes	$5,000,000	Not Begun	Contra Costa County	TRANSPLAN
4462	Trail improvements in Bay Point	Bicycle/Pedestrian	Provide sidewalk along Driftwood Drive, Steffa Street, and Tradewinds Court. Provide trail from Beaulieu Ct along the north into parcel 098021030 to Beaulieu Court to Rapallo Lane to Waterview Place. Provide trail along the water canal from Mota Drive to Willow Pass Road. Provide trail along the creek from Pacifica Avenue to Riverside Drive.	$2,600,000	Not Begun	Contra Costa County	TRANSPLAN
4465	Pacifica Avenue Sidewalk Project	Bicycle/Pedestrian	Provide sidewalk along north side of Pacifica Avenue	$1,200,000	Under Constructi on	Contra Costa County	TRANSPLAN
4468	Bella Vista Neighborhood Infrastructure Improvements Project	Bicycle/Pedestrian	Neighborhood infrastructure Improvements	$18,300,000	Not Begun	Contra Costa County	TRANSPLAN
4470	Delta DeAnza Trail Connection	Bicycle/Pedestrian	Upgrade trail connections in intersecting streets	$150,000	Not Begun	Contra Costa County	TRANSPLAN
4471	Canal Road Bicycle and Pedestrian Improvement Program	Bicycle/Pedestrian	Provide sidewalk and bike lanes along segment of Canal Road	$1,690,000	Design and ROW	Contra Costa County	TRANSPLAN
4520	Port Chicago Highway/Willow Pass Road Pedestrian & Bicycle Improvement Project	Safe Routes to School	The installation of bike lane, sidewalk, curb and gutter, curb ramps, and a pedestrian actuated flasher to increase safety for an improved route to school, trail and transit in a Community of Concern.	$1,784,000	Design and ROW	Contra Costa County	TRANSPLAN
4183	Byron Vasco Connector Project	Study	Study feasibility of alternatives for connectors between Byron and Vasco Road as part of CDD General Plan Amendment	$14,052,000	Not Begun	Contra Costa County	TRANSPLAN
3502	Willow Pass Beautification Project	TLC	Install street trees along both sides of Willow Pass Road and within a landscaped median, and add special pedestrian-scale lighting.	$2,400,000	Not Begun	Contra Costa County Redevelopmen t Agency	TRANSPLAN
ADD	Northern Waterfront Good Movement Infrastructure	TBD/ Arterial/Roadway/R ail/Water	TBD Study Phases	TBD	Not Bugun (Study Phase)	Contra Costa County	TRANSPLAN
ADD	Willow Pass Rd at West interchange at SR 4	Arterial/Roadway	Signalize EB and WB off-ramps	$1,088,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Willow Pass Rd at Evora at Willow Pass Ct	Arterial/Roadway	Add turn lanes	$803,000	Not Begun	Contra Costa County	TRANSPLAN

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
ADD	Willow Pass Rd at Bailey Rd to Pittsburg City Limits	Arterial/Roadway	Restripe to four lanes	$214,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Willow Pass Rd at Intersection at Bailey Rd	Arterial/Roadway	Add turn lanes	$1,058,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Port Chicago Highway - Driftwood to West of McAvoy Rd	Bicycle/Pedestrian	Add shoulders and sidewalks	$2,830,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Port Chicago Highway - West of McAvoy Rd to Pacifica Ave	Bicycle/Pedestrian	Re-align to standards with sidewalks	$1,404,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Driftwood Dr - Port Chicago Hwy to Pacifica Ave	Bicycle/Pedestrian	Complete street with sidewalks	$2,457,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Pacifica Ave - Port Chicago Hwy to Alves Lane Ext	Arterial/Roadway	Extend roadway	$4,773,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Alves Lane Extension	Arterial/Roadway	Extend roadway Willow Pass Rd to Pacifica Ave Ext	$4,516,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Bailey Rd - Canal Rd to BART			$7,140,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Loftus Rd - Canal Rd to Willow Pass Rd	Bicycle/Pedestrian	Complete street with sidewalk	$1,873,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Bethel Island Rd - Wells Rd to Sandmound Blvd	Arterial/Roadway	Add Shoulders	$512,000	Not Begun	Contra Costa County	TRANSPLAN

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
ADD	Sandmound Blvd - Oakley City Limits to Mariner Rd	Arterial/Roadway	Add Shoulders	$799,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Sandmound Blvd - Mariner Rd to Cypress Rd	Arterial/Roadway	Add Shoulders	$2,629,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Gateway Rd - Bethel Island Rd to Piper Rd	Arterial/Roadway	Add Shoulders	$1,690,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Piper Rd - Gateway Rd to Willow Rd	Arterial/Roadway	Add Shoulders	$1,293,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Discovery Bay Blvd Intersection with SR-4	Arterial/Roadway	Modify signal timing	$60,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	Discovery Bay Blvd Intersection with Clipper Drive	Arterial/Roadway	Convert intersection to all-way stop-controlled	$90,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	SR-4 between Newport Dr and Discovery Bay Blvd	Bicycle/Pedestrian	Widen roadway and improve bicycle facilities	$450,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	SR-4 Intersection with Newport Dr	Arterial/Roadway	Add traffic signal	$500,000	Not Begun	Contra Costa County	TRANSPLAN
ADD	SR4 Bypass, Segment 2	Freeway	Widen to 6 lanes, Laurel Road to Sand Creek Road	$38,000,000	Not Begun	East Contra Costa Regional Fee and Financing Authority	TRANSPLAN
ADD	SR4 Bypass, Segment 3	Freeway	Widen to 4 lanes: Balfour Road to Marsh Creek Road	$38,000,000	Not Begun	East Contra Costa Regional Fee and Financing Authority	TRANSPLAN
ADD	Buchanan Road or Buchanan Road Bypass (currently known as James Donlan Extension)	Arterial	New 4-lane arterial (perhaps 2-lanes depending on studies) and Railroad Avenue to Sommersville Road, widen to 4-lanes	$40,000,000	Not Begun	Pittsburg	TRANSPLAN
ADD	Neroly Road	Arterial	Oakley Road to Laurel Road, widen to 4-lanes	$5,000,000	Not Begun	Contra Costa County	TRANSPLAN

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
ADD	Balfour Road Widening	Arterial	Widen to 4 lanes: Deer Valley Road to Brentwood City Limits	$6.800.000	Not Begun	Contra Costa County	TRANSPLAN
SWAT-LAMORINDA PROJECTS							
3833	Repair Boulevard Way Bridge at Las Trampas Creek	Arterial/Roadway	Repair of degraded Creek invert and armor the banks.	$444,000	Not Begun	Contra Costa County	SWAT/Lamorinda
4386	Fish Ranch Road Safety Improvements	Arterial/Roadway	Safety Improvement, traffic calming measures	$100,000	Not Begun	Contra Costa County	SWAT/Lamorinda
2904	SR 24 Bikeway	Bicycle/Pedestrian	SR 24 Bikeway: Unincorporated portions of bikeway from Camino Pablo to Walnut Creek: Install destination, warning and traffic control signage; new bike lanes on Olympic Blvd.	$128,000	Not Begun	Contra Costa County	SWAT/Lamorinda
SWAT-TRIVALLEY PROJECTS							
2591	East Branch Road Extension	Arterial/Roadway	Construct 4 lane arterial from Bollinger Canyon Road to Windemere Parkway	$14,000,000	Not Begun	Contra Costa County	SWAT/TVTC
2606	Dougherty Rd.: Widen, Red Willow to Alameda County	Arterial/Roadway	Widen Dougherty road from 2 to 6 lanes from Red Willow Road to Alameda/Contra Costa border	$47,800,000	Not Begun	Contra Costa County	SWAT/TVTC
2991	Vasco Road Safety Improvements, Phase 1	Arterial/Roadway	Phase 1 - Widen and construct a median barrier approx two miles north of Contra Costa/Alameda County line to a point three miles north of the County line (Approx. one mile in the Brushy Creek Area), with necessary striping, signing, left turn pockets and barrier-end treatments. Also construct along this stretch a southbound passing lane with necessary widening of Brushy Creek bridge.	$43,300,000	Complete	Contra Costa County	SWAT/TVTC
2992	Vasco Road Safety Improvements, Phase 2	Arterial/Roadway	Vasco Road Safety Improvements: realign roadway to improve sight distance, construct meadian barrier, and add shoulders for 1.5 mile segment.	$15,000,000	Design and ROW	Contra Costa County	SWAT/TVTC
3206	Camino Tassajara Curve Realignment	Arterial/Roadway	Realign S-curve located halfway between Highland Road and the Alameda county line; includes widening to rural road, 55-mph design standard.	$2,748,000	Design and ROW	Contra Costa County	SWAT/TVTC
3207	Camino Tassajara Road Widening: Windermere to County Line	Arterial/Roadway	Widen to 4 lanes including 8-foot paved shoulders and Class II bike lanes in both directions.	$12,500,000	Not Begun	Contra Costa County	SWAT/TVTC
3432	Stone Valley Road Improvements: High Eagle to Roundhill Road	Arterial/Roadway	Widen the roadway on Stone Valley Road to provide two 12-foot travel lanes and asphalt concrete shoulders.	$127,000	Not Begun	Contra Costa County	SWAT/TVTC
3433	Stone Valley Road Improvements: Roundhill Road to Glenwood Court	Arterial/Roadway	Widen the roadway to provide two 12-foot travel lanes and two 5-foot Class II bike lanes.	$1,023,000	Not Begun	Contra Costa County	SWAT/TVTC
3575	Miranda Avenue Widening and Curb Project	Arterial/Roadway	Construct pavement widening and curbs on each side.	$392,000	Not Begun	Contra Costa County	SWAT/TVTC
			Remove – same as 4413				
4379	Miranda Avenue Improvements	Arterial/Roadway	Provide 32' Pavement sections and curb and gutter.	$392,000	Not Begun	Contra Costa County	SWAT/TVTC
4380	Camino Tassajara Improvements	Arterial/Roadway	Provide 6 lane highway standard.	$1,170,000	Not Begun	Contra Costa County	SWAT/TVTC
4381	Norris Canyon Road Safety Improvements	Arterial/Roadway	Safety and capacity improvements	$4,500,000	Not Begun	Contra Costa County	SWAT/TVTC

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
4382	Highland Road Improvements -Camino Tassajara to Alameda County Line	Arterial/Roadway	Safety and capacity improvement project	$25,000,000	Not Begun	Contra Costa County	SWAT/TVTC
4413	Camino Tassajara Shoulder Widening Project	Arterial/Roadway	Widen shoulders along Camino Tassajara to provide class 2 bike lanes.	$19,160,000	Design and ROW	Contra Costa County	SWAT/TVTC
4419	Deer Valley Road Shoulder Widening Project	Arterial/Roadway	Provide 4' wide road shoulders from Marsh Creek Road to 600 ft. north, and 2,300 feet north to 3,200 feet north.	$1,000,000	Under Construction	Contra Costa County	SWAT/TVTC
2621	Stone Valley Road Bike Lane Gap Closure	Bicycle/Pedestrian	The purpose of this project will be to widen the roadway along a 1.0 mile segment of Stone Valley Road to provide Class II bike lanes that will close a gap in an existing 2.7 mile route from Danville Boulevard east to Green Valley Road in unincorporated Alamo. Stone Valley Road is a major arterial road and connects Green Valley Road with Danville Boulevard. The project will provide for a safe, accessible, and convenient access to residences, schools, parks, businesses, shopping centers, as well as neighboring towns. The project will widen the roadway between High Eagle Road and Winding Glen to provide consistent, uniform paved shoulders. Pavement widening will require the removal and relocation of existing AC dikes, curbs, striping, drainage inlets, and other roadside features. Some minor utility adjustments, driveway conforms, and retaining walls will be required to accommodate the road widening. Restriping will be needed to accommodate bike lanes in both directions with the addition of appropriate roadside bike lane signage.	$1,100,000	Under Construction	Contra Costa County	SWAT/TVTC
2641	Stone Valley Road West Sidewalks at Iron Horse Trail	Bicycle/Pedestrian	Extend bike and pedestrian trail including other improvements and amenities.	$35,000	Not Begun	Contra Costa County	SWAT/TVTC
			Remove – same as 4413				
4047	Iron Horse Trial Flashers at Alamo School	Bicycle/Pedestrian	Install in-pavement flashers	$244,000	Not Begun	Contra Costa County	SWAT/TVTC
ADD	Downtown Alamo	Bicycle/Pedestrian	Pedestrian safety improvements	$3,614,000	Not Begun	Contra Costa County	SWAT/TVTC
ADD	Livorna Rd, Stone Valley Rd, and Danville Blvd	Bicycle/Pedestrian	Pedestrian and bicycle improvements	$2,289,000	Not Begun	Contra Costa County	SWAT/TVTC
ADD	Stone Valley Middle, Alamo Elementary, and Rancho Romero Schools	Bicycle/Pedestrian	Pedestrian safety improvements	$2,319,000	Not Begun	Contra Costa County	SWAT/TVTC
ADD	Danville Blvd and Hemme Ave intersections	Bicycle/Pedestrian	Safety improvements	$504,000	Not Begun	Contra Costa County	SWAT/TVTC
COUNTYWIDE PROGRAMS							
2623	I-680 Bikeway Signage	Bicycle/Pedestrian	I-680 Bikeway Signage: install signage for bicyclists in unincorporated portions of the I-680 Bikeway: Rudgear Road to Danville Town Limits	$20,000	Not Begun	Contra Costa County	Countywide
3390	Countywide Traffic Betterment: New Striping Program	Operations	This program provides the resources to install the necessary traffic striping projects as needed during the year	$490,000	Under Construction	Contra Costa County	Countywide
3389	Countywide Traffic Betterment: New Sign Program	Operations	This program provides the resources to install traffic signs as the need arises	$700,000	Under Construction	Contra Costa County	Countywide
3388	Countywide Traffic Program	Operations	This program provides for safety and efficient movement of vehicular and pedestrian traffic while preserving neighborhood character and minimizing disruption to the residents. This includes Safety Investigation, Traffic Operation, Traffic Data & Records, and Traffic	$4,200,000	Under Construction	Contra Costa County	Countywide

Project ID	Project Name	Project Type	Description	Total Project Cost	Project Status	Primary Sponsor	RTPC
			Signal & Traffic Management				
ADD	Countywide Safe Routes to School Program	Bicycle/Pedestrian	Walkability audits and other non-infrastructure type of education and parent-student surveys and then installed improvements such as painting bike lanes green or switching out ped crossings to include a countdown rather than a flashing hand OR proposed sidewalk gap closure primarily at one school site but coupled it with education efforts at all city schools and then included all pedestrian collisions throughout the City in their B/C ratio	$700,000	Not Begun	Contra Costa County	Countywide
ADD	Coutywide Mobility Improvement Program	Bicycle/Pedestrian	Evaluation of current pedestrian facilities for ADA accessibility	$400,000	Not Begun	Countra Costa County	Countywide
ADD	Annual Polymer Modified Asphalt Emulsion Double Chip Seal Project	Maintenance-Arterial, Collector and Residential Roads	Apply polymer modified asphalt emulsion double chip seal to various unincorporated County roads	$54,000,000	Not Begun	Countra Costa County	Countywide
ADD	Annual Polymer Modified Asphalt Emulsion Single Chip Seal Project	Maintenance-Arterial, Collector and Residential Roads	Apply polymer modified asphalt emulsion single chip seal to various unincorporated County roads	$30,000,000	Not Begun	Countra Costa County	Countywide
ADD	Annual Slurry Seal Project	Maintenance-Arterial, Collector and Residential Roads	Apply slurry seal to various unincorporated County roads	$42,000,000	Not Begun	Countra Costa County	Countywide
ADD	Annual Micro-Surfacing Project	Maintenance-Arterial, Collector and Residential Roads	Apply micro-surfacing to various unincorporated County roads	$20,000,000	Not Begun	Countra Costa County	Countywide
ADD	Annual Asphalt Rubber Cape Seal Project	Maintenance-Arterial, Collector and Residential Roads	Apply asphalt rubber cape seal to various unincorporated County roads	$140,000,000	Not Begun	Countra Costa County	Countywide
ADD	Annual Asphalt Overlay Project	Maintenance-Arterial Roads	Overlay selected unicorporated County arterial roads	$14,000,000	Not Begun	Countra Costa County	Countywide
ADD	Annual Asphalt Overlay Project	Maintenance-Collector Roads	Overlay selected unicorporated County collector roads	$46,000,000	Not Begun	Countra Costa County	Countywide
ADD	Annual Asphalt Overlay Project	Maintenance-Residential Roads	Overlay selected unicorporated County residential roads	$80,000,000	Not Begun	Countra Costa County	Countywide
ADD	Annual Reconstruction Project	Maintenance-Arterial Roads	Reconstruction of selected unicorporated County arterial roads	$14,000,000	Not Begun	Countra Costa County	Countywide
ADD	Annual Reconstruction Project	Maintenance-Collector Roads	Reconstruction of selected unicorporated County collector roads	$30,000,000	Not Begun	Countra Costa County	Countywide
ADD	Annual Reconstruction Project	Maintenance-Residential Roads	Reconstruction of selected unicorporated County residential roads	$40,000,000	Not Begun	Countra Costa County	Countywide
TRANSPAC PROGRAMS							
2624	Iron Horse Trail Signage	Bicycle/Pedestrian	Iron Horse Trail Signage: install signage for bicyclists and pedestrians along the entire length of the Iron Horse Trail that is within the County-owned former railroad right-of-way	$300,000	Under Construction	Contra Costa County	TRANSPAC

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Staff Report

Countywide Bicycle and Pedestrian Advisory Committee
Date: *November 24, 2014*

Subject	**Comments on the 2014 Countywide Transportation Plan**
Summary of Issues	The Authority released the Draft 2014 Countywide Transportation Plan (CTP) in July 2014 and comments on the Draft CTP were due on November 3. Staff will report on comments received during the public review of the draft plan.
Recommendations	Information only
Financial Implications	The CTP, when adopted, will form the blueprint for the Transportation Expenditure Plan which will outline the Authority's funding priorities
Options	
Attachments	A. "Big ideas" from online tool B. Comments made at public meetings C. Summary of letter received

The Authority released the Draft 2014 Countywide Transportation Plan (CTP) in July 2014 and comments on the Draft CTP were due on November 3. During the comment period, the Authority provided a number of ways to comment besides formal letters:

- Five public workshops were held in Walnut Creek, Pittsburg, Lafayette, Richmond and Hercules
- A telephone town hall allowed the public to call in to ask questions of Authority staff
- An online survey asked people for their transportation priorities and "big ideas"
- People could also fill out a paper survey on their priorities and ideas

Staff is still compiling the responses made at the public workshops and through the telephone town hall and paper surveys. We have attached information from the online town and a summary of the letters received so far.

Online Tool

The Authority received about 350 "big ideas" and transportation priorities from about 200 people. The two following tables include a preliminary summary of the "big ideas" proposed and transportation priorities that respondents identified. In both, improvements to BART were the definite focus of comments. Of the big ideas, 93 related to BART followed by buses (81) and bicycles (60). BART also got 122 priority votes — everyone got to vote for three — followed again by bicycles (95) and buses (77).

The most "liked" big ideas identified through the online tool appears to be the extension of BART (or some other form of fixed rail transit) between Walnut Creek and Dublin with a substantial number of comments recommending the extension of BART to Hercules and beyond.

"Big Ideas" from Online Tool — Preliminary Tally

Big Idea Categories	*Number of Ideas*
BART	93
Buses	81
Bicycle	60
Local streets	29
Highways	22
Ferries	21
Pedestrian	15
Carpool-Rideshare	11
Other	9
Safe Routes to Schools	5
Programs for Seniors and People with Disabilities	1
	347

Priorities from Online Tool — Preliminary Tally

Transportation Priorities	*Number of Votes*
BART	122
Bicycle	95
Buses	77
Pedestrian	52
Local Streets	45
Ferries	42
Highways	40
Programs for Seniors and People with Disabilities	25
Safe Routes to Schools	22
Carpool/ Rideshare	10
	530

BICYCLE AND PEDESTRIAN

Commentors expressed significant support for both bicycling and walking, especially bicycling. Bicycling had the second highest priority of the ten possible choices and pedestrian concerns had the fourth highest priority.

The "big ideas" identified ranged from the general — bicycle and pedestrian improvements are needed — to calls for specific kinds of improvements, such as more bicycle parking, and finally to improvements at specific locations. Those latter included a bicycle-pedestrian bridge on the Iron Horse Trail over Monument Boulevard to new bicycle lanes on Diablo Road in Alamo. The attached "big ideas" gives the complete list of suggestions received through the online tool.

Public Workshop and Survey Comments

Comments made at the five public workshops mirrored comments the "big ideas" identified through the online tool. They ranged from concern about congestion on freeways and major arterials to support for expanded transit, especially along I-680 and in West County, and from support for extending, connecting, and widening bicycle and pedestrian facilities throughout the county (especially along major trails) to support for improved bus service and safe routes to school.

Because the concerns expressed in the workshops varied so much, it is hard to identify one theme that rose above others. Support for improved or expanded rail transit, bicycle (and, to a lesser extent, pedestrian) facilities, and better bus service was mentioned a bit more frequently than other modes, as they were in the online tool. Requests for smoother vehicular movement, however, including through new technology, were also made frequently at the workshops.

The attached list of comments is not complete. While it includes many of the paper surveys that the Authority received back, some remain to be compiled. In addition, the attachment doesn't include a compilation of the comments received by telephone or email.

Letters

The letters received ranged widely in the concerns expressed. Among the 29 letters received, several jurisdictions wrote in to ask that the Authority increase funding for maintaining local streets as well as to add to and refine the list of projects in Volume 3 of the CTP. The Sierra Club, Greenbelt Alliance and TRANSDEF wrote to ask that the Authority focus more in the CTP on addressing climate change. Bike East Bay recommended transit improvements and better bicycle and pedestrian access to transit. Caltrans wrote to support mitigation programs to address impacts on the regional transportation network and to ask for a greater emphasis on goods movement. BART and AC Transit both identified specific needs for their systems. The East Bay Leadership Council asked for enhanced, multi-modal connectivity on the I-680 Corridor and supported the use of new technologies in transportation.

Comments on CTP from Online Tool

Idea Title	*Idea*	*Likes*
BART		
Build BART	Connect Walnut Creek to Dublin.	34
Light Rail along existing Ygnacio Valley Road Median?	Sounds crazy, I know. But you know what else is crazy? How congested this notorious stretch of road from Concord to Downtown Walnut Creek has become - now at all times of the day. Let's look more into the true purpose of building a light rail network along YV Road. For starters, what purpose would it serve? My initial thought: to shuttle commuters to and from nearby BART Stations (i.e, Walnut Creek/Pleasant Hill BART). If not this, then what? Turn YV Road into a double-decker freeway? Build another thoroughfare somewhere else to add a third alternative (the second currently being Treat Boulevard)? Something WILL have to be done within the next 10 years - there's no question about it. I'd love to see this discussed with more intent sooner versus later. CCTA, are you listening?	20
BART & 680	I'd like to see BART extended down the 680 corridor. San Ramon has a major regional employment center and a BART extension would significantly help to reduce traffic, congestion, emissions, and greenhouse gases.	19
Late BART	People like to go out on Friday & Saturday nights, but BART is not reasonable transportation, because it shuts down before the entertainment venues close. BART should run until at least 2:30 am on weekend nights. It would be helpful to have more security in BART after 11 pm as well.	14
BART express trains	Start an express train rout on BART similar to that of the New York Subway system. This way people traveling from Contra Costa county could get to Oakland and San Francisco quicker without having to stop at every stop along the way. These trains could be made available during commuter hours only. This would improve BART's efficiency and make BART a more attractive form of transportation to many more people. This will cut down commute time allowing people to get to work and get home quicker, enabling them to spend more time with their families.	9
BART Capacity	Run express trains to San Francisco More cars on trains (9 cars is not good during commute) Build new BART line from Walnut Creek through Danville, San Ramon, Dublin	9
BART To West Contra Costa County	The Pinole/Hercules area really needs a BART station. We paid for BART all these years through our taxes, but all we got was BART ending in a little stump in Richmond. And no plans to extend further. Richmond station, El Cerrito del Norte and Orinda do not service our area well. We need our own station. AC transit is limited and overcrowded, so it's not really an alternative.	9
BART Extension In West CCC	Extend Bart to Hercules	7

Idea Title	*Idea*	*Likes*
Light Rail or Bart from WC to Dublin	Many have said it before, but a light rail system or bart extension from WC to Dublin would greatly reduce congestion on 680. If I had that option, I'd ride BART every day to work. The bus options are just too inconvenient.	6
BART connection between Dublin and Walnut Creek	Install small train extension like the one to the Oakland Airport down the 680 corridor in the center of the freeway with stations in San Ramon and Danville	6
680 Light Rail	We need a light rail connects south and north Contra Costa county.	5
More BART Trains	The SF/Pittsburg Bay Point line is always jam-packed during the morning and evening commutes. Run trains more often (at least every five minutes from 6:30-9am and again from 4:30-7pm) to reduce excessive crowding.	5
Improve Parking at Orinda BART	Parking lot is full by 7:45 am most morning, you have over 2,000 people wanting to pay for monthly permits. Why not create a 3 story parking structure so everyone who wants to ride bart can. Raising the price of parking every 6 months is a STUPID and POINTLESS idea. Why drive away BART riders!	5
Bike Only BART Cars	The rule change allowing bicycles on BART is great, but there are continuously conflicts between bicycles and riders. Rider stand in the bicycle priority area and cyclists block doorway. I propose the idea that the last half of the last car on every BART train is designated for bicycles. Remove seats and instead install angled stalls for bicycles to be tethered to. This will keep cyclists at the end of the platform and away from other riders while waiting, as well as put cyclists behind other riders as they exit trains to leave the station.	4
BART down 680 to San Ramon then Pleasanton	You want to get the cars off the road, then go with BART where the cars are going,..and make it cheaper.	4
BART extension to Pinole, Hercules and up possibly	I80 is the most congested freeway in the bay areas. The reason is the housing are more affordable up there but people still need to work down south. Why not expanding Bart to Crockett. Then establish a rapid bus route running from Fairfield to Crockett. Currently, each city has its own bus route. Why not combine those services. With that, you take away a lot of traffic on the I80 and serving a whole lot of people.	4
Connect BART to Hercules	Hercules is central to residents coming from across the Carquinez Bridge and Highway 4. There are so many Hercules residents who commute to Oakland and San Francisco, but face the daily burden of traffic. The drive to El Cerrito Del Norte takes 30 minutes without carpool, so by that point, you are already halfway to work. Bringing BART to Hercules would make the lives of commuters so much easier, relieving the stress of citizens and making the city a much happier place.	4
BART Parking	It is crazy that sometimes people (myself included) don't use BART due to parking and drive instead! MORE Bart parking (I use Lafayette statin, why not multilevel parking WITH smart park that tells you if there are spots available--should ANYone spend time LOOKING for unavailable parking?) Thanks!!	4
Bart Extension	How about Bart extension from Dublin to San Jose or Santa Clara. A lot of employees are residing in Contra Costa, like San Ramon and yet working in the Silicon Valley and vicinities.	3

Idea Title	*Idea*	*Likes*
BART for Hercules	I know this was tried over a decade ago, and the ballot measure died in Hercules, but I think the need still hasn't gone away. I'd like to see a study conducted about how many cars would be removed from the roadways if Hercules became home to a BART station. I get the sense that many commuters in Richmond, Pinole, Hercules, Rodeo, and Martinez would benefit from a BART station in Hercules. I'm sure folks outside of Contra Costa (Solano County) would also benefit. Thanks for your time.	3
Extend BART	Extend BART to Brentwood, Martinez, Rodeo & connect Walnut Creek to Dublin/Pleasanton.	3
BART extension following Route 80 East	I have lived in Pinole for the past 14 years. It is clear that there is a tremendous need to expand BART up route 80 from EL Cerrito Del Norte to service the growing communities along that route:- San Pablo, Pinole/Hercules, and El Sobrante. This would reduce traffic along that busy corridor, and provide the convenient transportation hubs that many other communities recently added to the BART system now enjoy.	3
BART Extension in West CCC	Extend Bart to Hercules	3
More Hours of BART	Rework the BART budget to provide more frequent trains and more hours of service	2
BART extension to Brentwood and Antioch	simple.	2
BART and eBART station parking	Expansion of parking lots at BART stations is critical. If we want to get more cars off the road we need to make BART a more viable option. People will continue to skip taking BART if there aren't any places to park. As for the new stations being constructed in East county they should just start out by building bigger parking structures and doing it right from the beginning. Also additional security at the parking lots will help cut back on break ins. Police officers are not needed just maybe a security guard or two. They are much cheaper and still provide a secure area for people to leave their cars at during the day and overnight.	2
Light Rail in West County to bart	Its obvious that most people who live in West County commute to SF Oakland or Berkeley judging by the immense traffic that accumulates here during rush hours. A fast Light Rail could alleviate this issue. Starting from Rodeo to Richmond Bart/Amtrak station or to El Cerrtio bart stations. Also have West Cat/AC transit stops correspond to the LRT stations and arrival times. and have Plenty of Bike parking at the stops. It would go down San Pablo ave to Bart via 23rd Street. Not only can this benefit commuters of West County but also all the PVHS/HHS who live in Richmond/San Pablo or tara hills get to school and all the students who live in Pinole/Hercules get to Contra Costa College. Not only can alleviate traffic but it can promote the use of bicycles and Peds, increase economic activity especially in downtown Pinole/Rodeo and redevelopment of Downtown Richmond 'waterfront' Hercules. Less Cars on the freeway more bikes/Pedestrians more economic activity, convenience, less pollution. LRT is the way to go. Its a win win situation!	2
BART on 680 Corridor	Make it happen	2

Idea Title	*Idea*	*Likes*
Light Rail	Adjacent to the Iron Horse Trail along that terribly congested I680 corridor, long term provision for a Light Rail System, similar to that being built to Brentwood, would make sense. I formerly commuted from Clayton to San Ramon, and it was a driving nightmare, even when taking a bus. "Light Rail" should have been listed in the choices to the left of this screen. It's cheaper than BART and equally efficient.	2
Extend BART and More WestCat JPX	Connect BART to Pinole or Hercules, Martinez. Have WestCat JPX runs more often in afternoon hours, starting 3pm for every 15mins, Reinstate the 4:01pm JPX from El Cerrito Bart to Hercules. Improve and maintain the walk way from Hercules Transit Center to Sycamore Ave.	2
BART connecting Concord, Walnut Creek, San Ramon and Dublin/Pleasanton	This would greatly reduce congestion on 680 during commute times. San Ramon and Walnut Creek are the predominant slow spots on my daily commute.	2
Extend the Richmond line further north!	We in Pinole/Hercules would love to have a closer BART station to make commuting back and forth to the inner East Bay easier and more fuel-efficient. If a station were put in at Hilltop Mall, it might revitalize the mall as well as making it easier for WCC commuters to make it to where they have to go! Alternatively, the BART line could just move back to run alongside Interstate 80 to a stop in Pinole/Hercules, minimizing additional noise pollution for concerned residents.	2
Add Parking Capacity at BART stations	If parking was readily available at the Orinda and/or Lafayette BART stations, I believe many more people would choose BART over driving. Why not add plenty of parking at Orinda BART with a five-level parking structure? It would be surrounded by Highway 24 and as such it would not interfere with either half of Orinda's downtown. And with enough monthly parking permits to satisfy demand, many commuters would be able to start using BART on a regular basis. My idea is not only for riders commuting to work, though. Occasional riders also need a way to get to BART at all times of the day, and since buses aren't available, the only choice is driving and parking.	2
BART Express Trains from Orinda to San Francisco	Build Tracks that would allow Express Trains from Orinda to San Francisco. Express trains could use the existing Berkeley Hills Tunnel and then go on separate tracks around Rockridge, MacArthur, and West Oakland Stations. If new tracks were built from MacArthur along I-980 and along 7th Street these express trains could bypass the Downtown Oakland Subway system and cut 15 minutes off of commuters travel time to San Francisco. These tracks could also be used to create express trains from the Ashby Station to downtown San Francisco to shorten commute times from Richmond and Berkeley as well. These tracks could also be built in conjunction with a second Trans-Bay Tube out of Alameda.	2
Extend Bart to Hercules	Extend Bart to Hercules and beyond	2
Expand parking capacity at existing BART stations	The biggest factor limiting use of BART is full parking lots for most of the day. I believe building double-decker lots (e.g. at Orinda, Lafayette, and Rockridge) would have outstanding ROI. I would also favor the approach employed in Toronto and other cities with great public transportation: charge more for parking at the train stations and less for the train ride.	2

Idea Title	*Idea*	*Likes*
BART stations for Hercules, Vallejo and Fairfield	These areas need BART and bringing BART as an option for commuting will help alleviate the horribly congested I-80 Freeway and help with air quality.	2
W-BART - west county passenger rail extension needed for transportation equity in county.	W-BART - west county passenger rail extension needed for transportation equity in county. The western contra costa cities such as Richmond, San Pablo, Pinole, Hercules and Rodeo/Crockett have not received the same degree of attention as Central and Eastern county cities in terms of transportation infrastructure and future investment. In the case of E-BART, for example, construction is already underway and set to debut this decade -passenger rail service extending all the way from Pittsburg through Antioch onto Brentwood. However, Western Contra Costan cities along he I-80 corridor experience some of the worst traffic not only in the state, but the entire country. Many of these cities have maritime and industrial legacies from the world war era (ie Shipyards Richmond, Herucles Dynomite, Refinery Rodeo, C&H Crockett, etc) and existing infrastructure to improve on within the urban core of Bay Area. It is important to consider that these cities have been paying into the BART system tax since its inception in the 70's (far before many of the bedroom communities and tract housing suburbanization of eastern contra costa occurred in the 90's). At the very minimum- initial studies, EIR, and planning alongside BART & CCTA & Union Pacific & BNSF for a western county extension of passenger rail service is far long over due. Many of these western county cities are highly transit reliant with much of our county's poverty being concentrated this area. Expanded rail service would benefit this population and the region greatly as I-80 becomes a parking lot as predicted by the MTC in the decades to come. WETA / SF Bay Ferry has considered a ferry station in Hercules, however, the dredging (combing back of the bay) needed in such a shallow part of the Bay would exceed in costs tremendously. Richmond, which already has a deep water port - should be prioritized for Ferry service as the Craneway Pavillion (Ford Factory), Rosie the Riveter National Park, Lawrence Berkeley National laboratory and Richmond Marina districts are further developed in the Port / Ferry vicinity. Please contact me for consultancy as my education is in urban geography and i am a lifelong resident of western contra costa county	2
Walnut Creek to Dublin Monorail, NOT BART or e-Bart	Build a monorail, like the one in Seattle, up the middle of 680. A monorail has a very small footprint, is elevated, and can be placed in the middle of 680 without widening the freeway. Monorails are good neighbors as they are very quiet as opposed to noisy steel wheeled BART or e-Bart, both of which require freeway widening, so the quality of life of the thousands living next to 680 will not be damaged. Don't simply agree to "BART" down 680, stand up for something much, much, better, a monorail for 680 corridor. (Google: Seattle monorail to get up to speed on it, theirs has been operating successfully for 42 yrs.)	2
bart extensions	bart extensions to east county	1
Express Trains on BART	If we could build an additional track on BART that would act as an express train from Embarcadero to Walnut Creek or Pleasant Hill, it could cut people's commute times down by about 20 minutes. Imagine if you could get from WC to SF in 15 minutes!	1
BART Extension	Making BART more usable by forming a loop on the eastern portion down 680 from Walnut Creek to Dublin.	1

Idea Title	*Idea*	*Likes*
No buses	Light rail is the solution.	1
BART extended	BART station in Martinez, near County buildings and the Amtrak. Also: Bart to Marin (San Rafael) and longer hours for the Airport, San Francisco, East Bay lines. More trains during peak hours. in and out of San Francisco.	1
Reduce Congestion of I-80	It's long overdue for BART to be extended to Crockett, through Solano County and all the way to Sacramento. Imagine the cars filling up all the BART parking lots along the route and the incredible reduction of congestion on our I-80!	1
Transportation Transformation - BART!	I believe its time for BART to partner with ET3 development and assist in research to acquire a BART/ET3 prototype for local BART applications. Its more efficient all the way around.	1
Complete the 1956 BART Plan	I saw this 1956 BART plan online: http://www.jakecoolidgecartography.com/regionalrapidtransit_bayarea.html How great would it be to have a system like this?	1
Expand BART	Extend BART from Walnut Creek to San Jose, through Dublin.	1
BART	Stop making transportation policy with an aim towards forcing people to act the way you want us to act; instead, respond to the way we have chosen to live our lives. Give up the fantasy that people are going to ride the bus to BART, and build more parking at the Walnut Creek BART station.	1
Extend BART	Extend BART to Brentwood, Martinez, Rodeo & connect Walnut Creek to Dublin/Pleasanon.	1
Connect BART to Hercules	Hercules is central to residents coming from across the Carquinez Bridge and Highway 4. There are so many Hercules residents who commute to Oakland and San Francisco, but face the daily burden of traffic. The drive to El Cerrito Del Norte takes 30 minutes without carpool, so by that point, you are already halfway to work. Bringing BART to Hercules would make the lives of commuters so much easier, relieving the stress of citizens and making the city a much happier place.	1
BART connecting Concord, Walnut Creek, San Ramon and Dublin/Pleasanton	This would greatly reduce congestion on 680 during commute times. San Ramon and Walnut Creek are the predominant slow spots on my daily commute.	1
BART EXTENSION IN WEST CCC	Extend Bart to Hercules	1
All of CoCo County needs BART and AMTRAK!!!	Riding by Hercules on the Capitol Corridor train, or fighting the highway traffic to Hercules is ridiculous! Please get us all off of the freeway and on to reasonable train options. PLEASE ensure these train options allow bikes for those of us needing a way to get home from the station. :)	1
Two Ideas to keep the county moving	1. The simplest thing is to have the traffic lights on all major streets computer controlled so their is minimal interruption to the main traffic flow. Mt. Diablo in Lafayette is a good example of what not to do. There is a lot of technology out there to make this simple improvement. 2. I feel that BART has been maximized. The county should now fill in with light rail, tied into BART. Light rail is faster to build and significantly cheaper. We could have connections, using the freeway system throughout the county, particular on 4 to Brentwood, down the 680	1

Idea Title	*Idea*	*Likes*
	corridor and out to Tracy to minimize 580 traffic. We could solve a lot of these problems by using light rail (Sacramento, Portland are examples.	
BART services early Sunday and Saturday	Please provide services for people who have to work early hours Sunday and Saturday, say around 5am.	1
Light rail connection between walnut creek and Dublin/San Ramon	Need to alieve congestion on 680 by doing more than hov lanes. Congestion is getting worse both north and south every year and the commute timeframe getting larger(starting earlier and ending later). Either light rail? Along 680 or need another north-south route in addition to 680.	1
User Funded Projects	This area has consistently teased it's commuters with Taxpayer-subsidized transportation projects. It forces many citizens, including seniors on fixed incomes, to subsidize younger, richer commuters with way below market transportation fares. Arguments claiming secondary benefits of Gov't mass transportation are nothing but a smoke screen and attempt to guilt people into going along with another costly and inefficient mass transportation project. The Fourth Bore of the Caldicott Tunnel was a great idea that should have been paid for with user fees (FASTRAK). Well over 50% of BART operating expenses are subsidized by additional taxes. Maybe if BART users were paying full fare, they might scrutinize the waste and excessive salaries and benefits of BART employees. The only fair answer to funding future transportation projects is to institute User Fees to fully fund the projects.	1
Cost of BART	I have quite a bit of experience riding the Metro in the DC area, and its costs are significantly less than BART. Can you explain this? Further, The Metro offers all-day tickets, which is great for people touring the area. Why doesn't BART offer these?	1

Idea Title	*Idea*	*Likes*
Monorail from Dublin to Walnut Creek, up 680	Construct a monorail from West Dublin Bart station up the middle of 680 to Walnut Creek Bart station. Monorail would have intermediate stations at San Ramon, Danville, and Alamo. Through San Ramon, the monorail would jog East on Bollinger, North on Camino Ramon to service City Center/Bishop Ranch, jog West on Crow Canyon then North along centerline of 680. I have been thinking about the need for such a monorail line for well over a year. Presently, even though 680 has been widened to 5 lanes, including a diamond lane, 680 frequently is stop/go/creeping in the north direction and sometimes similar gridlock in the south direction, so busses in the diamond lane are not the answer. Since 680 is now frequently beyond its maximum capacity, and will only get worse, the logical solution is to build a monorail, similar to the monorail that runs from downtown Seattle to the Seattle center. A monorail is the obvious choice for the 680 corridor because it has a small footprint, and can be run up the center 680 without necessitating widening the freeway. A monorail is supported by approx. 5ft. X 5ft. concrete â€œTâ€ columns that support two elevated approx. 100ft. long pre-cast concrete beams/monorail tracks, one in each direction. The monorail is quiet, having rubber tires running on smooth concrete, so it is a good unobtrusive neighbor for local residents. On the other hand, running Bart along this route, because of its much greater footprint, would necessitate greatly widening 680, and since Bart uses steel wheels on steel rails, a lot of noise is generated, making Bart a bad neighbor for residents nearby. Running BART up 680 would be a disaster for the many thousands of residents living near 680. Build a quiet low footprint monorail instead!	1
Discounts and more rides	Discount fare should be provide between 6AM-8:30AM and 4:00PM-6PM as these are considered working and school commute times to incentive people to use more public transportation. Bart, for example, is the most expensive transportation I would risk to say in the nation	0
Fast Trains to connect a city to another.	Trains, BART system extension will be good. Please, no buses this only increases the traffic . Buses is for third world country . Please good local roads and trains , light rail . Thank you	0
shuttle bus extension	There are shuttle buses from Pleasanton ending in Pleasant Hill. How about having shuttle buses start in Brentwood & Antioch & Pittsburg so that those of us who work in the Pleasanton area can get on board earlier rather than having to ride the Bart into Pleasant Hill?	0
Bart to Antioch and Brentwood	I move to CCC in 1996 and back then Bart said it would extend to Antioch. When is that ever going to happen? Let's finish the project that were supposed to happen first, and then look into making new things happen.	0
Discovery Bay/Brentwood to Livermore/Dublin	I would like you to consider a train or ebart system connecting Discovery Bay/Brentwood and Livermore/Dublin. Also I think you should consider a system like xMatters to communicate with people via SMS and push notifications to alert commuters of major traffic issues on roads. The apps available aren't specific enough.	0
BART operations, management and board need replacement	With the recent history of accidents, strikes, management concessions to union blackmail, technology obsolescence, it is time we replaced the BART board, management and operating/maintenance staff with global transportation firms expert in the economical operations and expansion of transit systems. In addition, we need to employ the automation technologies and systems upgrades that allow BART trains to run without operators and in close proximity to each other to move riders	0

Idea Title	*Idea*	*Likes*
	conveniently to more destinations.	
Bart Extention	Please work on a Bart extension through Livermore to Vasco -- through to Mountain House, CA would be ideal ;-) There are no commuting reasonable community options for Mountain House residents that don't include back tracking at least 15 mins (ACE train), limited drop off points, and many additional delays. The majority of the people in Mountain House (which continues to grow) are from the Bay Area and many still work in the Bay.	0
Feeder lots for BART	No parking at the Lafayette or Orinda stations - and very inconvenient/slow bus service. If there was a reliable, inexpensive shuttle that picked up folks from a central location - like the always empty weekday parking lots at a church and went direct to BART it would be fantastic - cheap, easy and effective!!!!	0
BART Express Trains from Orinda to San Francisco	Build Tracks that would allow Express Trains from Orinda to San Francisco. Express trains could use the existing Berkeley Hills Tunnel and then go on separate tracks around Rockridge, MacArthur, and West Oakland Stations. If new tracks were built from MacArthur along I-980 and along 7th Street these express trains could bypass the Downtown Oakland Subway system and cut 15 minutes off of commuters travel time to San Francisco. These tracks could also be used to create express trains from the Ashby Station to downtown San Francisco to shorten commute times from Richmond and Berkeley as well. These tracks could also be built in conjunction with a second Trans-Bay Tube out of Alameda.	0
Bart Connection	Connect Concord-Martinez- Hercules to Richmond BART	0
W-BART - County Wide Infrastructure Spending Equality	The western contra costa cities such as Richmond, San Pablo, Pinole, and Hercules have not received the same degree of attention as Central and Eastern county cities in terms of transportation infrastructure and future investment. In the case of E-BART, for example, construction is already underway and set to debut this decade -passenger rail service extending all the way from Pittsburg through Antioch onto Brentwood. However, Western Contra Costan cities along he I-80 corridor experience some of the worst traffic not only in the state, but the entire country. Many of these cities have maritime and industrial legacies from the world war era (ie Shipyards Richmond, Herucles Dynomite, Refinery Rodeo, C&H Crockett, etc) and existing infrastructure to improve on within the urban core of Bay Area. It is important to consider that these cities have been paying into the BART system since its inception in the 70's (far before many of the bedroom communities and tract housing suburbanization of eastern contra costa occurred in the 90's). At the very minimum- initial studies, EIR, and planning alongside BART & CCTA for a western county extension of passenger rail service is far, far over due.	0
More local commuter busses to BART	I live near a BART station and parking is awful on weekdays. It would be much better to have small local busses ferrying people to their neighborhoods and reduce the congestion in my neighborhood. There would be fewer cars and much less pollution. This would be greener and safer.	0
Richmond Light Rail	Construct at least (3) light rail lines in this order: 1. (4) stops: 1. North Richmond * 2. Harbour way x	0

Idea Title	*Idea*	*Likes*
	McDonald(Bart/downtown Richmond) * 3. Harbour way x Cutting blvd. * 4. Ford Point/Marina Bay Ferry Terminal 2. McDonald Avenue East to West. San Pablo ave to Richmond Blvd 3. San Pablo Ave. North/South connect to other cities	
Build a Bart Station in Pinole/ Hercules	We desperately need a Bart Station in the Pinole/Hercules area. The Richmond Line needs to be extended down to at least the Carquinez Bridge to ease the traffic down the I-80 corridor. The citizens of Contra Costa County all pay taxes for Bart and it is time West Contra Costa County have access to the system they have been paying for all these years. A station could easily be built at the HWY 4 entrance where the bus station currently exists. This idea is long overdue. We need easier access to SF and we need to ease the traffic on I 80.	0
extend BART in west county	Extend BART from richmond station to san pablo and hilltop using rumrill boulevard to san pablo/el portal.	0
Irma	The town forum was great even though there wasn't time for my question. Great is also how I had planned to describe the ability to take the BART from Walnut Creek to the SFO airport. It certainly is convenient and gets many cars off the road. I have a lot of visitors, including quite a few from other countries and they are often able to dismiss the need for a rental car and its gas consumption and complexity, because of the convenience and user-friendliness of BART. However, there are many who arrive very late at night or have to leave very early in the morning. Sometimes they would like to take a tour that leaves from San Francisco on Sunday morning. If it is a commuter day, it can probably be arranged, but on the weekend an expensive taxi or airport limo may be the only recourse for getting across the Bay after midnight or before 8 am, unless a friend takes them and goes one way alone. Couldn't there be even one BART every two or three hours? That's still not very convenient, but better than impossible.	0
Lucia T S	Instead of using in CCC those big busses, change to shuttle busses, more of them, more routes and more often Keep Bart running Fr. Sat and Sun until 2:30, add more security and future connection WC/Dublin	0
Bike Racks on BART	In Portland, Oregon, there is public light rail called "MAX", they have bike hooks from the ceiling that you can hook your bike on and then go sit down. I really wish BART had ways to hang my bike up. The ability for bikes to get in and out of BART is horrible.	0
Standing Room Only Cars for BART	I would like during rush hour and during games, to have trains with a car designed to be standing room only so more people can fit in. There is nothing more annoying that during rush hour to have to wait at a station for 2 trains to pass, all packed with people.	0
Expand the BART/Capitol Corridor Joint Powers Authority	Expand the BART/Capitol Corridor Joint Powers Authority to create a new rail line running on existing tracks from Stockton to Richmond Amtrak/BART. Then, build in-fill stations in downtown Oakley, downtown Pittsburg, Crocket and Hercules. This would provide direct/convenient transit service between East Contra Costa and West Contra Costa. This would have county-wide and regional wide benefits. For example, a resident from east or west Contra Costa could conveniently get to county offices in downtown Martinez. Also, this can help provide traffic relief in Contra Costa from commuters driving from neighboring counties (for	0

Idea Title	*Idea*	*Likes*
	example: Stockton/San Joaquin residents could have more service to Richmond Bart from Stockton Amtrak; Vallejo/Solano residents could board at a Crockett in-fill station and take cars off I-80).	
Fixing BART Parking Problems	Currently all BART parking lots are full during business hours. This forces cars to park on the streets with restricted parking and people getting tickets. From quick changes to those requiring more time to do: 1. Create additional spaces in red zones in the lots like what is done in Orinda. 2. Removed those street restrictions. An example is at North Concord where there is a long street accessing the lots with no parking signs. 3. Acquire the empty lots around the current lots and create more parking. This can be done in Concord, North Concord, Pittsburg and others. There is a lot of empty space around them.	0
Make maximum use of pre-existing infrastructure	And try NOT to tear down what we do have! I.E. Stop pulling up every abandoned rail line or spur or converting them to hiking paths, before one has eliminated ANY possibility that it could be needed for future mass transit/passenger rail uses/expansion. A good example is to rehabilitate the old rail thru the Concord Naval Weapons Station from the Amtrak line to the BART North Concord station. Since the city of Concord is looking to redevelop this large tract of land, it would be ideal to get the mass transit into place and get all construction work out of the way before development limits our options. Second, since BART already makes regular unscheduled stops at the BART Concord Yard to drop off BART personnel, one might as well make it a formal stop. Right now, in the aftermath of last year's BART strike, this stopping of regular service for passengers to do a service that only applies to BART personnel only rubs salt into an old wound. There is a substantial, moderately-dense, residential population immediately adjacent to the East of the yard in the form of 2 or 3 massive trailer parks and a number of apartment complexes. Then on the opposite side of the yard is the Concord Costco. So there is clearly something to serve at that location. After all, if they are stopping there anyway, and making people wait to get home after a long day, for goodness sake, make the stop worthwhile for EVERYONE!	0
Bart - e services	We have lived in Antioch for 19 years as home owners. We have paid many times over for the BART extensions that were promised. Now we hear we get eBART instead. This is not what we paid for and we are frustrated with all the years of other areas receiving BART instead of us. How is eBART equitable for all we have paid in to this program?	0
BART via 680	Please, please, PLEASE build BART down 680! The San Ramon Valley is the last area of Contra Costa that needs BART, and all 120,000 of us are stranded out here as the congestion worsens every day! Just please connect the Walnut Creek and Dublin/Pleasanton Stations via 680! It should even go farther south to Silicon Valley. This new BART extension would be very useful in moving people from Central Contra Costa to work in the San Ramon Valley, and for moving San Ramon Valley residents to Silicon Valley and San Francisco.	0

Idea Title	*Idea*	*Likes*
Do Not Run Nearly Empty Busses in San Ramon	Over the last more than several years, the CCTA busses operating in/out of San Ramon are almost always nearly empty. Quit trying to social engineer us, we do not want busses and we do not want busses operating on the 680 diamond lanes during commute hours in diamond lane traffic that is creeping along or stop and go either. This is simply wasting our tax money.	0
MORE BART PARKING	The extreme lack of BART parking simply pushes more cars (like mine) onto the freeways and bridges during rush hours.	0
Beware, What CCTA Really Means by "BART down 680"	From a recent email exchange with a representative of CCTA, "BART down 680" does not necessarily mean that; CCTA uses that term because most voters would "understand that" (are you voters out there really that uneducated---CCTA certainly thinks so.). It could mean light rail, eBart (diesel powered & noisy steel rails), or something else unspecified, AND it does not mean a rail connection from Walnut Creek BART to Dublin BART. CCTA is referring to some kind of unspecified system that would run from somewhere in WC to the north border of San Ramon!, likely with some kind of shuttle busses at each end, an not to Dublin BART. We need a complete system, WC BART to Dublin BART, and not something with noisy steel wheels squealing on steel rails, or diesel powered, that would devastate the quality of life for the thousands living near the 680 corridor. We need a proven, low noise, low footprint monorail, like in Seattle. People, you need to hold CCTA accountable & not settle for mediocrity.	0
Put a new BART Station at the Concord BART Yard	Many BART trains now already regularly or semi-regularly stopping at the Concord yard to drop-off BART Employees. If they are going to stop anyway, why not make it a regular BART station? On one side is the Concord Costco and on the other is the semi-densely populated area of several very large mobile home parks and several apartment complexes. All within easy walking distance. There is certainly a population and commercial district that can be serviced here, not just BART employees.	0
Richmond-SF Express Bus	Bring back the express bus between Richmond and SF. It made getting to San Francisco so easy. No need to drive to BART and park. No need to hassle with getting into the BART station. Just get on the bus and go!	0
Make AMTRAK affordable for commuters.	Many tech workers would like to take the train to Emeryville, but the cost is prohibitive. Negotiate a commuter rate for people taking short trips.	0
New Bart Line Along 680 connecting Dublin, Walnut Creek	680 highway is really congested between Dublin and Walnut Creek; it would be great to have a Bart line that goes along 680, maybe between the directions (like highway 24 Lafayette, Orinda). The new line could run north south, from Benicia/ Martinez, through Walnut Creek station, stop in Danville & San Ramon (Bishop Ranch), then connect with Dublin station, and maybe continue south as population / traffic dictate.	0
More BART	Have later trains on weekends, and extend the line to San Jose Diridon station.	0

Idea Title	*Idea*	*Likes*
Parking Structure in Orinda	The Orinda Bart Parking lot is full weekday mornings by 7:30 which makes it impossible for drivers wanting to use BART after that hour to park. The enormous black topped area is a terrible use of valuable downtown land when building a parking structure would be much more efficient and enable casual users and folks that use BART anytime after 7:30 to be accommodated. A parking structure, like the one planned for Walnut Creek, will also relieve downtown Orinda of a problematic parking situation as it struggles with BART parking on the streets of the downtown and nearby neighborhoods. Better parking at BART will create more ridership and a more environmentally friendly situation for all.	0
BICYCLE		
Treat the Iron Horse Trail as a Thoroughfare	As traffic on our highways and city streets has increased, more and more of us are using the Iron Horse Trail as a key thoroughfare, replacing some of our driving with foot and bicycle traffic. The Trail's not just for recreation anymore, in other words. Let's start treating it as part of our transportation system by patching and enhancing the pathway, and ideally by splitting the pedestrian and bicycle traffic a bit more for the safety of all.	35
Connect and sign bike paths	There are lots of bike paths on CA (not enough, but lots) In Portland they have direction signs. Here we often have to guess how the end of on path connects to the next. How about some signs?	14
Separated bike lanes among major roads to BART	Byways or separate bike lanes along major roads to BART stations will increase/encourage bike ridership and reduce traffic, especially the craziness along Clayton road. Currently it's a death trap for cyclists.	10
Make downtown Walnut Creek more pedestrian and bike friendly	Make downtown Walnut Creek more pedestrian friendly by encouraging cars to use the ring roads around the city (California, Newell, Broadway and Civic) and not drive through downtown. Narrow Mt Diablo Blvd between California and Broadway to one lane each way and add sidewalk cafes and a bike path to allow people to bike through the downtown â€" and link this bike path to the Iron Horse Trail and the proposed Olympic Corridor cycle path.	9
better county and city bile/pedestrian path connections	I’ve had two major bicycle accidents in the City of Concord on non-bike friendly roadways. The first, 2 years ago caused me such grief that I didn't ride a bike again for a whole year. Then came the Monument Corridor... I want city developers to take a seat in the ride of the BART rider, bus goer, bike rider and foot pedestrian before they make decisions that are life costly to the ones who depend and utilize these methods of transport.	8
Bike Lanes	MORE OF THEM	8
YVR Bikelane	A bike lane on Ygnacio Valley road would encourage ridership to Bart/downtown by taking people out of their cars and freeing up traffic. As it stands now, the sidewalk isn't conducive to ride as well as not even having a viable sidewalk from John Muir down to Heather Farms on the sound side of the road.	7
Better Bike Link Between Iron Horse and Lafayette	Going through downtown Walnut Creek on a bike is a drag - and dangerous. There has to be a way to extend the Iron Horse to Olympic or some other east/west bike route passing through Lafayette and Orinda, etc.	6
More Bike Riders	First of all cars who honk their horns at bike riders should be shot. We aren't doing anything wrong, there just aren't enough bike lanes, including right in front of the Oakley Police Station. I ride my bike on most	5

Idea Title	*Idea*	*Likes*
	days to work, it's not only good for your body, but saves on gas. Since the end of a May, I've only filled up my 2005 VW four times. It seems to me, that if there were more bike riders, it would cut down on the car congestion, save gas money, to buy food and supplies, and we wouldn't have do many health problems due to our sedentary ways. There are MANY roads in and around Oakley, Brentwood, and Sntioch, whete I do the majority if my bike riding, that don't have bike lanes.	
Extend Delta de Anza bike trail west	I recently pedaled my bike from my home in Antioch to my job as ferryboat captain in Vallejo. I cycled west on the Delta de Anza bike path until it abruptly ends at the junction of highway 4 and Willow Pass road. My options were to either go on a busy two lane 50mph road with no shoulder, or pedal on the shoulder of the freeway. I would love to see the bike path extended to give people a much safer alternative for cycling over that hill.	5
Just another reason for Bike Lanes	Today, I attempted to ride from Oakley, to Antioch, via 18th street, returning on Lone Tree Way. My first encounter with a vehicle, was a Mail van. The driver pulled right in front of me. I was going about 12 mph and it took quite a lot of force to stop my bike. I ended up jumping the curb, to avoid the collision. Again, on 18th street, a vehicle pulled out in front of me, not even looking in my direction, just came barreling out of a driveway. The third time I was almost hit, dead on, by someone who pulled what is called a rolling stop. He/she didn't stop, and I was approaching the curb, from the cross walk. On my right, there was this fairly good sized median, with dead crepe myrtles, weeds and trash. If the median had not been placed as it was, there would have been a bike lane. The list goes on, and I won't bore the reader with the details, but I was able to arrive home with no scratches. The lack of proper bike lanes is pathetic in the Brentwood/Oakley and Antioch area.. My bike is my main form of transportation, Is it going to take some one getting seriously hurt, or possibly killed for the Cities to do something????	4
The future is bicycles	Protected bike lanes on busy streets.	3
Maintain Contra Costa Canal Trail	Boy, bike riding on the CCCT is great, but boy there are some bumpy parts. Can we flatten those out?	3
Pinehurst Road - Moraga to Oakland.	Bikers need a safe way to ride up Pinehurst to Skyline. The corners are blind and the street is very narrow. It's a very popular and very dangerous route right now.	3
Connect Lafayette to Walnut Creek via Bike	Olympic Rd in Lafayette goes right on through to Walnut Creek-- but the bike lane is narrow and the street is fast and busy. How about a separated path (like there is in a section of it) for cyclists, and it would be great to just connect the Lafayette-Moraga trail to the Ironhorse Trail (in Walnut Creek) for pedestrians and cyclists.	3
Make Lafayette Downtown More Bike Friendly	Downtown Lafayette, on Mt. Diablo Blvd, has the cyclists sharing the main road lane with cars. How about moving all the metered parking to off-street lots and making a proper bike lane with a divider (like SF has done with their green lanes)?	3
Extend Delta de Anza bike trail west	I recently pedaled my bike from my home in Antioch to my job as ferryboat captain in Vallejo. I cycled west on the Delta de Anza bike path until it abruptly ends at the junction of highway 4 and Willow Pass road. My options were to either go on a busy two lane 50mph road with no shoulder, or pedal on the shoulder of the freeway. I would love to see the bike path extended to give people a much safer alternative for cycling	2

Idea Title	*Idea*	*Likes*
	over that hill.	
Clear gravel/debris from & review road surfaces in Bike Lanes	If the intention is for cyclists to use bike lanes, then the road surfaces in them need to be debris, pothole and crack free. Obstacles and/or a badly surfaced bike lane means cyclists can fall/be injured or will need to move over into the roadway, creating unnecessary friction between motorists (who can't see that the path surface is unrideable) who see an "empty bike lane" and a rider in their way.	2
Bike lanes and buses to a bike friendly BART	Easy access to buses with frequent runs to BART and safe bike lanes that connect the rider to BART. Bike routes are dicey. Trails are the best but currently are used mostly for recreation because they don't go to transit centers or shopping areas.	2
Safe Bike Path from Discovery Bay/Byron to Brentwood	Please consider safe bike and pedestrian routes from Discovery Bay to Brentwood (Liberty HS) and Byron (Excelsior Middle School). We have already had 1 young man killed on a bicycle on his way to school (2013). It would reduce car traffic considerably if there was a safe alternative for our kids (and adults) to travel between these towns. The roads are all rural with no shoulders. PLEASE look into improving at least one route to prevent another tragedy.	2
Bike lanes on San Pablo Dam Road	The I-80 Bikeway is the flattest, easiest bike route between east and west county, but the lack of bike lanes or protected infrastructure makes it unsafe and unappealing for all but the most experienced road bicyclists. A full, protected bike lane from El Cerrito through El Sobrante (Key, Amador, San Pablo Dam Road to where the bike lanes start at Castro Ranch Road) would be a huge improvement.	2
Bicycle	Bridge the Iron Horse bike trail over Monument Blvd. just as was done at Ygnacio and Treat. Bike Bridges shouldn't just be for the wealthy.	2
Bicycle Routes	To increase use of bicycles a network of continuous and traffic free routes and trails are desirable. Where possible, use separated rights of way, otherwise quiet, suburban streets could avoid entanglements with heavy traffic. Some access would be needed to make continuous routs where suburban streets are not so.	1
Bike LANES	Yes, more bike lanes marked on surface streets; along with stop signage or warning signs.	1
powered two-wheelers...	--------- 1/4 the parking demands . . . 1/2 the gas use . . . 1/8 the wear and tear on roads . . . always can get through the SUV-caused jams . . .	1
Prioritize bikes	Let's arrange the infrastructure for bikes , so that kids can ride their bikes, people can shop and get to BART on BIKES without interacting with cars Dedicated bicycle lanes down Gregory Lane in PH with bridges or Tunnels through down town and past the Freeway to get to BART and the bike path. Yes it will inconvenience the cars, but in actuality will only cost them may be 5 more minutes to get from Contra Cost Blvd to PH road. If it is separate from cars then fewer people will be in cars, because they	1

Idea Title	*Idea*	*Likes*
	will be on bikes.	
Bike centered transportation	Whether commuting to work, school, BART, or running daily errands, biking could be a major mode of transportation if we had safe bike lanes and bike-only routes. In Concord for instance, you're taking your life in your hands to ride most of our busy streets.	1
Get Bikes off Ygnacio Valley Road	YVR is a very busy, very important roadway, and there is not enough room for bicyclists in the right lane. It makes no sense to "share the road" on YVR, it slows traffic for everyone. On at least that roadway, bikes belong on the sidewalk. Bicyclists on YVR slow traffic in all lanes because of the lane changes necessary to pass them, and all the lane changes increase the risk of accidents as well.	1
More signs with pre-planned bike routes	I have seen a couple of signs on the Iron Horse trail in Pleasant Hill and Lafayette that contain common destinations and arrows pointing towards the bike route to take to reach them. I think this helps potential bike commuters out a lot as it not only gives you ideas on how to get where you want, but it also gives you reassurance that the route that you're being sent on has been vetted to be safe for bikes.	1
Safe crossings of the Hwy 4 Bypass	It is dangerous to use the sidewalk at Lone Tree Way to get across the bypass. The motorists are not thinking about pedestrians or bicyclists as they get on and off the freeway. It is especially dangerous to use the crosswalks across the freeway on ramps, because the cars do not stop when the pedestrians are trying to cross. The Hwy 4 Bypass severed what is now Old Sand Creek Road. A bicycle and pedestrian underpass could be placed under the bridge here to restore this connection between Brentwood and Antioch.	1
Bike East-Way Routes	Currently we have trails that travel north-south directions but nothing that connects the east-west, in fact, it is really dangerous to travel on the roads by bicycle in the east-west direction. We need either trails or bike/pedestrian safe lanes that protect from vehicles to connect the Contra Costa Canal Trail to the Iron Horse Trail.	1
BART Bicycle Hanging Posts	In Portland, the MAX public transit has hooks to hang several bicycles by the front tire so that you don't have to hold your bike or block the exits. It is safer, simpler and takes less space.	1
Protected Bike Lanes	Separated or protected bike lanes will enable more people to bike safely. Currently too many people feel it is dangerous to ride a bike when fast moving cars are passing them. We can encourage more people to leave their cars in the garage, and also make it safer for children to bicycle when protected lanes are provided. Our community would benefit greatly from this addition, and join others cities that already created safe bike/pedestrian access.	0
8 to 80 bikeway network	Build an innovative and inspiring network of bikeways that encourages and incentivizes everyone to ride - from an 8-year old school kid to an 80-	0

Idea Title	*Idea*	*Likes*
	year old grandparent.	
Bicycling for all ages and abilities	There is one thing proven to increase bicycle ridership: the amount of cycletracks. Cities and countries that have higher bicycle mode share have invested heavily in safe and efficient bicycle infrastructure. Making it fun and easy for residents to travel by bicycle alleviates traffic congestion, parking scarcity, CO2 emissions, and increases local business, health of inhabitants, and neighborhood connections. I saw the CCTA's presentation and it appears as if most money is going to highways which is only going to increase the amount of people driving single occupancy vehicles. "If you build it they will come." The money should be spent where we want to see transportation growth. Sadly, the proposed programs show $232,000 going to bike/ped and $6,913,000 going to arterial/roadway/interchange/expressway/freeway. Despite the comments from the public and CCTA's big talk, more than 30 times more money is being spent encouraging driving than bicycling. It is dehumanizing to put so much money towards an already safe and efficient car infrastructure when no such infrastructure exists for people on bikes.	0
Widen Diablo Road for Bike Lane	There are a ton of cyclists that cut through the private roads of Diablo Country Club because Diablo Road is such a danger to ride on. These cyclists deserve a safe place to ride to go up to Mount Diablo. This has been an ongoing problem and someone is going to get killed because there is no bicycle lane.	0
Make CC County Truly Bike Friendly	Study bike friendly cities and add protected bike lanes throughout CC county, so that people will use bikes. If we make it more convenient to bike, or use public transportation, than it is to drive, then people will actually use their bikes and we'll see less traffic and pollution.	0
Bicycle paths/multi-use trails	Please keep paths and trails in good shape. Work with businesses to provide more incentives for people to walk or bicycle to work.	0
MORE Bike Lanes	This is not the first time I have suggested that we, here in Contra Costa County need more, improved bike lanes. This will more than likely not be the last time you hear from me, either. Two weeks ago, I was almost hit by a KinderCare bus, by the driver, not stopping at a reg signal light to turn right, and the bike lane not being wide enough for me to immediately jump out of the way. Today approximately 1:00 pm, I was almost hit by a FEDEx truck (and yes, there were other drivers who witnessed this). The FEDEx truck did not stop at a stop sign. I was riding on the wrong side of the street, but that was due to the fact that there was just a small bike lane on the right side of the road, and a very dangerous area to ride. I came upon a corner, and just as I was slowing down, the FEDEx truck pulled up to the stop sign, but only slowed down, before rounding the corner, thus, running the stop sign. I did call FEDEx and complain, but all the did was take my name and phone number, and a brief statement. I'm getting really tired of taking my life in my hands each and every time I need to get to work or just go to the market. Is this going to take someone getting seriously hurt, or killed before they do something???	0
Cycling on Diablo Road	I would like to see Diablo Rd., between the entrance to Diablo and Mt. Diablo Scenic, widened. For Cyclists it has to be the most dangerous road in the county. Hundreds of dedicated cyclists ride up the mountain every week and Diablo Rd. is the road to the entrance to the Park. The road winds, it's narrow and there is no shoulder. Autos get impatient and pass on the curves, crossing the yellow lines. Please take a long hard look at the road. It needs to be widened enough to have a bike lane on both	0

Idea Title	*Idea*	*Likes*
	sides. Thank you for asking for our input.	
Better bike routes	We need safe bike routes to rail nodes (BART, Amtrak) and from our homes to major employment centers (say Richmond to Oakland).	0
Bike friendly lanes in NE Richmond	We need more bike lanes in Richmond but specifically in the NE Richmond where many folks WANT to ride their bikes but are simply afraid to due to the lack of bike lanes and horrible drivers. We need bike routes throughout the residential streets and down San Pablo Ave towards Del Norte Bart Station.	0
Improve the path on Reliez Station Road in Lafayette	The path up Reliez Station Road in Lafayette needs to be re-paved. It also currently doesn't allow biking, and it would be nice to make a way for cyclists to get up that road (the main road section has no shoulder). This is a major school thoroughfare, and at the very least it needs to be smoothed, and at best there should be a way to get cyclists up that section.	0
Bicycle & Buses	Need more paths for bicycles throughout the city and more buses.	0
Bike bridge “Flyover” at Treat Blvd and CC Canal Trail	The excellent CC Canal Trail is inconveniently interrupted at the juncture with Treat Blvd, forcing cyclists (and pedestrians) to either cross dangerously over the fenced median or go 40 yards uphill and wait for a traffic light. Clever design of a sweeping arc bridge flyover could make for an "at grade" crossing for bikes and pedestrians.	0
Separated bike lanes	The county should develop separate bike lanes in areas with underserved populations. 23rd Street in Richmond is a great example.	0
Add Bicycle Lanes on Diablo Rd to Mt Diablo (South Gate)	Recreational cycling on Mt Diablo has exploded in popularity. Many cyclists come to Danville to ride up Mt Diablo. Diablo Road desperately needs bicycle lanes in the most dangerous, curvy, narrow stretch of the road - From the corner of Diablo Rd and McCauley/Green Valley all the way to Mt Diablo Scenic Rd & Diablo Rd. Half of the road is maintained by Town of Danville, and half by the county. The Town of Danville has been resistant to improving this road. Please, please widen the road just enough to put in bicycle lanes. I am afraid someone is going to be killed on this road soon.	0

Idea Title	*Idea*	*Likes*
Bicycle Parking	Well, it isn't very sexy, but the truth is that one of the biggest impediments to cycling, and in turn, its benefits to the area (decreased congestion, etc., etc.,) is the lack of bike parking facilities. The bike parking at some BART stations, the lockers, are nice, but they're always full. If they're always full, new people can't discover the benefits of using these things. We need to design bicycle parking "islands" and other attractive places to park bikes in a way that people can't damage, pilfer, or just outright steal parked bikes. It takes imagination and discipline to design these things so that they are not eyesores, but we can do it if we resist the time-honored plan of doing it on the cheap. We need to tell the whiners to shut up, we need to plan, we need to invest, and we need to teach the naysayers the difference between "expenditure" and "investment." We could set an example for communities around the country, which, by the way, is what the Bay Area used to do all the time. I'd like to submit the following for your viewing: http://www.youtube.com/watch_popup?v=pcZSU40RBrg While the above is pretty elaborate, there are certainly designs of a smaller scale that we could implement. It's difficult to promote cycling as a social benefit if riders are afraid to take their eyes off their bikes for two minutes; locked or unlocked. And it's hard to sell others on the benefits of cycling to the store or to the farmer's market if you emerge to find your steed gone. Bike racks just don't do it. Thieves take parts off parked bikes, and sometimes it seems as though they do it out of pure cussedness. But only people with a stake in it; only people with something to LOSE will be able to get things done. Judges and politicians don't even have any idea of what bikes COST, let alone what they MEAN to us, so they low-ball compensation for a "used" bike and treat the whole episode like an annoyance. We have to be aggressive and imaginative. We need to foster competition in civil and city planning curricula to include bicycle infrastructure (including parking.) We've already missed many opportunities.	0
Wider bike lanes	Most bike lanes, if next to a row of parked cars, put the rider into the "door zone". If a car door is suddenly opened, the rider can hit that door, hard. Worse, the rider may bounce onto the traffic lane, inviting a serious or fatal impact. Because of this fear, I usually ride about on the white line demarking the bike lane, forcing autos to move to their left. Most drivers are very understanding. Regardless, the bike lanes if narrow do slow traffic and create a risk.	0

Idea Title	*Idea*	*Likes*
Wider bike lanes, road sections with shoulders wide enough for autos to pass bikes, and bike responsive signals	Most bike lanes, if next to a row of parked cars, put the rider into the "door zone". If a car door is suddenly opened, the rider can hit that door, hard. Worse, the rider may bounce onto the traffic lane, inviting a serious or fatal impact. Because of this fear, I usually ride about on the white line demarking the bike lane, forcing autos to move to their left. Most drivers are very understanding. Regardless, the bike lanes if narrow do slow traffic and create a risk. I'd also like to see wider shoulders, at least in sections, so autos can easily pass bikes. For example, near BART Orinda, Moraga Way south of the station, the northbound shoulder is a bit narrow and discourages commuting to BART by bike. For 30 years, I heard about this section from others, my own route to BART had no such impediments. Pedestrian buttons at signals stop traffic for relatively long periods. Is there some way for bike riders to signal that they only need a short green, like other traffic, so that the overall traffic flow is not halted needlessly? My own old steel commuter bike triggered about half of the signals, but my new much lighter aluminum bike does not. Thanks to the cities and county for having made bike transportation feasible.	0
Bicycle Sharrows	Despite complying with current guidelines, bike lanes are perilous for cyclists because motorists tend not to look towards right hand side of roads and cyclists are expected to travel in zone where car doors can be opened into their path, drivers may not see cyclists when backing out of driveways and right hand turners may not see cyclist until too late. As a cyclist I feel safer when bicycle sharrows are in the middle of the rights hand lane with share the road signs.	0
Routes of regional significance	Routes of regional significance for motorists are also routes of regional Routes of regional significance for bicyclists. We should acknowledge this in the Countywide Transportation Plan update. To quote the East County Action Plan for Routes of Regional Significance, "Routes of Regional Significance are roadways that connect two or more subareas of Contra Costa, cross County boundaries, carry significant through traffic, and/or provide access to a regional highway or transit facility." I would accept a designation of a corridor, say a quarter mile on either side of the route of regional significance, that has a bicycle friendly route paralleling the arterial street that is the route of regional significance. The fact of the matter is, a person using a bicycle for transportation wants/needs to get to the same places that a motorist does. The County's Bicycle Plan as it is currently written is primarily intended for recreational bicyclists. I will not bad-mouth this plan. We have to walk before we run, but using the bicycle plan to plan a route between areas of the county can result in serious out-of-direction travel. Here is an anecdotal illustration of how a transportation cyclist uses routes of regional significance in East County. I work for a company with two locations, one in Pittsburg and one in Brentwood. Usually I work at the Pittsburg plant, but occasionally I am dispatched to work out of the Brentwood plant. It takes about an hour to bicycle the 13 miles between my home and my Brentwood objective. I use residential streets to get to Buchanan Road (Buchanan Road is designated as a route of regional significance). Then I ride my bicycle on Somersville Road (Somersville Road is designated as a route of regional significance). Then I cut down	0

Idea Title	*Idea*	*Likes*
	the CCWD canal maintenance road that EBRPD maintains as the Delta de Anza Trail. I then ride on James Donlon Boulevard (James Donlon Boulevard is designated as a route of regional significance). I then ride on Lone Tree Way (Lone Tree Way is designated as a route of regional significance). Then I ride down Brentwood Boulevard (Brentwood Boulevard is designated as a route of regional significance). Then I turn down Sunset Road to Elkins Way, both collector streets. Some of this route has parallel streets or parallel bike paths that could be used, but these routes of regional significance are more direct and faster. When commuting to work, I want to follow the fastest, most direct route, just like a motorist. The object of this letter is to urge the CCTA to acknowledge that routes of regional significance for motorists are also routes of regional significance for bicyclists and to urge that all designated routes of regional significance need bike lanes or marked shoulders or closely parallel bicycle-friendly streets. Such a recognition will go a long way toward fulfilling the Plan's goal of "expanding safe, convenient, and affordable alternatives to the single-occupant vehicle." Thank you for your concern with my continued well-being.	
Bicycle Trails	I used to commute by bicycle from Martinez to the Naval Weapons Station. Because there are few or no trails running East-West, I was forced to fight with traffic (and cyclers who rode on the wrong side of the street). WHat are your plans in this area?	0
Electric Bike Share	Makes economic sense. Makes health and environmental sense. Would build community. Would reduce traffic.	0
Widen Trails and make lanes	As a speed biker, I often travel at 20 mph or faster, it would be nice to have the trails wider and with lanes. There are many times I have to grind to a halt because a group of people completely block the path. Paths are only about 3 people wide, and many have animals as well. I think a wider path in general will help, and lanes can help focus faster moving traffic know where to be.	0
Biking with cars is scary	Please add stripes to roads for bike thoroughfares. Bicyclists have to negotiate around cars parked on the shoulder. Passing auto drivers are surprisingly aggressive and careless.	0
Iron Horse Trail extension to BART	We need a safer way to get from the Iron a Horse Trail to Walnut Creek Bart. Ygnacio Valley Rd is too dangerous!	0
Access to Iron Horse Trail	It is difficult and dangerous to access Iron Horse Trail from the Diablo Valley College/Sun Valley Mall area. There is no crosswalk to get from the North side of Willow Pass Road to the South due to the I680 freeway exit. There could be an easy access from the North sidewalk to the Willows Shopping Center but a fence prevents that. The sidewalk over the bridge on the North of Willow Pass is very narrow - barely room for a cyclist walking their bike and a pedestrian to pass. If you manage to do that, you can finally get - via Diamond Blvd - to the trail where it goes by The Willows. I often see cyclists cutting through the Sun Valley parking lot to connect with this trail or downtown Concord.	0

Idea Title	*Idea*	*Likes*
Marsh Road Bicycle Route	Although Marsh Road around Buchanan Field is a designated bike route, it is not very safe. The Northbound traffic lane is not very wide and there are often 18-wheelers parked along the curb. And cars often go 45 mph there! The Southbound traffic lane is also narrow and cyclists traveling in that lane tend to block traffic. Cars have to cross a double-yellow line to pass and often have to wait for on-coming traffic to go by. Often, cyclists traveling South choose to ride on the sidewalk and dodge whatever pedestrians are there. Land is certainly available between the Northbound lane and the airport fence for a wonderful pedestrian/bicycle path. Many cyclists do use this route: 1. It connects a large residential area to the North Concord Business Park 2. There is Iron Horse Trail access at the North of Buchanan Field 3. You can connect with Olivera Road and thus to the North Concord BART station or John Muir Medical Center's Concord Campus. 4. You can connect with	0
Improve bicycle safety design in general	Several small things could make life as a bicycle commuter less deadly: -Make signage on bike path cross walks (e.g., Ohlone Greenway) more clear about right of way for bicycles as well as pedestrians. -Put crosswalk flashers at all bike path crosswalks. -Continue to increase bike lanes and never protect extra space around the median when that could be used as a bike lane (e.g., Carlson Ave between Cutting and Bay View). -Work with the DMV to include questions about bicycle safety on the written drivers exam, such as bicycle right to the full lane and safe door opening when parallel parked.	0

BUSES

When will you start accepting CLIPPER?	The system has been around for about ten years and your company is the only one not accepting it! Please let us know if and when you will.	26
Provide more short bus links to BART stations	Especially into hilly places, we need short bus links to BART stations. This is so more people can comprehend a life without two cars in every driveway. Hand in hand with this would be attention to providing walkable sidewalks instead of dirt shoulders.	18
More bus routes and times	I believe the overall Contra Costa County Connection bus system should be improved with more bus routes, as well as better scheduled times between bus stops. Before 2008, the bus system was easy to manage and work around, with multiple routes to choose from and a reasonable wait time between stops. Now the routes have been cut in half, sometimes having to go through a route that's roughly 2 hours out of the way just to reach your destination, and the wait times have gone from a wait time of 30 minutes to a wait time of an hour and 45 minutes, A simple bus ride has gone from having to leave a half hour early to make your destination, to having to leave 3 hours early, just to even make it on time to your destination. I believe if we were to add more routes and improved wait times, the quality of public transportation will rise exponentially and make people more drawn to public transportation, thus lowering the amount of drivers, as well as lowering the levels of co2 and receive financial backing from "green" industry.	17
improve Ygnatio Valley in Walnut	Make the right lane westbound in the morning a bus-only lane, and the right lane eastbound in the evening a bus-only lane would encourage bus	16

Idea Title	*Idea*	*Likes*
Creek	ridership, increase bus frequencies, and reduce traffic congestion.	
Ygnacio Valley Road BRT	Build BRT (Bus Rapid Transit) in the median of Ygnacio Valley Road, so more people would get out of their cars and ride public transit with faster travel times and better frequencies. After BRT, the county can upgrade it to LRT if ridership grows.	14
Free Shuttles to BART	Could use frequent and free shuttles to BART	9
More busses to BART	Increased frequency and more short loops to BART, less walking distance between bus lines, and get Clipper online ASAP	9
Improve bus scheduling	I am retired and I would like to use more public transportation, but I can't because there isn't enough buses. I think using those huge buses is a waste (they run mostly empty) and it would be much better to have smaller buses and more frequent trips. For example, lines 11,14 and 15 reach Pleasant hill Bart between 2 minutes of each other and then there isn't another for an hour or more.	4
Rural buses	I would like to see a bus through Alhambra Vallley Rd. on a scheduled basis. Westcat could come through this area from Pinole. Additionally I would like the County Connection buses for disabled and seniors service this area as well.	3
Route Maps and Schedules	Place Free Route Maps and Schedules in the lobbies of multi-family housing along the Route, much like CCCTA Maps and Schedules are at Kaiser Hospital and the Lesher Center.	3
Bus Rapid Transit for SEVERAL corridors	Contra Costa Blvd., Monument Blvd., Willow Pass Rd., Highway 4 (from where BART construction ends) San Ramon Rd., San Pablo Ave., should all have BRT amenities (bus queue jump lanes or maybe even dedicated transit ONLY lanes), making transit more efficient and attractive, even if ONLY during commute hours. In this way, people who have the choice to take transit will be more interested in doing so, because travel times will be more competitive between transit and private autos than they are now. This would allow us to use our existing infrastructure more efficiently, without the expensive cost of building more lanes to accommodate more people. In this way, we could also build ridership to demonstrate support for future, heavier investments (BART, light rail, or just more BRT amenities).	3
BART To West Contra Costa County	The Pinole/Hercules area really needs a BART station. We paid for BART all these years through our taxes, but all we got was BART ending in a little stump in Richmond. And no plans to extend further. Richmond station, El Cerrito del Norte and Orinda do not service our area well. We need our own station. AC transit is limited and overcrowded, so it's not really an alternative.	3
BART to HILLTOP (Richmond)	Please extend Bart from El Cerrito del Norte to Hilltop in Richmond to avoid traffic congestion on Hwy 80.	3
Improve bus service	More frequent and more extensive (more routes) service will make busing much more practical.	3
More Bus Routes & Times plus an additional Route to Walmart in Martinez	I love going on buses, but the only problem is that the routes available in my area are 18 & 28.. Most of the time I choose 28 because it gets me to where I want to go faster unlike the 18. But I do wish though that there are more times because sometimes I feel like I am about to miss the bus and that the stops are just too spread out to where I'm at!!! I also wished	2

Idea Title	*Idea*	*Likes*
	there is a stop not only near walmart and that shopping center, but near Morello Park elementary school because I live in that area... The stops are located way down the way and there are times I might or mostly miss the bus!!! please consider putting a much closer stop and add extra routes!	
Greatly expand bus service.	County Connection (central county) needs to quadruple in frequency and double (at least) in coverage area. Other ideas presented here touch on this same need. All of the other bus related ideas are good steps in the right direction.	2
Bus service	If County Connection is ever going to serve commuters,, they must be given sufficient funds to increase frequency of service. Commuters are not going to use routes that run every 60 or 80 minutes. Otherwise CCCTA will only serve transit-dependent in-county riders.	2
Better bus transit ALL along Mt. Diablo Blvd in Lafayette	Neither the Veteran's Center, nor the Lafayette Reservoir, nor the housing and the commercial buildings towards the west end are accessible by bus. If they were, more people could also connect to BART.	2
Concierge Bus/Shuttle Service	I think traditional bus service in suburbia needs to be redesigned. I think you could attract more riders with smaller vehicles, more frequent service and more point-to-point routes. One of the biggest drawbacks to using buses is the time it takes to get from “Point A to Point B”. For people that want to use the bus, have a Guaranteed Ride Home option/program available to them. Also, more promotion of ride sharing options for major employers in the area.	2
San Ramon LightRail	Traffic congestion on Bollinger in San Ramon is increasing steadily due to new housing and school development. We desperately need affordable mass transit for commenters and students to and from school and work along this entire corridor, from the 680 interchange (Park and Ride) and Bishop Ranch through Gale Ranch and Windemere all the way to Dublin Bart! Let's take a page out of the availability and accessibility of mass transit in so many European cities and establish an efficient model for other counties to duplicate!	2
Bringing BART to Vallejo, Hercules, Pinole or El Sobrante	I have noticed that many commuters that take BART that commute to the Richmond and El Cerrito Del Norte BART stations come from Vacaville, Fairfield, Vallejo, Crockett, Hercules, Pinole and El Sobrante. Since many of us have to drive to get the the BART stations, since there aren't any closer to us to get to our destinations. I think BART should build a station or stations in these areas. It would be a positive thing for commuting all around.	2
Better Bus Stop	Hi. I get on the #6 to go to BART and the stop is very hard to get to. It is not near a crosswalk or stop light. Location is across from Campo HS between Campolindo Dr and Rheem Blvd. Thanks, Mary	1
Senior Transportation	Have more bus stop and more bus schedules especially on unincorporated area of Danville. Also pick-up and drop off for seniors at their residence as needed.	1
Express bus service from Lamorinda to SF at rush hour	BART is running at capacity. Many who commute from Lamorinda to SF must drive to BART, but there is limited parking. Solution: run express buses from areas with significant SF commuters, such as Orinda Downs, Sleepy Hollow, St. Stephens, Glorietta, Ivy Drive, Moraga, St Marys College,.Rheem, Burton Valley, Northgate.	1

Idea Title	*Idea*	*Likes*
Weekend Hours & Clipper Card Usage	I do realize that people do not like to work on the weekends but I still want to know why there are no buses after 9 PM. Here's the simple logical idea: people like to spend their Saturday nights outside and usually it takes quite long till probably like after 7 PM. Well it's easy for them who own vehicles but for those who don't, I suppose we still need to take a bus to get home. So please, extend the operational hours for the weekends and also please apply clipper card usage as one of the payment methods besides cash because I believe it would make the trip become a lot more enjoyable and obviously you do not need to provide $2 of cash before we get on the bus.	1
bus fare payments	There needs to be a more quicker way to pay cash for bus fare, if bus agencies are not going to adopt the clipper card system. Many patrons that use cash to pay for fares won't take their cash out before the bus arrives, with the proper fare amount, for whatever reason. This prevents the buses from departing on time.	1
Hillside transportation system.	I live on the central part of a Very steep street in West County. There are bus routes that pass by on the flat below and on Arlington above. There is also a BART station within a little more than a mile. Despite that, until I retired I always commuted by auto. Why becasue I would have had to climb the steep hill once a day with my briefcase etc and BART parking is usually full. There are many people in similar situations. Idea. What is needed is a system of mini buses or vans that regularly run up and down each of the major (and selected lesser) roads that connect San Pablo and Arlington. The system would have very frequent stops or would stop be curbside request. This would encourage a lot of people to use public transport who otherwise would not and would also take some pressure off the BART parking lots. It would also take some pressure off existing programs for seniors.	1
Bus Service Improvement	We need more bus service, and we need to make our streets more bus - friendly and the county and local governments need to stop looking at buses as a traffic impediment and forbidding bus stops at logical places such as Monument and Buskirk., Future commercial developments should be made more bus-friendly by locating them directly on the street with a bus stop right in front rather than in the middle of a giant parking lot. Future housing developments should be bus accessible building them grid style with easy access to streets where buses run rather than in cul-de-sac style. People are not going to use public transportation if they have to walk too far to get there.	1
Need Better Bus Connections	BART is coming to Antioch. It is not "real" BART, but it is something. Once you get to Concord, however, the bus connections to the workplaces are not fast and efficient and the total cost of the trip ends up being more than the cost of driving the car I already have.	1
AC Transit bus 74 to Orinda BART	Return this vital service for residence of the El Sobrante/ Richmond area. This line had been in effect (and people bought their homes here because of it) and then it was discontinued. The traffic on San Pablo Damn road is terrible. We are in a public transit desert, our area is completely car dependent. Please reinstate this vital link. We want to get out of our cars. The Orinda BART is much closer, and a more direct route, to our area then the Richmond BART.(Orinda is just the next town over from El Sobrante, besides the open space)	1

Idea Title	*Idea*	*Likes*
shelters for riders	I think you should treat riders like people and provide more bus stop shelters. Since the addition of shelters on San Pablo Ave, near Shamrock Ave and Richmond Parkway, about a year or two ago, I see more people riding the bus, feeling safer and more a part of the system. We also need more service on weekends. period.	1
Improve 680 corridor with BART or more buses	A BART connection between Dublin and Walnut Creek would be great. At least add more express buses, including Pleasant Hill BART and Bishop Ranch	1
Transfers between bus lines	Get bus lines to cooperate among each other to make transferring from one bus line to another smoother and less time-consuming, and to minimize the need to transfer. This might include synchronizing schedules at major transfer points to shorten waits and minimize missed buses. Extend major routes for a reasonable distance for overlap along transit corridors. For example, I live only c. 1-1/2 mile south of the El Cerrito Del Norte BART station. To get to church and choir practice in Pinole and back (twice a week), I have to take AC Transit that 1-1/2 miles, then wait for the WestCat J bus--then reverse the process on my return..	1
Prioritize transit in budgeting	In budgeting, prioritize public transit over new highway construction. I believe this would be more cost-effective. Highway construction is very expensive, while adding to and upgrading rolling stock, adding routes and supporting operations to make transit more attractive can take cars off the road and reduce greenhouse gas emissions (mandated by the state).	1
The Orinda Corridor	When AC Transit stop the service to the Orinda Bart Station from Casro Rance road, a lot of people were inconvenienced by the untimely move. If that corridor could be put back into action it would help so many people who now get to their families a little later then desired. Putting this Orinda Corridor back would lessen commuter travel time and make available a carpool spot for easy pickup from Castro Ranch road and San Pablo Dam road... I know because I was one of the drivers.	1
School Bussing	*Provide school bussing for all kids in California for environmental and economic opportunities. Reduce traffic and enable parents to work normal hours	1
Monument Corridor Connection to Public Services	GOAL: A shuttle connecting medical facilities, schools, and shopping running every hour across the Monument corridor connecting low income riders to necessary services for families. Currently a person without a car must connect through Concord BART. A mom with a couple of children needing to use public transportation can spend over a half a day going 2-3 miles because of the current bus route. Buses to WIC on Stanwell Circle only run every two hours. By having a direct shuttle this time would be cut and families could connect to medical appointments and schools. Suggested route: Begin at Mitchell Drive near Kaiser. Proceed on Oak Grove with stops connecting Ygnacio Valley High School, Oak Grove Middle School, La Clinica de la Raza, and shopping at Monument Blvd; proceed on Meadow Lane to Market with stops connecting Unity Council Head Start, First Five, Park N Shop, and Monument Crisis Center. Continue on Concord Avenue to Stanwell Drive and Contra Costa County WIC program. This route would connect to current CCTA bus routes connecting to both Concord BART and Pleasant Hill BART.	1
Bus route	Shuttle to connect to existing bus routes for low income families	1

Idea Title	*Idea*	*Likes*
More express buses from East Dublin bart and West Dublin Bart	more express buses leaving Dublin bart I took Bus 97x fromEast Dublin bart. 5:10pm is too early, I take bart after 5pm from work in San Leandro,Ca Bart leaves around 5:04pm plus 22 minutes Bart plus walk to bus stop. I would prefer bus leave Dublin Bart after 5:40pm. What is the out of service bus that parks near where Bus 97x used to be and arrives before 6pm. I have not found any CCTA buses that go to or near West Dublin Bart. Why not? If I had a choice I would rather get off Bart at West Dublin station. I work closer to the Dublin line even though I live in Danville. I have seen a lot of buses that go to Walnut Creek Bart but I work closer to the Dublin Bart Line.	1
Transportation Idea	Goal: A shuttle connected medical facilities, and shopping running every hr across the Monument corridor connecting low income riders to necessary services for families. Currently a person without a car must connect through Concord Bart. A mom with a couple of children needing to use public transportation can spend over a half a day going 2-3 miles because of the current bus route. Buses to WIC on Stanwell Circle only run every two hours. By having a direct shuttle this time would be cut and families could connect to medical appointment and schools. Suggested route: Begin at Mitchell Drive near Kaiser. Proceed on Oak Grove with stops connecting Ygnacio Valley High School, Oak Grove Middle School, La Clinica de la Raza, and shopping at Monument Blvd; proceed on Meadow Lane to Market with stops connecting Unity Council Head Start, First Five, Park N Shop, and Monument Crisis Center. Continue on Concord Av. to Stanwell Drive and Contra Costa County WIC program. This route would connect the current CCTA bus routes connecting to both Concord Bart and PH Bart.	1
Mt Diablo Blvd Trolley	Please consider putting a trolley similar to the one in WC along Mt Diablo blvd in Lafayette. With the increasing number of assisted housing facilities and the parking problems in downtown Lafayette, this would be a great addition to the community.	1
Increase Bus Service and Frequency throughout County	Please work with all transit operators in the county to expand neighborhood bus service by creating new bus lines and increasing the frequency of the major bus lines. The county should have a goal to have a bus stop within a half mile (10 minute walk) of most homes in the county (where ridership may be sustainable) To prioritize where bus service may be financially viable, work with Clipper to get data about regular BART riders. If they live in the county and don't currently use a bus to get to BART, this could help give you a ball park idea of where new bus service may be needed. This would be extremely helpful to shuttle people to/from BART stations or other major destinations in the county.	1
Transportation Idea	Transportation Idea GOAL: A shuttle connecting medical facilities, schools, and shopping running every hour across the Monument corridor connecting low income riders to necessary services for families. Currently a person without a car must connect through Concord BART. A mom with a couple of children needing to use public transportation can spend over a half a day going 2-3 miles because of the current bus route. Buses to WIC on Stanwell Circle only run every two hours. By having a direct shuttle this time would be cut and families could connect to medical appointments and schools.	1

Idea Title	*Idea*	*Likes*
	Suggested route: Begin at Mitchell Drive near Kaiser. Proceed on Oak Grove with stops connecting Ygnacio Valley High School, Oak Grove Middle School, La Clinica de la Raza, and shopping at Monument Blvd; proceed on Meadow Lane to Market with stops connecting Unity Council Head Start, First Five, Park N Shop, and Monument Crisis Center. Continue on Concord Avenue to Stanwell Drive and Contra Costa County WIC program. This route would connect to current CCTA bus routes connecting to both Concord BART and Pleasant Hill BART.	
389 Bay Point Loop; 201 to Concord; and 393 to Bay Point	Two suggestions: There is NO BUS running to Pittsburg BART or Concord BART between 10a-11a. Please add a bus either the 389 or 201 during that time so I can go to SF. Bus 389 extend the P.M. hours leaving Pittsburg BART to 9:45PM instead of 8:40pm.	0
Join TransLink	Buses in Concord would be more appealing if I could use my TransLink pass.	0
Thought from someone having a Clue about mass transit	I have been employed by a large Bay Area transit agency for 30 years supporting buses on the street providing transportation. Sadly I have seen my employer's service area shrink, and the number of buses and ridership decrease. My first fifteen years I worked on first generation electronic revenue collection equipment, and helping to spec its replacement, and the Orbital GPS system. Integration of GFI farebox, data with time, date, demographic, and location at first made me hopeful my employer would be able to put buses where needed and when needed. Unfortunately even with the data to do it, making proper adjustment for labor agreements, I didn't see significant improvement. My suspicion is the problem was leadership of elected officials with deference to constituent complaints without proper fact checking. For my second 15 years and continuing, I have been involved in fleet fueling, environmental compliance, and fire life safety. I can't stress enough the importance of proper maintenance of facilities, and actuarial accounting for their timely replacement. Every employer has a responsibility to ensure their employees are safe and, and their customers served. Following Critical Path Management, to put buses on the street fueling equipment, and the emergency generator powering it must work, and proper safety for maintenance and drivers on property. I first learned about Ottawa's Busways when researching ergonomics of bus seats with a background in classic time and motion systems. Nothing beats a bus for economy if properly deployed using Busways. Every time I see a Bart Train I want to hurl: It's dirty, and when riding in them they are filthy and smell. Never have I ever seen a either a CCTA or a bus of my employer look or stink like Bart's rolling stock. A properly maintained municipal bus system keeps tax money at home employing their own, and buses are replaced about every twelve years, usually with some of their construction local. Presently only Muni is the only light rail system anywhere near justifiable due to population density. VTA rail like Bart is flushing tax money down the toilet. Other than expansion to North San Jose, no more Bart expansions! Contra Costa's suburban islands composition is well suited to Busways. It would have cost less to run additional exclusive bus lanes from Concord	0

Idea Title	*Idea*	*Likes*
	Bart to Brentwood, with stops at North Concord, Bay Point, Pittsburg, Oakley, and Brentwood as I suggested. From what I calculated, at the time it would have provided a bus every six minutes at every stop during commute hours, providing employment opportunities for local residents. Imagine the cost of lowering the grade over hill from Concord to Bay Point to accommodate dirty Bart trains. That cost alone easily would have paid for a significant part of the entire roadway. A Busway between Pittsburg and Walnut Creek Bart is 20 years overdue! > The PDF I wanted to attach isn't there because your Email address Bounced with Outlook < METRO DC with better light rail than BART is considering the addition of Busways: http://greatergreaterwashington.org/post/19792/bus-pads-turn-freeways-into-busways/ New Jersey Transit Busways are awesome http://www.fta.dot.gov/printer_friendly/12351_4392.html Just wanting to look good doesn't mean you won't fall flat on your face without proper planning. I remember Muni's politics of emptying a diesel tank, putting in Biodiesel claiming to be green. By not cleaning the tank and pipes, heating them, and attaching a proper dispenser with proper filters, MUNI ended up rebuilding around a dozen bus engines. MUNI in 2011 pled "No Contest" to an EPA prosecution resulting in a $250,000 fine for not responding to a leak alarm spoiling the bay with 60,000 gallons of diesel http://www.sfgate.com/science/article/Feds-say-Muni-workers-let-fuel-spill-into-bay-3282018.php > Nothing is free, but when properly conceived and executed, everything can cost a lot less <	
children bus fares	My child gets the bus to school and home and a daily pass is $3.35 and a monthly pass is $57. In England children over the age of 5 but under 18 get cheaper fares and I think this should happen here. Children should be able to show their school id and get cheaper fares.	0
PLEASE improve AC Transit bus #7	So many people in the Richmond View, El Cerrito Hills, and Kensington neighborhoods would like to be able to rely on the #7 rather than drive along Arlington Ave. back and forth everyday. It is NOT reliable. I tried to switch from driving to the bus for four months last year. The #7 came intermittently. Everyone I have talked to has expressed frustration with this busline. Also please increase the hours of operation. I have picked up Berkeley professors coming up the hill after missing the last (7:00) bus. AND we need another bus in Richmond View to continue all the way down the Arlington. There once was one. Bring it back!!	0
Bus schedule change and size	Please start the new service for the route 7 PH Bart about 6-6:30 and use smaller vehicles until size of user group determined. We need to be at Bart by 7:20 and I imagine same for others who have a 8 AM starting time in the city. The new Safeway plan should include an overhead pedestian walkway like that by PH Bart. With so many kids going to Northgate schools from Shadelands area and increase in traffic, I foresee a very dangerous walk across YVR without improvements. Thank you	0

Idea Title	*Idea*	*Likes*
Connect Walnut Creek to Concord	Create an Express route to connect Concord to Walnut Creek.	0
Bus Route from Sycamore Valley Park and Ride to Blackhawk Plaza Along Cam Tass	Make it happen	0
San Ramon LightRail	Traffic congestion on Bollinger in San Ramon is increasing steadily due to new housing and school development. We desperately need affordable mass transit for commenters and students to and from school and work along this entire corridor, from the 680 interchange (Park and Ride) and Bishop Ranch through Gale Ranch and Windemere all the way to Dublin Bart! Let's take a page out of the availability and accessibility of mass transit in so many European cities and establish an efficient model for other counties to duplicate!	0
Buses	Provide buses that pick up passengers at adequate/approved parking areas in Concord/Pleasant Hill/Walnut Creek/Lafayette/Orinda and transport to San Francisco Transit Center, and other areas which many passengers need to get to. And return bus service to come home in the afternoon/evenings. Richmond area has great bus service to SF. Let's get that down here, too.	0
Buses : Let's make them an efficient alternative!	Express buses were something I loved in another city. Catch the bus after parking at a major hub and fly past the 16 or more stops in between. We don't see a lot of that in CC County. Many of us would love to be able to take a bus into work. But the time, money, and shoe leather required to take a local ride to/from work is not efficient. For me, each week it would cost $22.50, 15 hours, and 10 miles on foot to traverse the 7 miles I travel to work. It doesn't make sense when I could drive in 15 minutes (30 min. daily) and gas would still be less expensive. Let's make things efficient and something people can include in their schedule.	0
1. bus frequency 2. BART parking	1. CCCTA bus route frequency and areas of coverage are lacking. Funds are needed to increase headways and operate routes in areas currently not covered. 2. It is not possible to park at a BART stn. after 10 AM in central County. All lots are full. Satellite parking lots with bus shuttles are desperately needed.	0
Bring back High School Supplemental Buses	We used to have the supplemental buses for high school students which for some reason stopped. Students are having to take regular bus lines, which in some cases can take the student 1 1/2 hours to get home. The supplemental buses ran once in the morning and once in the evening which was sufficient. PLEASE bring them back.	0
Extend Tri Delta Transit	As more and more people are moving to Antioch, Brentwood, Oakley, more people are depending on public transportation to get to BART. I come from Brentwood, so if the buses came twice an hour instead of once an hour, i feel the buses will be less packed. Any help would be appreciated!	0
Ferries, Busses	BART has a near monopoly for public transportation getting people into San Francisco from Eastern Contra Costa County. It would be good to have bus service or ferry as an option.	0
Express buses	Both BART and many Transbay buses to San Francisco are crowded at	0

Idea Title	*Idea*	*Likes*
	rush hour. In the short term, it seems that more express buses are needed.	
Better springs on buses	Vibration and bumps on AC Transit and WestCat buses (I can't speak for other lines in the county) are sharp and intense. This is for the regular routes, not the Transbay routes with tour-style buses. It feels as though there are no springs at all. Though I haven't spoken to a bus mechanic, it seems to me that it couldn't be very expensive to beef up the springs. This would make rides much more comfortable and could bring new riders to help pay for the upgrade.	0
Improving bus reliability and access	First, provide parking for people using buses at the Del Norte BART hub. Since many people live in the hills around that station, walking or bike riding to the bus is prohibitively difficult, meaning bus riders need to find someone to drive them to the station. This is counter-productive. Second, local busses -- especially the #7 -- are too unreliable to use if you have to get somewhere on time. When I have tried to rely on the #7, it often has not shown up or arrived so late that I missed my appointments. Increased reliability will lead to increased ridership will lead to increased revenues.	0
Improve access to the hills	Provide more reliable public transportation connections to the East Bay hills in Richmond, El Cerrito, and Kensington to allow residents to get to shopping and BART without having to drive, especially since parking at BART stations is often unavailable.	0
buses to BART and E.C. Plaza from Marina Bay	I live in Marina Bay. The buses (requiring transfer) take up to a full hour to go to the El Cerrito Plaza BART, a 10-minute ride by car, as it detours through the Richmond BART station. At times when my car is not available or when I want to ride BART to the airport, I have had to use taxi service instead -- which I'll never do again as the taxis from BART are filthy and expensive. Please improve the bus routes to and from BART and to El Cerrito Plaza for the Marina Bay area.	0
better bus routes from Marina Bay	Please improve bus routes from Marina Bay, Richmond, to local BART stations and to El Cerrito Plaza. Four buses are required, taking up to an hour, to El Cerrito Plaza, a ten-minute ride by car. I have had very bad experiences with taxis to and from BART and will no longer consider them an option, which excludes my using to BART to the airport or on days when my car isn't available.	0
Public transit to Martinez	Public transit from west county to County services in Martinez is poor. Add bus lines to the Highway 4 corridor possibly via the new Hercules transit hub.	0
Buses	Merge Tri-Delta and County Connection. Changing from bus line to bus line and sometimes to BART between them is a costly pain for commuters.	0
Lucia T S	Instead of using in CCTA those big busses, change to shuttle busses, more of them, more routes and more often	0
For Our Students in Pinole and Hercules	Westcat should provide a monthly pass for our students in Pinole and Hercules to help them get around. Currently, Westcat only provides a youth pass that's good for 20 rides (that's only good for 10 days!) Not to mention that these students also pay the regular bus fare. AC Transit has a monthly unlimited pass for students, this is what Westcat should do.	0

Idea Title	*Idea*	*Likes*
Bus arrival tracking	I was recently waiting for a bus and at the scheduled arrival time there was no bus. I had no idea if I had missed the bus or the bus was late. That was extremely frustrating. The bus finally arrived about 10 minutes late. There should be an application for a mobile phone to allow me to know exactly where the bus is so I don't need to worry. There is an app on the bus web site which is not specific to our transit system and to me was useless. I use a similar app for BART which works really well. It allows me to time when to be on the station for the next train. There needs to be something similar for the bus.	0
Ygnacio Valley Road Shuttle	A shuttle should run up and down Ygnacio Valley Road from Oak Grove to the BART station every 30 minutes from 9am until 11 pm. I would leave my car at home and go shopping or dining!	0
bus routes	We need more buses to get around in San Pablo and Richmond. We need more buses or Ferries to get us to SF. It would be nice. We need buses that will easily take us from Pinole, San Pablo to Richmond, El Sobrante, el Cerrito and even Emeryville. We need several buses not just 3 a day!	0
IAm Portable Hybrid Trailer Group, -unit-base	The Portable hybrid unit, Semi-trailer PC, cells 34MW energy efficiency savings, demonstrate 34 M Watts estimated power transmission and distribution using the ready made fiber optical cable to consume usable efficiency energy savings, power from the unit power base. Using the embedded P Vs an solar atomic cellular concept package, as stated in business narrative, a hybridization concept cellular atoms cells group, bar-code as a technology as: 48x4+12, in a group wired set , of colorist codes intrinsic atomic cellular atoms cells. Tracking it bar-code concept, by using a G P S, an satellite communication system device, in centric in a crossfire by the H2, sandwich electrolytes, as is stated in the Utility Patented. Atomic crystal of lite electrons travel as hybridizing cells, in a group, set of four groups, all wired for each solar-wings panels design hydrogen atomic fuel cells, running on carbon hydro-heat, a compressed in heat than creates more kinetic force of wind energy savings, using the vorticity base unit, efficiency speed, creates the energy inclosed, as a ion battery storage compartment, and transmitted back to the distribution grid, tracking all joules seconds, by the metered rate usages as the cause, but, to be determine by the (space and time base unit measure distance mph), it takes in joules using all embedded parts on the monitor machinery Semi trailer in a moving motion, to harness back the usable efficiency, as the energy savings. To sale to the grid utility distribution, the utility companies, at a split, 32/68 split rate efficiency savings. Using a or the Semi-Unit as a unit base, unit to collects 32% of energy and cost savings at it 32%, SPLIT rate. And the other 68%, EFFICIENCY energy savings rate , its to be paid-out to the Machinery as their utilities efficiency facility, by them being extension manufacturers, and accepted by the FDD< as the supported document, Licensee by the Non-Exclusive buy-in contract clause, as the members and the production suppliers to serve as Joint Licensees, contractors. Please review the below link, to give better understanding of the idea unit and its' chassis base. http://www.wemoteam.com:2080/iamportable/ Engineer Design and Data Technology Formula For Hybrid Trailer Unit, Development.	0

Idea Title	*Idea*	*Likes*
	The Hybrid Semi, PV Solar in an cellular cells, efficiency energy savings per- unit-contract. 1) The technology power source tracking system will be designed for three individual tracking mounted units, set up as hertz (seconds) equals kWh day by day production systems. Component (1) will be a designed unit, the full capacity (measures 34 KW) is enough power to operate 34000watts, of efficient solar cells (PV modules), for 6 - 12 hours, used in a 24-hour day period. Transmitting at (fifteen cent efficient solar cell), an estimate ampere watts/volts, between (100-250 kilowatts-hour,) per single 1000watt solar panel x 34 solar panels. For example, an annually functional tracking energy production machine, built on 53ft, 102wide hybrid trailer, equaling 34000-kilowatt. The above kilowatts tracking system will create 0.015 efficient solar cell, x 1000watts= $15.00 per 1000watt solar panel, x 34 solar panels, generates 510 kWh. The 510 kWh, x 12 hours in two days, (the days are counted as 2 days for 1 day, 6 kWh, in a day in 360 day year.) 510 kWh x 12 hours is consider to be two 6 hours days counted, which = 6120 kWh, but treated as one 12 hour day. 6120 kWh x 180 days is the full year. Base upon the above theory; the full-kWh production profits equal $1,101,600, x 5 year warranty. The above tracking unit sale price is $5,508,000. Each joint owner buyer that purchase the portable annually green energy kWh-production units, with the embedded crane in the frame of the solar trailer, will earn a annually 68% return from the $1,101,600 annual amount, starting in the 1st operating year, which comes out to a annually amount of $749,088 on their pre-purchase of a 34000- kWh-unit investment in the 1st 2nd 3n d 4th and 5th operating year, but after the 5th year; each buyer will collect the energy potential earning at rate of the 100% amount, from the total production revenue on the remaining years of the kWh- production unit energy profits. The 32%, of revenue sales, goes to the â€œI am Portable Companyâ€ during the five years purchase cost period, this is related to the install portable power transformer converter cost. The â€œI am Portable Companyâ€ will be secured by each kWh- production unit model sale, from the 32%, annual energy production charge to the buyer. Each of the (kWh) production units the buyer purchase, the buyer will be held accountable to the seller an annual of 32% of the energy productions from the units. This figure is base upon the unit sale price. The 53ft, 34000 watts (kWh) energy productions unit sale for $5,508,000, but, it have the capability to produce (kWh) energy productions @ 1,101,600 a year. The seller will have ownership of the (kWh) energy production = @ a rate of 352,512. Which is 32% of the yearly productions revenue, too be subtracted from the annual, 1,101,600 (kWh) energy annual productions. The seller will collect (352,512) over the five year loan period? If the seller of the (53ft, 34000 watts unit) sold one unit, it will be the assumption example of 352,512 x 5 years = 1,762,560 (kWh) energy revenue production for the seller. The â€œI am Portable Companyâ€ will set the dealer warranty expense cost amount by a vary precent, by the consumer sale price of the kWh production-units. The products will continue yielding great energy dividend way beyond the five year warranty period; it will potentially continue yielding annual energy return to the buyer for the estimated 5 to 7 year life of the product, and (kWh) energy idea. We will spread the 0.028% dealer warranty cost amount, over 5 years. If a buyer purchases this unit, the warranty will be set up by 0.028% of the sale price which is $5,508,000. But the warranty will be added only if the buyer chooses a warranty; this will become an optional expense, added to	

Idea Title	*Idea*	*Likes*
	the dealer-sale price or consumer price, but mandatory to the lease purchase price on each lease sale of the power source units. The consumer sale price is $ 5,508,000 and the 0.028% warranty sale price = $154,224, which equal the cost for a 5 year vary optional warranty price.	
Bus Service	The bus service in Contra Costa County is not good enough, and the service to Moraga, where I live, is quite poor. It was okay when we moved here 11 years ago, but the cutbacks after 2008 really crippled the service. You can't expect people to use buses, if they are not convenient in both frequency and place. And we need to get more people into buses and the BART and out of cars.	0
direct buses	Have direct non-stop buses from Pittsburg to San Francisco and back	0
dedicated bus lanes on highways	Create bus lanes on highways so only big commuter buses can use them	0
Richmond BART bus shelters	Desperately needed--benches and shelters for people waiting for busses at Richmond BART Station.	0
BART--Point Richmond Bus	The 72M is the only bus from BART to Point Richmond. It runs every half hour and often comes late or not at all. Lots more people will take BART if you make it easy to get to to the station and back.	0
Bench at stop at Ventura Dr Westbound	Bench at Ventura Dr Westbound Stop - instead of folks bringing the Food Sources shopping carts - and perhaps a trash receptacle.	0
Continuous Bus Express Lane From Walnut Creek to Bishop Ranch	Connect existing diamond lanes through Alamo and Walnut Creek. My bus races from Bishop Ranch toward Walnut Creek in the diamond lane until the lane suddenly ends. It then sits in traffic after the diamond lane ends on 680N squandering much of the saved time from having the first section of Diamond lane. Build a complete HOV lane network between Walnut Creek BART and Bishop Ranch for express bus service. Build Direct Access Ramps so Express Bus services can directly access the HOV lane at Norris Canyon in San Ramon and Olympic in Walnut Creek without having to signal across traffic.	0
Place Measure J Increase to 1 cent /gal. and use revenue to fund more & more frequent bus routes.	Measure J is currently 1/2 cent/ gal. gasoline for County Transportation. Gasoline prices have dropped as supply increased and demand decreased. Buses in the County are running late for a variety of reasons. More revenue would pay for more bus routes and frequency, and relieve crowding on BART Trains.	0
VASCO ROAD!!!!	Contra Costa County needs to address reasonable means of transportation for the thousands of daily commuters on Vasco Road. This road was not built to sustain the traffic to and from Livermore and beyond. The road is not only dangerous but does not accommodate the number of cars going out in the early morning and return traffic in the evening. We are commuters. Most of us who reside in East Contra Costa County. We contribute to the economy yet no one has address the need for a shuttle or bus system to and from these East County communities to the ACE and Bart stations in Livermore and Pleasanton. A bus shuttle system would alleviate traffic congestion on this road and might prevent the great number of accidents as well. Most counties have access to other counties' major transportation hubs except Contra Costa County. Please look at an alternative to car driving on Vasco Road. Please.	0

Idea Title	*Idea*	*Likes*
CARPOOL-RIDESHARE		
Reduce bottlenecks during heavy commute times	I am able to utilize the carpool lane southbound 680 in the mornings, but the bottleneck on northbound 680 where the 24 and 680 merge is a pain in the afternoons. Would love an HOV lane in the northbound direction where this merge occurs for afternoon rush hour relief.	6
Timing of stop lights on Ygnacio Valley Road	Some days that road moves very fast & others slow. It appears that the traffic light timing in Walnut Creek changes from a pattern that allows quick traffic flow in rush hour to one that does not allow quick traffic flow. Please make sure that they light timing is setup for the most efficient rush hour traffic flow. This effects traffic for miles in either direction, as it is such a large traffic artery.	2
Casual Car Pool	Provide safe, adequate parking and a loading/drop off area for casual carpools. It works so well in the Vallejo area. Let's get it going in the Concord/PH/WC/Lafayette/Orinda area.	1
Lyft/Uber commuter exploitation	I bet if we welcomed them, some drivers would do group commute drives for people. Let's get that going, especially to Silicon Valley, which is awful from our area.	1
Carpool flyover connector ramp from 242 North to 4 East	Start a HOV lane heading on 242-North around Concord Ave, then at the 242/4 interchange, create a HOV connector ramp that will take the 242-North HOV traffic and extend them to the 4-East existing HOV lane. This is a huge bottle neck as the carpools heading north on 242 merge onto hwy 4, and cross lanes of traffic to get onto the existing HOV lane. This backs up traffic on 4-East from before Solano Way to beyond Willow Pass Rd.	1
Anti-idling ordinance	IN NYC, motorists sitting in parked cars idling their engines more than three minutes (delivery trucks exempt) are fined, no ifs, ands, or buts. Result, Big Apple air quality has much improved. Here in Walnut Creek, idling parked cars are epidemic. The fines can go toward street and sewer repair, schools,	0
Caldecott Tunnel	With the new Caldecott Tunnel, West bound traffic in the morning and East bound traffic in the afternoon are still a major problem for commuters. The tunnels should be divided up according to commune hours ie reserve more lanes for West bound traffic in the morning and East bound traffic in the afternoon.	0
Toll Roads with local resident permits	The roads, streets and lanes in our communities are not for foreign commuter usage. They are residents' corridors and therefore commuters should pay for the privilege of using communities' roads, streets and lanes. Resident permits would be issued to allow free use of community roads, streets and lanes.	0
carpool lane utilization	Require all seats of a car to be occupied to use carpool lanes. Ban single drivers in hybrid an electric cars. Exceptions could be for HOV only.	0
Richmond traffic lights	Time traffic lights and consider intersections to minimize traffic and congestion. There is no strategy and it wastes gas and time.	0
Fix the San Pablo Dam Road approach to 80-W	The intersection of San Pablo Dam Road in San Pablo approaching the 80 on-ramp is continuously congested and unsafe for bicyclists trying to access Amador Street. It needs a new design!	0
FERRIES		

Idea Title	*Idea*	*Likes*
Getting you to San Francisco and back home, by ferry.	CCTA is actively looking into the possibility of implementing ferry service as an alternative commute method between West County and San Francisco. You can learn more about our ferry service study in the Financial Feasibility of Contra Costa Ferry Service Report here. 	19
Ferry	Run a Ferry between Bay Point Marina and San Francisco. Run a shuttle from Pittsburg BART to Ferry.	2
Ferry Richmond to/from San Francisco	A ferry from Richmond to San Francisco and back could possibly take many people of our road. If it is located at the end of Harbour Way South it also might stimulate more tourists to come from San Francisco to visit the Rosie the Riveter / WWII Home Front National Historical Park and be a real boost to the local economy of Richmond. We need more jobs in Richmond and this might be a real stimulus.	2
Ferries	A ferry system linking downtown Antioch and Pittsburg to San Francisco would be a great way to get more cars off the road. Providing a direct route to the city would make commuting easier for commuters in east county. In addition it would help the local economies of down town Antioch and Pittsburg by bringing working individuals into their area who will spend money in the local cafes, restaurants, and shops.	1
Richmond ferry	A ferry would so vastly improve the Richmond-SF commute. Could be a real game-changer for a city already on the rebound. I know it's being discussed, let's keep the momentum going!	1

Idea Title	*Idea*	*Likes*
W-BART - west county passenger rail extension/ SF Bayferry needed for transportation equity in county.	W-BART - west county passenger rail extension needed for transportation equity in county. The western contra costa cities such as Richmond, San Pablo, Pinole, Hercules and Rodeo/Crockett have not received the same degree of attention as Central and Eastern county cities in terms of transportation infrastructure and future investment. In the case of E-BART, for example, construction is already underway and set to debut this decade -passenger rail service extending all the way from Pittsburg through Antioch onto Brentwood. However, Western Contra Costan cities along he I-80 corridor experience some of the worst traffic not only in the state, but the entire country. Many of these cities have maritime and industrial legacies from the world war era (ie Shipyards Richmond, Herucles Dynomite, Refinery Rodeo, C&H Crockett, etc) and existing infrastructure to improve on within the urban core of Bay Area. It is important to consider that these cities have been paying into the BART system tax since its inception in the 70's (far before many of the bedroom communities and tract housing suburbanization of eastern contra costa occurred in the 90's). At the very minimum- initial studies, EIR, and planning alongside BART & CCTA & Union Pacific & BNSF for a western county extension of passenger rail service is far long overdue. Many of these western county cities are highly transit reliant with much of our county's poverty being concentrated this area. Expanded rail service would benefit this population and the region greatly as I-80 becomes a parking lot as predicted by the MTC in the decades to come. WETA / SF Bay Ferry has considered a ferry station in Hercules, however, the dredging (combing back of the bay) needed in such a shallow part of the Bay would exceed in costs tremendously. Richmond, which already has a deep water port - should be prioritized for Ferry service as the Craneway Pavillion (Ford Factory), Rosie the Riveter National Park, Lawrence Berkeley National laboratory and Richmond Marina districts are further developed in the Port / Ferry vicinity. Please contact me for consultancy as my education is in urban geography and i am a lifelong resident of western contra costa county (martinez.christiano@gmail.com)	1
Ferry Program	Wow, I am so glad that I received the postcard in the mali regarding your upcoming meetings. I am a Bay Area commuter; for 2 years I commuted from Walnut Creek to San Jose and I just started a new job in Marin. I would love to see a ferry from Berkeley to Larkspur. I know that involves Marin and Alameda county, but it would help a lot to perhaps catch a bus in Walnut Creek to a ferry near Berkeley. Thank you.	0
I support Ferries - Rivertown in Antioch s/b outbound to SF	I want to see the "Rivertown" area of Antioch be developed as a popular location for families to visit to enjoy restaurants, entertainment (including plays), music such as Jazz clubs, and special interest shopping (verse big chain). I believe a Ferry leaving from Rivertown to S.F. would be a huge draw as a depot including weekend tourists who stop at Rivertown and then go to SF by Ferry. I believe passengers (such as myself) would easily pay $14 a person (one way) to ride the Ferry on weekends to SF as part of the recreational experience in addition to any regular commuters during workdays going to the city.	0
Build A Ferry Station in Rodeo	Building a ferry station in Rodeo to provide a ferry service to San Francisco will remove many cars from highway 80 and Bay Bridge. There is already ample space for the station where Parker Ave. meets the Bay. Having electric ferries will greatly help cleaning the air of Bay Area, and will save a lot of carbon emission too. Let me know if you need	0

Idea Title	*Idea*	*Likes*
	information on the companies that can set up electric ferry service.	
Ferry to San Francisco	how about a ferry from marina bay pittsburg to san francisco	0
ferries	after paying for BART for over 50 years and all we are getting is a diesel train, lets try ferries. Either from Oakley or Pittsburg, but not Antioch, since they are anti-everything. You could start with a pick up/drop off at San Francisco Ferry Terminal. Also could use more drop off/pick up times at Pier 39	0
Martinez to SF Ferry service	I would to encourage the idea of extending the West County ferry service up the strait to Martinez. This would assist in reducing congestion on Hwy 4 West and Hwy 24 West into SF.	0
Ferry to Antioch and East County	Foster economic development and improve emergency public safety by increasing ferry services to Antioch.	0
Add ferries from Pinole area to San Francisco	Add commuter ferries from the Pinole area into San Francisco, not just to the Embarcadero but also Mission Bay.	0
Richmond Ferry	*Please build ferry terminal at Ford Point asap	0
ferries from Antioch Pittsburg and martinez.	All three cities have existing marinas that could be built out for terminals or shoreline that could accommodate commuters. In order for it to work, three ferries would have to serve each city due to seating and potential demand.....Antioch would likely get passengers from the far CoCo area, Pittsburg would alleviate BART demand as sole option for that area and Martinez would provide additional service for west county letting some commuters reverse commute alleviating traffic pressures....I think that this is a cost effective solution requiring a ferry vessel and small terminal for each locat I n. Additionally in each location it allows for residents to have a locall solution such as biking, walking etc to get to ferry. Finally the martinez ferry would provide an alternative connection between martinez amtrak and sf for more far flung commuters.	0
West County Ferry Service -- Marina Bay, Point Richmond, Richmond, + other community residents commuting (and traveling) to SF	Vigorously move ahead with such an effort on all fronts while involving Bay Area transportation authorities + organizations, State of California government, particularly with the current Governor in office, members of the state legislature - our representatives and those involved in public transportation (committees), and Congressman Miller and Senators Feinstein & Boxer and Congressional committees. The obvious benefits: Relieve traffic congestion for commuters and others; and draw as new residents current and future employees of SF-located businesses and governments to West County to live by providing an easy commute, and much more affordable housing than in SF, on the peninsula or in many east bay neighborhoods.	0
Tax	The freeways are getting to be impossible and the time wasted is massive. Gas taxes have not increased significantly. They should be raised and the money raised put into ferries, BART and good bus service, with more service at rush hours and less when demand is low. With more options for working/learning via the internet, long commutes on BART, ferries or buses are not really a waste of time provided riders can sit down. If they can't, it is as much lost time as driving.	0
Richmond Ferry to	I know this used to exist to SF, and I have heard rumblings that it will start	0

Idea Title	*Idea*	*Likes*
SF and Sausalito	again to SF from the Craneway Launch point, However I think it would be amazing of we could get the ferry to go also to Sausalito. Thanks	
Richmond Ferry Service	Need ferry service from Richmond and to include bike parking.	0
Ferry from RIchmond to North Bay	I think it would be a fantastic to have a ferry from Richmond to the North Bay (Marin/Sausalito/etc.). I work in Sausalito, and having another transportation option would be excellent. I would definitely be a daily commuter. Many of my friends and family have said they would use the ferry often, and would appreciate a Richmond - North Bay ferry route. For example, my mother is getting older and can no longer drive on the freeway. A ferry from Richmond to the North Bay would give her the freedom of mobility. I have other friends who simply don't like driving over bridges. I sincerely hope this is a possibility and that everything possible is being done to expedite this process.	0

HIGHWAYS

Improve Ygnacio Valley in Walnut Creek	This street is crowded and very slow moving. Could we make it an expressway or add more lanes?	5
Planning ahead to keep traffic moving in east Contra Costa	CCTA is working hard on a study called “TriLink” to examine if a new transportation link from Brentwood to I-580 or 205 would improve the traffic flow and transportation between counties. Given the projected population and employment increases in eastern Contra Costa County and western San Joaquin County over the next 20 years, we’re researching how heavily impacted corridors might improve with the construction of a new state route. You can learn more about these potential corridor improvements in the TriLink 239 Feasibility Study here.	3
680 Corridor	This is one of the most vital areas in need of a mass transit solution in Contra Costa County. Consider looking at Ironhorse Trail right-of-way for possible rail (BART)and/or other transit efforts.	3
Upgrade 680 and 242 through Concord and Walnut Creek.	With the widening of CA-4 in East County and the development of the Concord NWS, 680 is severely overloaded and will become more so. The currently planned carpool lane gap closure project on 680 is not nearly enough to address the growing freeway congestion and neither BART nor the bus system serve most Contra Costa commuters well. While upgrading these freeways will be expensive given the limited amount of land available, it is the only realistic option. I would even be willing to pay a toll on these roads if it were accompanied by significant new capacity.	2
carpool lane on 680 @ 24 exchange	Why does the carpool lane stop on N. Bound 680 as it approaches 24 in Walnut Creek? Keeping it flowing all of the way to the exchange would reduce the horrific congestion that exists on a daily basis each afternoon.	2
Faster trips to San Francisco and the Peninsula	It is crazy that traffic from 24 heading to the Bay Bridge must intermix at grade level with traffic from 580 heading to 80. A simple "flyover bridge" would save Contra Costa commuters and travelers more time per year than any other project you could think of. It would provide the biggest traffic bang per buck spent.	2

Idea Title	*Idea*	*Likes*
Fix highway 80 corridor (Pinole through Albany)	This stretch of the highway is awful, there are many potholes, cracks, no shoulder, poorly marked lanes, blind curves that make driving this stretch very dangerous. Please spend sometime allocating time and resources to fix this stretch of the highway.	2
Extra highways	A. We need overpasses from 680 to highway 4 over Concord Naval weapons station (Can you tell I grew up in San Jose?!) I feel eventually there will be a perhaps regional soccer or other sports field that will attract even more people to this area. (Can you tell I now live in Concord?!)	1
De-bottleneck Highway 4/242 connection	In the afternoon/evening, highway 242 drops many commuters onto highway 4 east. HWY 242 has 3 lanes that merge onto HWY 4. Immediately after the merge, the 242 lanes that merged onto highway 4 reduce down to one lane. This backs up traffic on HWY 4 east all the way to Morello Ave in Martinez. To compound this problem, the carpool lane doesn't start until shortly after the merge, which encourages all the carpool traffic to cut across the HWY 4 traffic to get to the carpool lane. I would like to see something done to reduce the congestion on HWY 4.	1
HOV or toll lane on hwy 24	There needs to be an HOV or toll lane on 24 during peak commute hours, especially around caldecott tunnel.	1
Improving the I-680/State Route 4 Interchange	One of the largest transportation highway projects in Contra Costa following the completion of the Caldecott Tunnel Fourth Bore and State Route 4 Widening project is the I-680/State Route 4 Interchange Improvement project. This $368 million project will be built in five phases and includes connectors between I-680 and State Route 4, interchange improvements, and a widening of Highway 4 for approximately three miles. The design work related to widening this stretch of State Route 4 began in 2013. When completed, this project will eliminate a decades-old bottleneck that chokes traffic through Martinez and Concord. CCTA is actively seeking the necessary funding to complete the other phases of the Interchange Improvement projects. For more information about CCTA’s efforts behind this project click here. 	0
expand I80	find a way to expand I80 to meet the real needs of the taxpaying public	0
Highways- 680 Carpool	Please allow carpool to extend the entire 680 freeway from the 580 intersection towards the bridge to Sacramento on both directions. Thank you.	0
Tri-Link 239	Connecting East Contra Costa County to I5 is a huge Economic Development engine for the county. Ending the cul de sac, open up goods movement and create opportunities for local jobs in East Contra Costa.	0
Light rail vehicles	I hope the feasibility of having Light rail vehicles (like downtown San Jose) going along 680 between note - this was why I decided to comment on line; I now see I'm not the only person. Concord and at least San Ramon, if not Dublin or Pleasanton (wouldn't' that be good for going to the Alameda Fairgrounds if you're in CCC!); not to mention elevating congestion in general. I see someone has suggested a 'BRT' as an intermediate step to this concept. Not to mention those non-drivers being able to more easily commute to different local tri-valley areas.. just saying.. thank you!	0

Idea Title	*Idea*	*Likes*
Transportation Transformation - Automobile Manufacturers!	Imagine hybrid automobiles traveling on our streets and freeways capable of rising above the surface roadway and flying 40-50 feet in the air! Other nations are investing in developing fuel versions of this technology, but what if American ingenuity led another industrial revolution that put the first gas/electric carplane to the assembly line? One can imagine automakers advertising their own model version, CHP carplanes keeping the roadways safe on ground and in the air space just above, the air traffic controllers keeping watch closely and reporting carplanes coming into restricted airspace, etc. Let's dream a little and see if we can somehow incorporate the world's developing technologies into our 25 year transportation plan.	0
Upgrade Highway 4 in West County	Given the high volume of traffic on Highway 4 between 1-80 and Martinez, I'm always surprised how unimproved that stretch of highway is. Upgrade the highway to eliminate surface crossings and dangerous curves, and add truck lanes for the grades. A higher capacity connector between westbound Hwy 4 and westbound 1-80 would do much to alleviate congestion, too.	0
Upgrade the Vasco Road corridor	A divided, high capacity north-south commuter route is long overdue in East Contra Costa County. Currently Vasco Road meets that need, but even with recent improvements it's still dangerous and congested. I realize part of this route is in Alameda County's jurisdiction, but I'm sure a joint effort between the counties could accomplish a lot.	0
Bypass	Bypass bottlenecks near population centers such as the 680/24 interchange where you have large volumes of traffic needing to change lanes and enter and exit the highway all at the same time. If you cannot expand a road or create a bypass due to topography or lack of space, consider going over or under. Overpasses have a negative aesthetic impact, but tunneling through some of the hills or under highly populated areas could be possible, and would remove through-traffic from driving through those same areas.	0
better community planning	most of the transportation infrastructure channels users to limited high density work locations. community planners exacerbate already arduous commutes by continuing to plan segregated communities from those work locations forcing longer resource consumptive, and dissatisfying commutes. transportation infrastructure is built with public funds. employers receive a direct subsidized benefit in using the transportation system to deliver workers to their locations to engage in economic gain. community planners must break their current habit of channeling workers away from their communities at a public cost by diversifying their planning models in order to reduce negative transportation experiences and impacts and to improve work-life balance.	0
Continuous HOV Lanes on Freeways throughout the County	The freeway carpool lanes would be more effective if a carpooler and buses had a continuous system of carpool lanes, interchanges and exits throughout the county. The current system is incomplete (no HOV on 242 or 24; interrupted HOV on I-680).	0

Idea Title	*Idea*	*Likes*
FIX 680!!!!	680 from Walnut Creek to San Ramon is an absolute nightmare every single weekday. They recently added a lane in San Ramon but that is not where the problems are... getting thru the Walnut Creek interchange and going for 5 lanes to only 3 is a joke. And then trying to get thru the Alamo section is just as bad. They need to remove the carpool lane until they can have 4 lanes of regular traffic for regular commuters. Some days it takes me OVER ONE HOUR to go 12 miles from Crow Canyon Rd to my home in Walnut Creek. That is entirely not acceptable and something has to be done!	0
LOCAL STREETS		
Improve Ygnacio Valley Road	coordinate the traffic signals on Ygnacio Valley Road -	9
Smooth out Pine Hollow Rd and Ygnacio Valley Rd.	Pine Hollow Rd has been patched and cracks have been filled. However, it gives my kidneys a real jolt as I drive it's length. The same goes for Ygnacio Valley Rd from Kirker Pass to Walnut Creek. The commute down Ygnacio has doubled commute time. Busses, better signal timing and alternate forms of timely transportation is needed.	3
Ygnacio Valley Road Feasibility Study?	I like the idea of SOMETHING being done to reduce congestion - something along the median sounds like a plausible idea to me. Please tell me the higher-ups are at the very least considering...something.	3
Helping Contra Costa cities to "Fix It First"	CCTA's "Fix It First" program ensures that local jurisdictions within Contra Costa County receive 18% of gross sales tax proceeds each year as Local Street Maintenance and Improvement Funds, to be spent on the maintenance of local streets and roads. These funds are used to help fix local roads and allocations are used by cities to help repair and pave local roads and trails, fix potholes, and improve mobility. In 2013, CCTA passed along $13.4 million in Local Street Maintenance and Improvement Funds to local jurisdictions for roadway maintenance.	2
Electric Vehicle Charging stations	I would like to see Electric Vehicle quick charge stations in every city in Contra Costa County. To be placed strategically near shopping, dining, and entertainment areas as well as areas closer to freeways for motorists traveling longer distances but need to quick charge en route.	1
Synchronize lights!	Why is this so hard? Idling at stoplights produces a LOT of pollution and of course, aggravation. Synchronizing should be a prerequisite for installing any new traffic light or building any new street. Major arteries should move cars efficiently.	1
Better access to the 680 freeway from Moraga	I think that Moraga should have a direct road to 680 on Bolinger Canyon instead of having all of their cars need to drive up to highway 24 in Lafayette and then connect to highway 680. I think that a lot of other Moraga residents would benefit from this because there are a lot of people who commute to San Ramon and other cities down on 680. Thank you.	1
20% to local projects	Improve local streets, ebart connections, and safe routes within cities and towns	1
Concord: Olivera/Farm Bureau/Babel/Cowell thoroughfare	I find it difficult to get from the north-western part of Concord to the south-eastern part of Concord (or vice versa). My idea is to widen and resurface East Olivera Rd and also the awful (bumpy) Farm Bureau Rd and somehow connect it to Cowell Rd allowing traffic to reach Ygnacio Valley Rd. The tricky spot is connecting Farm Bureau to Cowell but perhaps this could be done along the existing Babel Ln. I realize this is a lot to ask and	0

Idea Title	*Idea*	*Likes*
	there are existing homes that would need to be demolished (I suppose). I may be the only one who will like this idea, but I thought I would at least share it. Thank you for consideration.	
Improving Primary Roads	Primary roads that people take to get to the freeway need to be improved with the addition of timed traffic lights and improved onramps to keep cars moving onto the highway instead of congesting the city streets.	0
Tri-Link 239	Connecting East Contra Costa County to I5 is a huge Economic Development engine for the county. Ending the cul de sac, open up goods movement and create opportunities for local jobs in East Contra Costa.	0
Transportation Transformation - Solar Road Tiles	May I introduce a new space age true American invention, 'Solar Road Tiles!' (at least as well as my research has shown thus far.) See for yourself, www.solarroadways.com. Solar Road Tiles are full of incredible environmental and economical efficiencies with ingenious practical applications. Solar Road Tile technology gets rid of all above ground poles, wires and communications - its all incorporated onto the roadway and will eventually be blue-toothed into the car dashboard messaging. Its circuitry is below ground alongside the tiles. The tiles are made of a very rugged glass type of material and is climate controlled so it never ices or freezes. They are solar engineered so they are not on the grid. It would be worth the effort to seriously consider including this technology into our 25 year transportation plan. This is another new method of reducing our GHG and our county's carbon footprint.	0
Synchronize lights!	Why is this so hard? Idling at stoplights produces a LOT of pollution and of course, aggravation. Synchronizing should be a prerequisite for installing any new traffic light or building any new street. Major arteries should move cars efficiently.	0
Local Streets - curbing violators	Street safety and curbing drivers violating the laws is imperative. NE Richmond needs more speeds bumps, stop signs, roundabouts, etc. Items that'll help to enforce the speed limit and folks to respect pedestrians and bicyclists. Need more police to enforce the traffic laws.	0
Traffic calming on Olympic near Newell	I live near Olympic intersection and have witnessed a number of accidents, including a truck coming through our hedge and taking out both of our cars, another crashing through a fence, and the death of a bicyclist and severe injury of another who were just waiting at stop light. The no turning into Newell from Olympic needs to be improved as well since when the shadows are just right, the barrier can't be seen. Most accidents seem to stem from speeding on Olympic and/or illegal turns into Newell.	0
Accelerate completion of Hwy 4 through Antioch	When I lived in Los Angeles, incentives were paid to contractors to complete work early. The overall cost was often less than what would have been spent, although over a shorter time frame. I think it would be well worth it to ease traffic and reduce accidents on Hwy 4.	0
Better traffic light synchronization along Ygnacio Valley Rd	Synchronize traffic lights along Ygnacio Valley Rd to allow for a smoother flow of traffic, especially along the bottleneck between Bancroft and Civic in the mornings. NO bike lanes or bus-only lanes on Ygnacio - the existing lanes don't provide enough capacity for existing demand.	0
Ygnacio Valley Traffic	I believe a real solution to traffic congestion on YVR is to build a MONORAIL running from Oak Grove to BART. There appears to be enough land to build a very large parking facility in/around Oak Grove. A monorail is elevated & reverses direction. While there is no inexpensive	0

Idea Title	*Idea*	*Likes*
	solution to traffic, monorails are proven to be SAFE,FAST,COST EFFECTIVE and GREEN. Oh - and they're quiet! Anyone wanting to explore this idea can go to www.monorails.com	
Widen Morgan Territory Road	Morgan Territory Road is one of only 3 north/south routes in the county, but it is so scary, that people are afraid to drive it. The fact that few people use the road is not a good reason to not spend money on it. It will not be used much until it is improved.	0
Highway connection between East County and 580	Complete Highway 239	0
Improve 680/Highway 4 Interchange	Improve safety and decrease traffic jams.	0
Traffic Circles	I helped design and pushed for inclusion the Traffic Circle at 30th and Clinton in Richmond. We need to identify and place more of these in Richmond especially in the areas most affected the joy riders and speeders. It has helped in our neighborhood and can help in others.	0
Widen Vasco Road	Eliminate merges on Vasco Rd by making two lanes the whole way from Brentwood to Livermore	0
Traffic on Olympic	Traffic is horrible now, and will only get worse, getting on 680N at Olympic. It backs up in the turning lane on California and Olympic. Why can't there be a new right lane for traffic heading east on Olympic that allows traffic to flow onto the freeway at all times, regardless of the lights. There seems to be plenty of space there to allow for it. The traffic heading West turning onto 680N could also use two turning lanes... although I do not feel that is as important.	0
Vary stoplight times at trail crossings	On streets with stoplights for trail crossings, provide buttons for walkers, joggers and bicycle riders with appropriate timing for each. Presently, when a bicyclist crosses, motorists wait for what seems like two minutes until the light turns green.	0
Gratis Bridge Access Once a Week	The San Pablo Bay area encompasses 2 Congressional Districts (arguably 5). Commerce between cities is impaired by Bridge Tolls. We should be promoting our local business rather than isolating them. Give us opportunity to cross the 3 SP Bay Bridges and enjoy our SP Bay Cities once a week gratis. Perhaps on weekends only.	0
Vans & Mini Buses	Replace or supplement existing bus service on major arteries (Treat Blvd, Clayton Rd., Concord Blvd) with vehicles that can carry 6 - 10 passengers.	0
Reversable Toll Lanes 680N & 680S	Add a reversible toll lane system along I680 between Concord and Dublin similar to the project proposed for I575 Northwest Corridor in Georgia. http://youtu.be/XsDFAmSLyGA Add lanes that can run in the heavy traffic flow direction as it shifts from AM to PM	0
YGNACIO VALLEY ROAD!	I live 1.5 miles from the freeway off of Ygnacio Valley Rd. Most mornings it takes up to TWENTY MINUTES to go that 1.5 miles to the freeway. Something has to be done to keep the East County commuters out of our cities and on the freeway... there is no way all those cars are only from Clayton, Concord and Walnut Creek. it is completely absurd that there is a line of cars on my street up to 12 at times waiting to turn onto Ygnacio then it takes another 10-15 minutes in a parking lot to travel a mile to the freeway.	0

Idea Title	*Idea*	*Likes*
OTHER		
Swap Out Bullet Train for ET3 for All the Right Reasons!	The Bullet Train is 30 yr old technology and will be 50+ yr old techno when fully integrated. ET3 - Evacuated Tube Transportation Technology is International cutting edge space age technology and is 1/10th the price tag to the Bullet Train. It can be installed for the price of one freeway lane, accommodate 4 passengers per 5 ft. capsule and travel at speeds of 375 mph. It is expected to eventually reach entire planet accessibility at upwards of 4000 mph - travel from New York to Beijing in 2 hours. ET3 can provide 50 times more transportation per kWh than electric cars or trains. USA must jump into this race for integrating new technology immediately or be further left behind by other cutting edge nations. www.ET3.com	1
Increase bike facilities	Allowing Bikes on buses and BART are a great way to increase public transit use by allowing trips to be completed totally without a car. However, roadway improvements are needed to improve bike safety and improve cycling participation.	1
W-BART - west county passenger rail extension needed for transportation equity in county.	The western contra costa cities such as Richmond, San Pablo, Pinole, Hercules and Rodeo/Crockett have not received the same degree of attention as Central and Eastern county cities in terms of transportation infrastructure and future investment. In the case of E-BART, for example, construction is already underway and set to debut this decade -passenger rail service extending all the way from Pittsburg through Antioch onto Brentwood. However, Western Contra Costan cities along he I-80 corridor experience some of the worst traffic not only in the state, but the entire country. Many of these cities have maritime and industrial legacies from the world war era (ie Shipyards Richmond, Herucles Dynomite, Refinery Rodeo, C&H Crockett, etc) and existing infrastructure to improve on within the urban core of Bay Area. It is important to consider that these cities have been paying into the BART system tax since its inception in the 70's (far before many of the bedroom communities and tract housing suburbanization of eastern contra costa occurred in the 90's). At the very minimum- initial studies, EIR, and planning alongside BART & CCTA & Union Pacific & BNSF for a western county extension of passenger rail service is far long over due. Many of these western county cities are highly transit reliant with much of our county's poverty being concentrated this area. Expanded rail service would benefit this population and the region greatly as I-80 becomes a parking lot as predicted by the MTC in the decades to come. WETA / SF Bay Ferry has considered a ferry station in Hercules, however, the dredging (combing back of the bay) needed in such a shallow part of the Bay would exceed in costs tremendously. Richmond, which already has a deep water port - should be prioritized for Ferry service as the Craneway Pavillion (Ford Factory), Rosie the Riveter National Park, Lawrence Berkeley National laboratory and Richmond Marina districts are further developed in the Port / Ferry vicinity. Please contact me for consultancy as my education is in urban geography and i am a lifelong resident of western contra costa county	1
we the peoplej	Ferries to San Francisco and Martinez , and dog parks also sound walls not only for safety from dogs getting out of fences that are broken and biting people. But makes are community looking better. Improvements to are	0

Idea Title	*Idea*	*Likes*
	trails and paths	
Goal 4 Addendum	Maintain the transportation system, and integrate newly developed advantageous technology.	0
Fulfill Goal 2	"Manage growth to sustain Contra Costa's economy, preserve its environment and support its communities." Plan to invest in and integrate new technologies 1. ET3 - Evacuated Tube Transportation Technology 2. Install Solar Road Tiles throughout the county 3. Integrate carplanes above existing ground traffic	0
Sustainable Economically	"Sustainable" is an economic workd to me. If we can't sustain it, even when tax revenues decrease, we shouldn't do it. Most of all, let's maintain and repair what we have FIRST. I would love to see Contra Costa County get involved with Smart Towns. http://www.strongtowns.us/membership.	0
W-BART - County Wide Infrasturcutre Spending Equality	The western contra costa cities such as Richmond, San Pablo, Pinole, and Hercules have not received the same degree of attention as Central and Eastern county cities in terms of transportation infrastructure and future investment. In the case of E-BART, for example, construction is already underway and set to debut this decade -passenger rail service extending all the way from Pittsburg through Antioch onto Brentwood. However, Western Contra Costan cities along he I-80 corridor experience some of the worst traffic not only in the state, but the entire country. Many of these cities have maritime and industrial legacies from the world war era (ie Shipyards Richmond, Herucles Dynomite, Refinery Rodeo, C&H Crockett, etc) and existing infrastructure to improve on within the urban core of Bay Area. It is important to consider that these cities have been paying into the BART system since its inception in the 70's (far before many of the bedroom communities and tract housing suburbanization of eastern contra costa occurred in the 90's). At the very minimum- initial studies, EIR, and planning alongside BART & CCTA for a western county extension of passenger rail service is far, far over due.	0
Work with County and City Planning Departments	The current zoning/land use system is feeding the traffic problems (homes here + business over there = more driving!). Please work with all county and city planning departments to encourage mixed-used neighborhoods that will support walking and transit ridership. This would greatly reduce unnecessary driving if people had more local services (grocery stores, small retail, restaurants, etc.) within walking distance of their homes. For those of us that have to commute, please work with all transit operators to expand neighborhood bus service to help shuttle more people to/from BART for work.	0
PEDESTRIAN		
Bike & Ped connector between Iron Horse Trail and Pleasant Hill at Willow Pass Rd.	I live along Contra Costa Blvd. near the busy intersection of Willow Pass Road and the I-680 on/off ramps. Currently there is no safe or short-distance way for me to reach the Iron Horse trail without having to go over a mile south to Monument Blvd to cross under I-680. I think it would be a nice addition to help better connect Pleasant Hill, Sun Valley Mall and Concord with a safe pedestrian/bike connector at or near Willow Pass Rd and I-680. Even having a safe crosswalk on at least one side of Willow Pass Rd. to go across the I-680 on/off ramps would be beneficial.	5
Sidewalks	Streets like Cowell Road are a joke. It's like a freeway and there are NO sidewalks. That may have been fine in the 60's, but it's not any more.	4

Idea Title	*Idea*	*Likes*
Bicycles and pedestrians everywhere	Add more bike/pedestrian bridges like the one over Treat Blvd. Add more bike lockers at BART so everyone can find out the benefits of biking to BART. Enhance all bike and pedestrian routes to schools so that parents stop driving their kids in cars. Kids can walk or bike a mile or more - this is CA - the weather is great all year round! Encourage "walking buses" where kids who live far from school start walking and as they pass other people's houses more kids join them. If the kids are young an adult or older kid can walk with them.	4
Grant funding for complete streets intersections	http://www.protectedintersection.com/	2
Improve Walkability	We should create more direct walking paths to BART stations. Allow pedestrian paths through cul-de-sacs that are in the walking path toward BART stations. Do not have a single road without a sidewalk. As a pedestrian, there are still many places where I have to share the road with cars because there is no sidewalk.	2
Improve Pedestrian Safety Downtown	Reduce speed limits through downtown Walnut Creek to discourage use of downtown streets (Broadway particularly) as a thoroughfare to and from the freeway during heavy commute traffic hours. Install stop signs at crosswalks in and around downtown. The pedestrian crossing signs aren't enough to make street crossings safe because most cars don't stop for pedestrians at these crossings unless the pedestrian is already in the cross (ie. a pedestrian can be left sitting for five minutes before a safe opening in traffic allows them to cross without praying drivers are looking for and have seen them). Specific location examples: Lincoln at N. Main, Civic at Carlback, Civic at Arroyo.	1
Invest in Sidewalks and Better Pedestrian Access	Too often in Central County main roads from neighborhoods to business districts have no sidewalks or walkable, level shoulders. This is a disincentive to walking and poses an increase risk to those who do choose to walk. It's no picnic driving these roads either because of people are walking in the travel lane.	1
Access to Parkmead Elementary School	Provide walk/bike access from the north side of Olympic in order for children to attend school at their neighborhood school Parkmead Elementary. Currently the only access point at the intersection of the off ramp from 680 and Olympic (north side of Olympic) is the only access point to walk/bike to school. This access point has been closed off multiple times with a fence, forcing parents to have to drive their kids to school. I enjoy walking my kids to school and would like to have a path in order to do this continuously. It would also be nice to have a continuous sidewalk to the school from Olympic.	1
Walter Costa Trail--Crosswalk needed	The Walter Costa trail runs from the Lafayette reservoir, across mt diablo and up into the hills of Happy Valley. A pedestrian crosswalk across Mt Diablo at this location is sorely needed. While the speed limit here is 35mph, this is right at the transition from 45mph to 35mph and I routinely see people and dogs trying to race across the street here, with traffic speeding by and people entering and exiting the reservoir.	1
Lafayette EB Mud trail	Not sure what happened to this trail, but at one point, there were plans to extend the trail from the bart parking lot/downtown lafayette to go behind the veteran's building. Would love to see this extended and, if possible, bring it all the way to intersect with the trail near the reservoir. Even better would be to connect this to Ironhorse trail	1

Idea Title	*Idea*	*Likes*
Clean and safe walking paths	We live in BayPoint and my wife and I love going out for a walk every day. The walking trails are great in keeping pedestrians away from moving traffic. The only problem is broken glass on the trails. Sometimes it covers the trail from one side to the other. Children and animals walk these trails too. Is it possible to have a street sweeper clean the paths once in a while?	0
Complete San Francisco Bay Trail	Funding is needed to complete the San Francisco Bay Trail to Point Molate and the rest of the Point San Pablo Peninsula. Completion of the planned Bay Trail between the Richmond/San Rafael Bridge toll plaza and the combined AC and Golden Gate Transit bus stop at Castro St. & Tewksbury Avenue will be a key corridor for the Bay Trail across the Richmond/San Rafael Bridge also.	0
More sidewalk construction	Many roads in the city of Oakley need sidewalks. Sections of: Empire, Main street, Oakley road	0
Shrink cities	Use area plans to encourage infill and transit friendly development. Plan roads and transportation compatible with a pedestrian-friendly future.	0
Crosswalk lighting in Kensington	I would like to see crosswalk lighting installed at the intersection of Colusa Ave and Ocean View Ave. This is a very dark crosswalk on a major street	0
PROGRAMS FOR SENIORS AND PEOPLE WITH DISABILITIES		
Keep car -free streets accessible to the disabled	Not everyone can walk and studies have indicated that scooters are bad for one's health; therefore "car-free" streets must be exempted by disabled to be equal and fair.	0
SAFE ROUTES TO SCHOOLS		
Improving Bicycle and Pedestrian Safety for K-12 Students	Providing safe ways to walk, bicycle, ride the bus or carpool to school can benefit our children and our communities by encouraging physical exercise and reducing congestion around schools. In 2011, CCTA received funding to understand what projects and programs are needed to provide Safe Routes to Schools (SR2S) in Contra Costa and how much it will cost to provide them. This work builds on the existing programs that Measure J funds, including school bus programs in southwest Contra Costa, student transit passes, and new crosswalks, sidewalks, bike parking and other improvements throughout the county. Read more about CCTA’s investment in SR2S programs and projects here.	18
safe to school	With 3 boys in school and no school bus the cost is enormous to get the boys to school and the walk is 3 miles each way. Bay Point to Pittsburg High School and LMC by 8am and a single working parent that has to be at work also by 8 am.	1
Catwalks installed by Adams & Heritage High Brentwood	Every year, kids get hit, traffic is congested due to driving volume and the fact that the middle school and high school start/let out at similar times. Catwalks at Balfour and West Country Club Drive/American Avenue would protect our kids, cut down on traffic jams and virtually eliminate the need for multiple crossing guards. It makes good sense from a safety and traffic	0

Idea Title	*Idea*	*Likes*
	flow perspective and would pay for itself in a very short time. Kathryn Sibley	
Light pollution	Cities across the nation mandate simple, inexpensive shrouds that keep the bright lights from banks, car dealers, malls directed onto their immediate property, not glaring into residents' windows a mile or two away. Paris recently reduced all city streetlights by 20%. UN and international university studies show light pollution interrupts human circadian rhythm, contributes to women's breast cancer.	0
Iron Horse Trail and Bollinger Canyon Road Intersection	Provide a catwalk or some safer way for people to cross. There is a ton of traffic here, especially with all the new housing. I was almost hit by a car that ran through a red light recently. I want parents to feel safe sending their children via this route to K-12 schools along the Iron Horse Trail. I know that most fear this crossing and that prevents them from allowing their kids to cycle.	0

2014 Draft Countywide Comprehensive Transportation Plan
CTP Public Comments Packet for RTPCs

TABLE OF CONTENTS

Main Issues

Table 1 Summary of the Main Issues Raised - All Public Comments
A list of the main issues that arose out of the public participation process.

Summary of Issues

Table 2 Summary of Issues Raised at RTPC Public Workshops for the Draft CTP
Includes a summary of the issues raised by the public during the RTPC Public Workshops.

Table 3 Summary of Issues Raised - Other Public Comments (emails, online comments, surveys)
Includes a summary of the issues raised by the public through other participation means.

Record Log of All Comments

Table A Record log of all spoken comments at RTPC Public Workshops for the Draft CTP

Table B Record log of all emailed comments on Draft CTP

Table C Record log of all comments from CCTA's "Transportation Priorities and Bright Ideas" Paper Survey

Table D Record log of all letters about the Draft CTP received from agencies and organizations

Please note:

1. Includes comments received as of October 10, 2014 and letters received as of October 28, 2014.
2. Public comments that were submitted online via the 2014 CTP "Talking Transportation" website are available at www.keepcontracostamoving.net.

Table 1 - Summary of the Main Issues Raised - All Public Comments

Includes comments received as of October 10, 2014 and letters received as of October 28, 2014

Issue #	*Issue Summaries*	*Issue or Project Type*
1.01	Concern regarding congestion across the County on arterial corridors and highways, especially I-680, I-80, SR-24, SR-4, and Ygnacio Valley Road.	Freeways; Arterial/Roadway
1.02	Strong support for transit expansion down the I-680 corridor between Central County and Tri-Valley (ideas include express buses, light rail, BART).	Freeways; Rail, Rapid Transit; Bus
1.03	Strong support for road improvements across the County, to improve road conditions and reduce congestion, particularly in West County (arterial roads and highways), Central County (Ygnacio Valley Road, Olympic Blvd), and East County (Vasco Road and SR-239/Tri-Link).	Freeways; Arterial/Roadway
1.04	Strong support for expanded parking facilities at BART stations across the County. Strong support for expansion of park-and-ride lots and shuttles running to BART stations. Particular areas of concern: Orinda BART; Lafayette BART; West County urban areas of El Cerrito, El Sobrante, and Richmond.	Rail, Rapid Transit
1.05	Strong support for BART extensions in East County (to Brentwood) and West County (to Hercules). Strong support for Amtrak service expansion, especially between East and West County.	Rail, Rapid Transit
1.06	Strong support for providing transportation for students to and from school and for improving safe routes to school, to allow more students to walk and bike.	Safe Routes to School; Bicycle/Pedestrian
1.07	Strong support for bus service expansion and improvements across the County. Requests include improved amenities for passengers at bus stations and stops; longer service hours (earlier in the morning and later in the evening); expanded routes through neighborhoods; use of smaller buses that are quicker and more efficient; more frequent service on routes; and improved connections to other buses as well as BART.	Bus
1.08	Strong support for express buses across the County (especially between East County and Central County; Martinez and Walnut Creek; West County and Lamorinda; and West County and the East Bay).	Bus
1.09	Strong support for ferry service to/from East, Central, and West County waterfronts.	Ferry
1.10	Strong support for extending, connecting, and widening bicycle and pedestrian facilities (trails, paths, sidewalks, crosswalks, and overcrossings) across the County. Strong support for: Iron Horse Trail, Lafayette-Moraga Trail, Contra Costa Canal Trail, Delta de Anza Trail, San Francisco Bay Trail.	Bicycle/Pedestrian
1.11	Concern about lack of goals/performance measures and levels of funding for bicycle and pedestrian projects (specifically compared to roadways and highways).	Bicycle/Pedestrian
1.12	Strong support for innovation and technology use in the County's transportation systems.	Innovation
1.13	Concern about climate change; concern about conformance with Plan Bay Area.	Plan Bay Area
1.14	Some confusion about how the CTP is implemented, how decisions are made about what projects to prioritize, and how funding decisions are made.	Funding

Table 2 - Summary of Issues Raised - RTPC CTP Public Workshops Sorted by RTPC Meeting, then Issue or Project Type

Includes spoken comments at RTPC CTP Public Workshops through September 2014

Issue #	*Issue Summaries*	*Issue or Project Type*
SWAT CTP Meeting		
2.01	Concerns expressed regarding traffic congestion on I-680.	Freeway
2.02	Strong support for a second Transbay Tube to increase BART capacity.	Rail/Rapid Transit
2.03	Request for increased funding for student transportation.	Safe Routes to School, Bus
2.04	Support for "feeder" parking lots with shuttle buses to increase BART use and efficiency.	Bus
2.05	Support for extended bus service, potentially using smaller buses that can service neighborhoods.	Bus
2.06	Support for increased funding for ferry service in Richmond and other locations, with longer daily operating schedules and cheaper fares.	Ferry
2.07	Strong support for increased funding for improving pedestrian and bicycle access, infrastructure, and safety (including protected bike lanes and separated bike paths).	Bicycle/Pedestrian
2.08	Concerns expressed regarding potential sales tax increase versus percentage currently dedicated to SF Muni funding.	Funding
2.09	Request for more "smart" technology infrastructure improvements.	Innovation
TRANSPAC CTP Meeting		
2.10	Concerns expressed regarding traffic congestion on I-680.	Freeway, Interchange
2.11	Strong support for public transit down I-680 corridor, between Walnut Creek and Dublin.	Rail/Rapid Transit, Bus
2.12	Strong support for increased BART capacity and improved service, as well as increased parking and shuttles to/from BART stations.	Rail/Rapid Transit, Bus
2.13	Strong support for more and improved bus services, including the use of smaller buses, user-friendly bus routes, and expanded express service.	Bus
2.14	Strong support for increased funding for improving pedestrian and bicycle access, infrastructure, and safety (including protected bike lanes and separated bike paths).	Bicycle/Pedestrian

Table 2 - Summary of Issues Raised - RTPC CTP Public Workshops Sorted by RTPC Meeting, then Issue or Project Type

Includes spoken comments at RTPC CTP Public Workshops through September 2014

Issue #	*Issue Summaries*	*Issue or Project Type*
TRANPLAN CTP Meeting		
2.15	Strong support for future Tri-Link project.	Freeway
2.16	Strong support for HWY 4 corridor improvements.	Freeway, Interchange
2.17	Strong support for Vasco Road improvements.	Arterial/Roadway
2.18	Support for Byron Airport connections (between Byron Hwy and Vasco Road).	Arterial/Roadway
2.19	Expressed concern for transportation improvements to improve fire department response times outside city boundaries (street extensions).	Arterial/Roadway
2.20	Strong support for commuter rail and current/future BART and eBART extensions.	Rail/Rapid Transit
2.21	Request for review of CTP goals to align with the Governor's "Complete Streets" program.	Bicycle/Pedestrian
2.22	Request for continued exploration of new innovations in transportation technology, including solar road tiles and evacuated tube transport.	Innovation
WCCTAC CTP Meetings		
2.23	Expressed concern about expanding HOT lanes because they support the single occupancy vehicle.	Freeway
2.24	Support improvements for trucks and goods movement through West County, particularly on I-80.	Freeway
2.25	Concern expressed regarding frequent and heavy congestion on I-80.	Freeway
2.26	Strong support for improved connections (roads, transit, Amtrak) between West County and Central County, as well as West County and SW County.	Freeway; Bus; Rail/Rapid Transit
2.27	Support for mass rail transit innovation - particularly the Richmond Cybertran International project.	Rail/Rapid Transit
2.28	Strong support for Amtrak passenger rail and improvements to the Capitol Corridor line.	Rail/Rapid Transit
2.29	Strong support for wBART extension through Hercules.	Rail/Rapid Transit

Table 2 - Summary of Issues Raised - RTPC CTP Public Workshops Sorted by RTPC Meeting, then Issue or Project Type

Includes spoken comments at RTPC CTP Public Workshops through September 2014

Issue #	*Issue Summaries*	*Issue or Project Type*
2.30	Strong support for increased BART capacity and improved service, as well as increased parking and shuttles to/from BART stations.	Rail/Rapid Transit, Bus
2.31	Strong support for transportation for students to and from school.	Safe Routes to School, Bus
2.32	Strong support for improved bus service in West County, with increased frequency of service and more connections within West County and to other Contra Costa destinations, as well as for express buses to regional destinations.	Bus
2.33	Strong support for shelters and benches at bus stops and transit stations.	Bus
2.34	Support for electrification of buses in Contra Costa.	Bus
2.35	Support for express bus to Silicon Valley.	Bus
2.36	Support for paratransit in West County.	Bus
2.37	Support for ferry service to/from Hercules or Rodeo	Ferry
2.38	Strong support for increased funding for improving pedestrian and bicycle access, infrastructure, and safety (including protected bike lanes and separated bike paths), both within West County urban areas and across the region.	Bicycle/Pedestrian
2.39	Support for Carma and other innovations.	Innovation

Table 3 - Summary of Issues Raised - Other Public Comments (emails, paper surveys, online comments) - Sorted by Project Type

Includes comments received as of October 10, 2014

Issue #	*RTPC*	*Issue Summaries*
Freeways, Arterials, Roadways		
3.01	WCCTAC	Strong support for arterial road repair across the jurisdictions in West County.
3.02	TRANSPLAN	Concerned about Vasco Road conditions and congestion. Support for designating Vasco Road a state highway (SR-84) between Brentwood and Livermore to ensure road is maintained.
3.03	Countywide	In general, support for HOV lanes across the County. Requests for addition or extension of HOV lanes: northbound I-680, where SR-24 and I-680 merge, as well as northbound SR-242 around Concord Avenue, connected by a HOV connector ramp to SR-4 east HOV lane.
3.04	Countywide	Great concern over the level of congestion across the county and the time, gas, money, etc. wasted on congested highways and streets. Congested areas of concern: I-80 through West County; Ygnacio Valley Road; the I-680 corridor; SR-24; Olympic Blvd.
3.05	TRANSPLAN	Support for construction of SR-239 to connect East County to I-5.
3.06	WCCTAC	Concern about potholes and roadway conditions on I-80, especially from Pinole through Albany.
3.07	Countywide	Great concern over the traffic signal timing at key intersections in the County, because many lights are not synchronized.
3.08	Countywide	Traffic calming efforts supported.
3.09	TRANSPAC	Concern about the high level of congestion on Ygnacio Valley Road, and strong support for building bus rapid transit (BRT) or light rail in the median of Ygnacio Valley Road.
3.10	Countywide	Support for Complete Streets on all streets across Contra Costa.
Rail, Rapid Transit		
3.11	Countywide	Strong support for giving "local residents" priority at BART parking lots.
3.12	Countywide	Strong support for designating BART a Route of Regional Significance across the County.
3.13	WCCTAC, TRANSPLAN	Support for rail transit from Richmond to Antioch and Pittsburg.

Table 3 - Summary of Issues Raised - Other Public Comments (emails, paper surveys, online comments) - Sorted by Project Type

Includes comments received as of October 10, 2014

Issue #	*RTPC*	*Issue Summaries*
3.14	SWAT, WCCTAC, Countywide	Strong support for expansion of park and ride lots, and shuttles between BART stations and park & ride lots across the County, especially from the Orinda BART station to parking lots in Orinda, Moraga, Richmond, El Cerrito, and El Sobrante.
3.15	WCCTAC, TRANSPLAN, TVTC	Strong support for BART extensions in West County (as far as Hercules), East County (as far as Brentwood), and to the South down the I-680 corridor (between Walnut Creek and Dublin/Pleasanton stations).
3.16	TRANSPAC, LAMORINDA	Strong support BART express trains from certain Contra Costa stops (Walnut Creek, Orinda suggested) to Oakland and San Francisco.
3.17	Countywide, LAMORINDA	Strong support for dramatic increase in parking available at all BART stations, especially in Orinda and Lafayette, for both cars and bicycles.
3.18	Countywide	Strong support for BART and transit services in general.
3.19	Countywide	Strong support for expanded BART hours, longer trains with more capacity, and more frequent train service.
3.20	Countywide, LAMORINDA, TRANSPAC	Strong support for improved bicycle and pedestrian connections to BART, particularly in Lamorinda and Central County.
3.21	TRANSPAC, TVTC	Strong support for more express buses, light rail, or BART - some form of transit - between Central Contra Costa County and the Tri-Valley area.
Bus, Ferry		
3.22	Countywide	Support for improvements in bus service. Requested routes include: between Walnut Creek and Clayton; Walnut Creek and Antioch/Pittsburg; along the SR-4 corridor, between East County and West County, possibly via the new Hercules transit hub; running across the Monument corridor to connect low income residents with necessary services for families; and in the hilly communities of the East Bay; to/from Clayton; San Pablo Dam Road (to Orinda BART from West County); between Pittsburg and Walnut Creek; buses to Marin and Solano Counties; and express buses between Walnut Creek and Tri-Valley area.
3.23	Countywide	Support for increased transportation for students to and from school.

Table 3 - Summary of Issues Raised - Other Public Comments (emails, paper surveys, online comments) - Sorted by Project Type

Includes comments received as of October 10, 2014

Issue #	*RTPC*	*Issue Summaries*
3.24	Countywide	Concern that the bus system and service have not been fully restored to levels and quality typical before the recession.
3.25	Countywide	Strong support for buses across the County. Popular requests include: use smaller buses or vans, extend bus service times (especially on weekends), increase frequency of service, improve amenities at bus stops, change routes so they go to essential services like commercial and employment areas, and improve connections to BART and other buses.
3.26	WCCTAC, TRANSPAC, TRANSPLAN	Strong support for ferry service from West County (Richmond, Hercules, Rodeo), Central and East County (Martinez, Pittsburg, Antioch, Oakley) to locations around the bay, especially San Francisco (Downtown, Mission Bay, Pier 39) and Marin County.
Bicycle, Pedestrian		
3.27	Countywide	Strong support for designating the Iron Horse Trail a Route of Regional Significance across the County.
3.28	SWAT, TRANSPAC	Support for connecting the Lafayette-Moraga Trail with the Iron Horse Trail (Olympic Corridor Trail Study).
3.29	TRANSPAC	Support for bicycle and pedestrian overcrossing at Treat Boulevard for the Contra Costa Canal Trail in Concord.
3.30	Countywide	Strong support for adding bicycle facilities and improving existing ones across the County as a means of transportation.
3.31	Countywide	Suggestion for CCTA to add requirement that all RRSs have bicycle facilities.
3.32	Countywide	Strong support for more bicycle signs across Contra Costa, particularly at the ends of trails/paths to direct to the start of the nearest trail/path.
3.33	Countywide	Strong support for extending, widening, and connecting bicycle and pedestrian paths across the county, especially in the east-west direction (between trails that generally run north-south). Strong support for maintenance and cleaning the trails and paths. Popular improvements include: between Lafayette-Moraga Trail and the Iron Horse Trail; between Pleasant Hill and the Iron Horse Trail; extension of Delta de Anza Trail to the west; between Discovery Bay/Byron to Brentwood; along San Pablo Dam Road (especially between El Cerrito and El Sobrante); San Francisco Bay Trail; along Ygnacio Valley Road; in Downtown Walnut Creek; and in Downtown Lafayette.

Table 3 - Summary of Issues Raised - Other Public Comments (emails, paper surveys, online comments) - Sorted by Project Type

Includes comments received as of October 10, 2014

Issue #	*RTPC*	*Issue Summaries*
3.34	TRANSPAC, TVTC	Strong support for the Iron Horse Trail - a "major thoroughfare" for many residents traveling north-south - and improving the trail conditions and separating pedestrian and bicyclist traffic.
3.35	Countywide	Strong support for construction of sidewalks on all streets, but especially on routes to schools, to BART stations, and to Downtown areas.
3.36	Countywide	Strong support for improving safety of pedestrian crossings, perhaps with stop signs or lights at important pedestrian street crossings (such as on the Walter Costa Trail across Mt. Diablo; in downtown Walnut Creek; in Kensington; and in Oakley) and for pedestrian overcrossings at major intersections (such as by Adams and Heritage High in Brentwood or Iron Horse Trail and Bollinger Canyon Road).
Other		
3.37	Countywide	Strong support for transit-oriented development, mixed-use development that allows housing and employment centers to be located near each other, and development of walkable communities.
3.38	Countywide	Support for CCTA to be progressive in embracing and implementing new technologies.
3.39	Countywide	Strong support for use of Clipper Cards on all transportation systems throughout the County.
3.40	Countywide	Support for transportation programs for seniors.

Record Log of All Comments Received

Tables A, B, C, and D + Letters Received

Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments

Date	*RTPC*	*Comment/Suggestion*
8/27/14	TRANSPAC	Exclusive bike user who lives and works in Concord – asked if there are any plans for improving safety of bicycle crossings under I-680 at Chilpancingo, Concord Avenue, and Willow Pass Road. Also stated that he's interested in safety improvements for cyclists on the approach to Meadow Lane along Clayton Road and appreciates the recently completed extension fork of the Iron Horse Trail from Meadow Lane to Monument Boulevard, and the pedestrian/cycle bridge over Treat Boulevard. Wants CCTA to allocate budget for promoting alternatives to single occupancy vehicles instead of spending money to improve and expand highway and road infrastructure.
8/27/14	TRANSPAC	Rides his bike to work every day and takes mass transit – in East Contra Costa County, single car occupancy is dominant; we need more mass transit and ways to encourage people to use it. New York City and Boston have made these changes and it's time to make them here. Walnut Creek needs more buses, not just during commute hours, and more BART trains, mass transit and bikes.
8/27/14	TRANSPAC	Has lived in Walnut Creek for last 3 years. Grew up in New York City, where they had buses, and I could leave my home and know that within 10-15 minutes, I could catch a bus that would take me anywhere. I don't understand why a community with as many resources as this one doesn't have mass transit infrastructure. Building hi-rise apartments everywhere, with no way to move people around. When I worked in San Francisco and they were building the BART parking, they had vans that would take you to and from BART; it could be a van, doesn't have to be a bus. If someone's going to the city, someone has to drive them to BART because there's no way to get to BART.
8/27/14	TRANSPAC	Also from New York and wants to comment on the existing transportation system. He's had bad experiences with customer service at BART and is not pleased; feels this needs to be improved as much as anything else. He has had to stand on the platform for too long and customer service was no help. As another example, there is lots of space wasted and the parking garages are full to the brim; there is a need for more parking for BART. We also need more bike paths and more options for those who want to ride bikes.
8/27/14	TRANSPAC	From SoCal and went to school here in 1972; remembers how beautiful I-680 was and now it's a mess like L.A. There should be a very general goal of maintaining the transportation system. This area needs more mass transit, with better routes and more user-friendly, including a lot of express buses. If you ride a bike from Sun Valley, you take your life in your hands, and the bus takes too long. There should be parking lots off of Clayton Road to take folks to BART and decrease traffic. I hope the message is clear that we really want to improve the mass transportation system.
8/27/14	TRANSPAC	Wanted to point out how many folks came by bike to the meeting tonight and say that we need better bike infrastructure; other cities and some countries are way ahead of us – and they have a better quality of life. I would love to see that for Walnut Creek and Contra Costa County.

Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments

Date	*RTPC*	*Comment/Suggestion*
8/27/14	TRANSPAC	Lots of bike comments and the younger generation. Strong advocate for protected bike lanes and believes there is a persistent thought that they're for increasing the speed at which people move on bikes. As a solo individual, he will ride his bike to work and everywhere, but would be more comfortable taking my wife and kids on bike rides if there were protected bike lanes.
8/27/14	TRANSPAC	Thanked the CCTA staff for the presentation and the goals, but the numbers in the transportation plan show the majority of funding going to roads and highways and this needs to be re-prioritized to include more public transportation. No traffic management technology listed either and I would encourage that. I'd also like to see parking tied to development. We need safer pedestrian and bike lanes because people who are walk and ride bikes spend more than drivers overall and it's in the County's best interest to accommodate them.
8/27/14	TRANSPAC	I've used public transit all my life and Walnut Creek's system is not good because the bus routes don't connect well, and we have to wait an hour for connecting buses. Also, the safety factor is number one; no matter what our ages, from pre-school to seniors and the areas where we wait should be safer and more protected from the elements, rain, heat or cold; and people come first. People in cars are protected, and pedestrians need that same level of protection. If the system were improved, more people would use public transportation.
8/27/14	TRANSPAC	I live in Concord, and have been a Contra Costa County resident for 38 years. Great accomplishments with the Caldecott Fourth Bore and other extensions, but the commute issues have become very serious. It takes me 60 minutes to go just 18 miles. Some kind of public transit going down I-680 would help the majority of commuters.
8/27/14	TRANSPAC	I have 3 very specific requests – the way the public transit cares about people needs improvement. I see people waiting for 20 minutes at Oak Road and people doing their grocery shopping at Trader Joes, waiting in the rain and the hot sun. We need to remake the system. When you are a pedestrian or a bicyclist, you see things from a different perspective. I go from here to the farmers markets and I'm working hard to dodge people in cars and we need to have more respect for people on foot and on bikes. We need to make transit friendlier and fix the sidewalks. If you are in a wheelchair or can't walk, there are portions of some roads where there are no sidewalks. We need these things fixed so we can have the transportation network we need.

Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments

Date	*RTPC*	*Comment/Suggestion*
8/27/14	TRANSPAC	I can ride my bike faster than the cars move in traffic and the problems with the park and ride needs to be improved. If you could take a bus there, that would be good. It's hard because people don't want to park their cars there. The cheaper option is to improve the bike and pedestrian options. There are also kids being driven to school, which takes up space on the roads, when these kids could be riding a bike. Focus on pedestrians, and on relieving congestion on I-680 through the use of carpools. Also, if BART had a monthly or daily pass rather than making people pay individually per trip, people would use it more often and on the weekends.
8/27/14	TRANSPAC	As one of the leaders of Bike Walnut Creek – feels the vast majority of money is being spent on drivers and highway improvements. Let's get people out of their cars and create more protected bikeways. If you don't keep building more capacity on the freeways, people will find other ways to get around.
8/27/14	TRANSPAC	We have to improve bike and pedestrian safety because even jogging out of a driveway can be dangerous. There should be more buses so people don't have to wait so long; seniors especially; and the bus rides are so long. If there was more community information about better transit options, more people would use it. We need to increase funding for this in Walnut Creek. MTC did increase funding for more bike and pedestrian transit options and that's what we need.
8/27/14	TRANSPAC	In San Francisco, the new bus shelters tell you when the next bus is coming.
8/27/14	TRANSPAC	We need to expand service and increase BART use, as well as establish more efficient transportation systems, for buses and ferries.
8/27/14	TRANSPAC	I've lived in Walnut Creek for 40 years, and I come from background of city buses, because I owned one when I got out of the service. We need smaller buses for Walnut Creek, if I take the bus downtown, I don't want to have to wait 2-3 hours.

Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments

Date	*RTPC*	*Comment/Suggestion*
8/27/14	TRANSPAC	I'm from San Francisco and they have private bus services. You can go anywhere in San Francisco on buses, light rail, and BART. Our family moved to Walnut Creek 38 years ago and when the buses started moving through the county, one would go north to Buena Vista and work its way to Diablo Valley College. Over the years, they redirected it, and on the 17th of this month was the last day for that bus. They took our bus, and now it's gone. All the people who live on the northwest side, above the Walnut Creek BART, up to Palos Verdes, have no bus service now. I'm on 2nd Ave near Buena Vista and split between 2 buses to get to the Walnut Creek or Pleasant Hill BART stations. The #9 bus goes from the Walnut Creek BART to Diablo Valley College, then works its way all thru Pleasant Hill to get to the college, when, if it would instead take the route that the #7 bus used to take, go down Geary and right on N. Main to 3rd Ave, where they're building a new apt complex, it would be better for everybody. I was working on a bike trail map this morning, but there's no way to turn the bus around and be able to go out on 2nd Avenue at the traffic light and make a left. It's just a loop, with that bus going from the Walnut Creek BART to North Main Street and it's not servicing too many people. Still letting off all the workers on North Main, but dropping people on the other side of North Main, that would be a quick fix. Without that, it's a long walk for people to go to North Main and it's a safety hazard because there are so many people texting and driving.
8/28/14	TRANSPLAN	Community Development Director for City of Brentwood. Commended CCTA for having the meeting and said the City supports the ongoing completion and improvement of Highway 4 and the major improvements for Vasco Road. Stated that Tri-Link will be a game changer for the entire northeast region and the Highway 4 corridor and he's looking forward to future eBART extension into Brentwood.
8/28/14	TRANSPLAN	A Pittsburg resident – thanked CCTA for holding the meeting in Pittsburg. Quoted statistics from the Communitywide Transportation Plan and compared percentages of pedestrian and cyclist fatalities, suggesting that the strategy for funding projects should include consideration of the fatality rates for each mode of transportation. Stated that CCTA's goals and strategies need a major shake up with regard to the list of projects and referred to a description of complete streets as signed into law by the Governor, to provide safe transit for all users. Stated that every time a curb or gutter is built or rebuilt in any community throughout Contra Costa County, a bike lane should be included next to that curb and gutter, or CCTA should not be putting any money into the project. Said he's waiting for someone to sue CCTA over this issue and asked why the law is not being followed, because there are serious consequences that haven't been taken into consideration.

Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments

Date	*RTPC*	*Comment/Suggestion*
8/28/14	TRANSPLAN	On the Contra Costa County Airport Advisory Board – (speaking as a resident) has owned and operated an accounting practice in Contra Costa County for many years. Stated that he feels an opportunity to create more access and more jobs in East County is being missed at the Byron airport and that providing greater access would go a long way toward alleviating traffic congestion. Also stated that he wants to see Vasco Rd finished, and with the support of the local Assemblymember, wants CCTA to help make it a priority.
8/28/14	TRANSPLAN	City of Pittsburg (speaking as a resident) – advocating for commuter rail. Stated that eBART will be at Hillcrest in less than 3 years, and using existing rail lines, could provide service as far out as Bryon and Tracy.
8/28/14	TRANSPLAN	Pittsburg resident – the City planner Joe Sbranti , said we have to get city money in order to get BART. People out here have been paying for BART for a long time, and this wouldn't happen in wealthier communities with a different ethnicity. BART was supposed to be out here first and would be a very positive thing for this area, but it probably won't happen.
8/28/14	TRANSPLAN	San Pablo City Council Member and West Contra Costa County resident. Thanked CCTA for bringing this issue to the people, because it's important to get this information out to the community. Stated that the plan for the next 25 years includes extending BART, which will be very beneficial. In West Contra Costa County, I-80 is so congested and we're trying to renew the interest of our elected officials, so all that traffic can get off of I-80 and we can make it better for everyone. Learned a lot of innovation in transportation by attending high school events, because the young people have so many new ideas. Stated that the "ET3", a vacuum tube transportation technology, could go 400 mph and travel around the world in 2 hours, and cost less than other rail transportation. Also mentioned solar road tiles, made of recycled glass, with everything below the roadway, as having incredible potential. Stated that while it may be expensive to develop these technologies, and there may be some negativity, it can be compared to when Ford brought forth the first car.
8/28/14	TRANSPLAN	Director of East Contra Costa Fire Protection District (speaking as a citizen, not for the district). In east County, there are several aspects involved in getting fire services to where they need to be: dispatch, station locations and the road network. As the bypass has been improved, that has improved response times. The zone just outside of city boundary is where most of the arterial roads stop and key links don't exist. The completion of Laurel Road from existing bypass to (?), a gap that will exist once the project in Brentwood is built, from sand creek road to (?) This would be of great assistance to ambulances. If there could be a combined effort to encourage their development, this would greatly help fire response in east Contra Costa County.

Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments

Date	*RTPC*	*Comment/Suggestion*
9/10/14	SWAT	Kudos to CCTA. One serious concern I have is that the more people you bring in with eBART, etc., how will you get those people across the Bay with only 2 tracks? There was an article in the newspaper this week about that issue. I work with low-income kids and I'm beat after waiting 35 minutes for BART, but you can't run more than 2 trains under the bay due to safety. Must put a stop to BART strikes, and design and fund a second Transbay Tube; every day we wait it will cost more money. The voters must have the right to un-elect the people at the Authority and have officials elected by the people. I very much respect what you've done, but a billion dollars raises my eyebrows. We did not elect our city council members to deal with these issues. This is a substantial dollar amount and its return to source, if the city agrees to do what you want. My wife has lived here more than 46 years and when BART was built, the city was divided in two and there are only two leaves, instead of a cloverleaf with four leaves and the north Moraga traffic runs right through the downtown district to get on to eastbound Highway 24. I would like to see authority fund a study for alternatives that my wife has designed.
9/10/14	SWAT	I think the way we could improve traffic, is to start getting some smart stoplights at Ignacio Valley Rd and Mt. Diablo. Mt. Diablo is a mess. Smart stuff is available and could be used. More difficult is that BART has gone as far as it should go; we should be more flexible and put in light rail instead.
9/10/14	SWAT	I like most of the programs, especially those designed for growth management. There was a program that used to be funded called "safe routes to (?). The goal being that the last (?)… no way to get to the BART station. For the Pleasant Hill BART, on the West side, people have to cross the bridge and this impedes access.
9/10/14	SWAT	Kudos to CCTA. I have benefitted personally from the Caldecott 4th bore and the school projects, and many of the projects that Mayor Tatzin talked about. One of the things I'd like to find out about and have CCTA take the lead on, is a comprehensive plan for school transportation, which is still very frustrating. Funding for student transportation is unreliable in many jurisdictions, especially for low-income families, which makes school attendance much more challenging for this group. Something long recognized by parent groups and others, is the need for reliable and safe transportation to and from school. I'm hoping that as part of CCTA's plan and the various area action plans, that at least within those areas, there could be a comprehensive plan for this put in place.

Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments

Date	*RTPC*	*Comment/Suggestion*
9/10/14	SWAT	I want to acknowledge the elephant in the room; they want to raise our sales taxes and it will only be applicable to Alameda and Contra Costa Counties. One-eighth of a percent of what you spend is going to Muni in San Francisco and that needs to be dealt with. They're asking for a ¼ cent sales tax. I wrote an op-ed in the CC times about this last year,asking our representatives to oppose AB1107. We have a leak in our transportation bucket that's going to San Francisco. These sound like worthy projects, but a lot of you are afraid of dealing with San Francisco on this issue and it is wrong to allow this to continue. There's no reason why we should be donating our money to Muni. It's one thing to use transportation dollars to improve things, but there's also a danger in smart growth and transit-oriented development. At the Dublin BART station, the closest road, Scarlett Drive, was closed off to bike and pedestrian access and the City put in a truck yard. The politicians have to look at everything and I would like them to have a dialog about AB1107.
9/10/14	SWAT	Very interested in reducing greenhouse gases from transportation, people-friendly cities, a massive increase in bike paths, including protected lanes. Stated that Portland, Oregon now has the highest percentage of people who commute to work by bike (16-18%). Feels there's only a pittance going to bike infrastructure in Contra Costa County and there's a significant reduction of cars on the road when more people ride bikes. This is one of the least expensive ways to reduce traffic congestion, but the smallest dollar amounts in the plan are going towards improving bike infrastructure. The reduction in Co2, which is very significant, will also reduce health care costs, because riding a bike will make the population healthier. I don't like the funding distribution, because a larger portion should go to bicycle funding. Most people, even if there's a bike lane, want protected and separated bike paths, and once that network is built out, you'll have many more people choosing to ride a bike or take public transit, if it's available. Most people in San Francisco don't have to go more than a few blocks to reach some type of public transportation. The Iron Horse Trail is great, but it's really the only one and there have to be more alternatives out there.
9/10/14	SWAT	Recommends feeder lots with shuttle buses to increase efficiency for BART. Stated that according to BART, only 15% of people living near BART actually use it. We need a way to get people to BART, especially when their lots are full. This would reduce traffic to and from BART and from those driving around trying to find parking.

Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments

Date	*RTPC*	*Comment/Suggestion*
9/10/14	SWAT	I've lived in Lafayette for 42 years and I would like to see a trolley running up and down Mt. Diablo Boulevard every 20 minutes, because you can't park in Downtown until after 2pm. I believe BART is practically in overload now. If we could have more ferries, out of Berkeley and Richmond, and parking for those ferries, a lot of people would use them, especially if they ran later and weren't so expensive. The Bay Bridge will be in gridlock in 5 years.
9/10/14	SWAT	Asked if there was any outreach to the business community to explore flexible employee scheduling and telecommuting.
9/10/14	SWAT	Asked if there are other ways (other than phone surveys and attending meetings) for people to give their input? There are a lot of young people who ride their bikes and look at things differently. I'm concerned that we're not hearing from a huge percentage of the population because they're not attending these meetings. We're really underfunding for pedestrians and bike riders. If downtown were more accessible, it could be transformative. It's a destination, that's why traffic is so bad. Talking about the need for a 2nd Transbay tube, we need to do whatever is necessary to get rid of the pinch point; don't throw the baby out with the bathwater; just fix the pinch point. I'm in favor of having housing density around the BART stations.
9/10/14	SWAT	I live in the San Ramon corridor, in southeast Danville. Fully 40% of the items deal with housing, not transportation. I'm confused about why CCTA is talking about what ABAG is handling. When Contra Costa Bus service started, there was a bus at the end of our street and that only lasted a week. The neighbors complained and now the bus is one mile away and I can't use the bus anymore. I don't know why they can't use smaller buses and bring them into the neighborhoods. The direct access ramps on I-680 will be a mess, and HOV lanes should be eliminated, because they increase traffic instead of decreasing it. I want to see BART run on the Iron Horse Trail. At intersections all over the country, the medians stick out into the intersection and they force wide turns, this is a problem. Also, we should eliminate senior discounts on BART because young people shouldn't have to pay for old people to ride BART just because they've lived longer.
9/10/14	SWAT	It's fun seeing so much enthusiasm at this meeting. I echo the bike comments, because I ride bikes and I'm one less car on the road. If you build it, they will come, so if you were investing in safer bike and pedestrian options, you would get more people on bikes and fewer cars on the road. There are lots of ways to be creative.
9/10/14	SWAT	On the I-680 corridor going south, when you hit Livorna Road, the traffic backs up, and then after Livorna Road, it breaks up again.
9/10/14	SWAT	I also want more bike lanes, because I bike to work. I would also like to see BART express trains into San Francisco.

Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments

Date	*RTPC*	*Comment/Suggestion*
9/10/14	SWAT	(2nd comment) Regarding AB1107, I agree, ½ a percent is too much, but if I had a choice between no support for Muni and having to walk, I would drive instead. Muni works and there are kids who ride it, so I don't mind that money goes to support it. Research is being done on night deliveries; which would eliminate congestion from blocking lanes; to connect the retail with the trucker and develop a schedule.
9/20/14	WCCTAC	Very impressed with the scope of CCTA's transportation planning. Main complaint is that the traffic lights are not timed well in Richmond and cause too much unnecessary stop and go. I've called on Mr. Hughes in the City's Public Works Department and he has a speech that talks about vandalism and other "excuses", but this issue impedes traffic flow in a major way, causing frustrated motorists, wasted gas, and is hard on vehicles and an inefficient use of fuel that contributes to speeding and road rage. There is a gauntlet of unnecessary stop lights in Richmond and this condition needs improvement.

Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments

Date	*RTPC*	*Comment/Suggestion*
9/20/14	WCCTAC	Richmond resident who wants CCTA to bring back the San Francisco bus. There used to be a direct bus from Richmond to San Francisco, which made it fast, easy and painless to get there. The train from Richmond to Emeryville is too expensive for people who work in Emeryville. The 72M is the only bus that goes to Point Richmond; it runs every ½ hour and originates from Jack London Square, but if a driver calls in sick, they don't replace them, so people have to wait an hour or more to get a bus. They have spent millions of dollars on the BART station, but they forgot to put in benches for the people who are waiting for those trains. There is no shelter whatsoever for wind or rain and no place to sit, for buses that you're lucky to get after an hour's wait.
9/20/14	WCCTAC	Thinks the CTP document is problematic because the staff's analysis is disconnected from the list and the City's political officials are ignoring the challenges of today because they believe they can continue widening freeways and keep things the way they were 30 years ago. Goal is to reduce the climate impacts from traffic and this plan is the wrong approach, because it will do nothing to reduce emissions and encourages express lanes for single-occupant vehicles, which is going in the wrong direction. We can't widen the highways, because it's not feasible. Some small operational improvements can be made, but that should be a clarion call for drawing the conclusion that we have to change how we develop. There is some nice language about AB375 and where we live, and making transit more available, but it's not based on the land use plan in the CTP. The cities in the county continue to sprawl and this increases congestion. This isn't a planning document, because it doesn't plan for things like climate change. It's taken as a given that things will just continue to get worse. This plan ought to be to get people off of the freeways. Smartphone apps allows people to get a ride, with other single-occupant drivers, so if the County took this and ran with it, to get these carpoolers into the HOV lanes, congestion could be reduced. Instead of encouraging people to carpool, they are agreeing with MTC and allowing single-occupant vehicles to get into the HOV lanes. I see Carma as a very low cost method of improving mobility, and a far more practical solution than waiting for Google or others to develop a car that drives itself.

Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments

Date	*RTPC*	*Comment/Suggestion*
9/20/14	WCCTAC	I hate the parking garage they built in Richmond, there was no problem with parking, so I don't know why they built it. I now go to El Cerrito BART, because I don't like using the Richmond parking. Amtrak is an existing system that would be handy for West County, but is too expensive. I still drive and often have to go to Central County and you can't get there from West County, which I think is intentional. I had to go to Red Cross and you can't get there on the weekend. Our hospital is closing, so how would you get to John Muir hospital from here? It will cost you more than $7 one way. It is a big impact; people in this part of the county do not want to serve on juries because the transportation isn't available. I worked for the county and I refused to take promotions because I couldn't get to other locations, like Martinez, and so it prevents people from getting good jobs. No comprehensive plan, we could have Amtrak run from Martinez with some agreement to lower the fares. The Central County people don't want West County people to come there, but we really need to think about how people move within the county and not just how to get to San Francisco.
9/20/14	WCCTAC	Richmond resident, bike and planning commissioner. I haven't looked closely at the plan, so my comments are general. Richmond transit plan, general development and limiting urban sprawl, encouraging people to use mass transit. I've lived in other countries where it was just as easy to use mass transit as cars. If we really want people to get out of their cars, it should take less time, run more frequently and cost less. Amtrak could be an option. The bus schedules could be better. Push those alternatives and get people thinking about it. I'm in favor of bike improvements and if we can keep making this alternative attractive for young people, and reward that behavior, it will be better for our health and environment.
9/20/14	WCCTAC	I live in El Cerrito, near Stockton Street and San Pablo Ave. I don't have a car and live close to a local bus stop, to save expense. Getting on the 72M locally along San Pablo Ave, to get into Richmond, it only runs every 30 minutes and my recommendation is for more frequent bus service. I go to church in Pinole and at the end of the day, the WestCAT service should be running later into the night. On weekends, the WestCAT J only runs every 40 minutes and starts too late for me to get to breakfast at the church, so start it earlier and run it later. We need to do what we can to educate the public about getting on the bus. Make the best connections, and make stations more convenient for people to get to, so they will want to ride.

Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments

Date	*RTPC*	*Comment/Suggestion*
9/20/14	WCCTAC	Richmond resident and Contra Costa County Opportunity Council member. Thank you. This is complicated. I'm in agreement with every comment that has been made. I'm a member of the economic opportunity council, which is a volunteer organization and one of our big issues is poverty. Transportation for children to and from school makes a big difference in low income households. We're trying to find out more and connect with other groups. There are lots of opportunities for working together. I walk and bike, so does my husband, and I like the green projects and want more, more and more! This is a big weekend for climate change; it overrides everything and should always be in your mind. I want to see how busing connects because transportation for children has a big impact; when school is out, there is a lot less traffic. We'll be working hard on busing for children and zero-emission buses, why not? With good planning and good thinking through, a lot can happen, even universal busing for children.
9/20/14	WCCTAC	AFSME – union represents thousands of members that work for the county, parks, BART and AC Transit; I'm speaking on behalf of this family. We need more bus service in the county. We don't need more buses to connect to BART, we need them to go to where people work, where they shop, to schools, we need expanded bus service, and a quality trained workforce, because there is a problem in some agencies; paratransit, and some issues with low-income workforce. Young people and seniors are at risk. We support expanded transit, BART service, cleaner trains, cleaner cars and adequate staffing. Buses need to go where people use them. We support getting people off the road, whether they work in East County or wherever.
9/20/14	WCCTAC	Richmond resident – I want to speed our transition from a fossil-based economy. Over the last 20 years of people using single-occupancy vehicles, it has stayed the same and this needs to be flipped. In other places, mass transit is cheaper. I would like to see more incentives for using mass transit, with an emphasis on making BART cheaper. Electrification of buses, electricity generated by alternative sources generates less Greenhouse Gases and we need to figure out ways to incentivize this.
9/20/14	WCCTAC	West County rider and supporter of WestCAT. I'm interested in a Hercules ferry, and it could come into Rodeo, where the water isn't polluted. The dynamite plant in Hercules has polluted the water there. We have new houses and the ferry is very important. WestCAT doesn't have enough vans for the senior citizens. I have ridden buses to a ball game in the city and another one to Amtrak; the 30C bus will take you there.

Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments

Date	*RTPC*	*Comment/Suggestion*
9/20/14	WCCTAC	Advocacy Director with Bike East Bay, which was formed when BART said no bikes. We do have better bike paths now, like the Richmond greenway, but they need to connect to Ohlone and Bay Trail, more importantly, this plan needs to beef up the mass transit. More than half the money is going to make it easier to drive. You have our support in making tough decisions, but we can't keep spending money to encourage people to drive. We have some big ticket items, like good transit service to all the places we need to go in west county.
9/20/14	WCCTAC	El Sobrante resident. On Hwy 4, I took over the engineering on that and made the 20 foot embankment, and I think we need more safety thinking. In downtown El Sobrante, it should be the perfect transportation corridor, with an enhanced 10' bike lane and CCTA would build parking structures for businesses. There is no parking on San Pablo Dam Road. As it is now, drivers want to get from one point to the other and they use any method necessary. We should make it efficient and stop making drivers anxious. Currently there are people putting dinner tables on San Pablo Dam Road. Please don't let the Board of Supervisors make these kinds of decisions. (He described an accident involving one of his family members) that happened a result of putting objects too close to the roadway. The County engineer said they had a traffic study and surmised that the traffic was 32 miles per hour on San Pablo Dam Road, so they are trying to make it look like it's safe to have dinner tables along that road with heavy, fast-moving vehicles. They need CCTA to kick them in the pants to get them to change, we need to make things as efficient as possible and go forward from there. You need to think strongly about that corridor and reward El Sobrante with parking structures, then you'll have the perfect transportation corridor.
9/20/14	WCCTAC	President of Cybertran International (Start-up company at Richmond UC Berkeley University Campus) and an Economic Development Commissioner for the City of Richmond, but speaking as a private citizen. We plan to manufacture rail that will cost one quarter to a tenth of traditional systems, with a smaller carbon footprint; each vehicle is an express, which runs on solar and generates 8 times more energy. We are in the CCTA plan, and prior to ours, there were no programs to support mass rail transit innovation, only for buses and cars. The thing about electric cars is that they reduce Greenhouse Gases, but don't reduce traffic. We have a public-private partnership and were able to get a program placed in the next transportation bill, to be passed by senate. We have a delegation going to DC next week, waiting for appropriations. I want to thank CCTA for hearing us and including us in their plan. Federal matching dollars will only be available if we have a stake in it here.

Table A - Record Log - RTPC CTP Public Workshops
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Date	*RTPC*	*Comment/Suggestion*
9/20/14	WCCTAC	Experience as a bus rider – if you stand and wait for a bus and count cars, there are many more people driving than riding buses, so how can buses be too expensive? Most of the money goes to bus driver salaries, so we need them to be subsidized. AC Transit is always scrambling for cash because the money isn't being channeled properly. If you look at every car burning 500 gallons of gas per day; we could ask the state to ration gas or pass a law to not allow driving on Sundays. There is something wrong with American transportation and we need to start making some changes. Count the number of people on the bus and look at the difference in gas mileage between single vehicles and buses. There is an obsession with automobiles and the intensity of the drivers, and this is a problem.
9/20/14	WCCTAC	affiliated with Richmond Coordinating Council, speaking as individual. Many issues on transportation, some that stick out, like the I-80 ICM project; how much money is spent telling people how many accidents there are ahead, when there are lots of radio stations that broadcast this info regularly. The City of Berkeley has told Caltrans this is what they want and this City holds up the people and backs up the traffic in 2 counties. Why can't more be done to make it better for everyone? In some cities, they spent millions of dollars, just to say it's too expensive and moved the traffic from one location to the other. The solution in Phase 2 is unfunded because no one wants to pay for it. Why are we spending money on engineering when no one likes it? In El Cerrito, parking spills from El Cerrito into Richmond because people can't find parking, but still BART is looked at as the only solution. If you have something people are willing to use, we should promote it. The County knows that regarding LOS, they're not able to maintain it, so they lowered the level. Because the county couldn't meet these standards, now others are taking this approach. This will make it easier for development projects, but traffic gets worse because of this lesser standard and this won't improve air quality, or time of travel. The county needs to revisit this concept of LOS. Lots of talk about how terrible vehicles are and hydrogen vehicles are being sold in other countries, and this country next year, but these vehicles will still need roads. There is technology coming for vehicles which is way beyond what you're considering now. Buses are a lot heavier and harder to make it happen. Need to consider what's coming in 10, 20 or 40 years because once you take that space away, you'll never be able to regain it. One needs to consider the economics of bus travel, subsidized by 50% and that's why they don't expand. We need to be realistic. Paratransit buses are often empty. Likes to ride a bike, but doesn't want to ride in traffic. Bicyclists in most cities are only a small percentage, so we don't need to take away from one to subsidize the other.

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Spoken Public Comments

Date	*RTPC*	*Comment/Suggestion*
9/20/14	WCCTAC	Resident of El Sobrante since 2000, with his wife and 2 kids. I grew up in Los Angeles and with so many cars, it was still easier to get around by bus there than it is here. I work in San Mateo and it takes too long to use mass transit. There used to be a bus to the BART station, but they cut that line and the new ones take forever. I'd like to reduce my commute and I hate driving, but it's so difficult and time-consuming that there's no real alternative. From San Pablo Dam Rd to Orinda Road, there are people who want to take the bus, but it takes too long.
9/20/14	WCCTAC	Richmond resident and founding member of bike committee. I want to echo those comments about making walking, biking and access to transit easier and less expensive. Looking at the pamphlet, these things are not getting their fair share of the transportation dollars. This should be considered a priority, to promote health, limit climate change and get people where they're going.
9/22/14	WCCTAC	Resident of Hercules by the bay. Started commuting to SF and first started taking BART, but the real problem is Hwy I-80, so now taking the links bus and it's fabulous, I encourage the county to keep funding the links. Also hope to see BART extended to Hercules, our city is growing, people coming in from other areas and are taking BART. When are we going to get a ferry? If we can eventually do that, let's be smart about that, let's not dredge on Hercules Point, let's erect a pier in the deep water and people can go out to the pier. If they're not able bodied, we can have a golf cart transport them to the ferry.
9/22/14	WCCTAC	I'm a bike rider, riding all around the county and the Bay Area, and all the bike lanes always start somewhere and end somewhere, but never connect, and usually leave you at a dangerous intersection. I don't know who's planning these bike routes but they don't help because they don't connect where you need them to connect. Once you're on the bridge and there's no bike lane and no shoulder and you have to really watch, it's very dangerous.
9/22/14	WCCTAC	Hercules resident – We're turning Contra Costa County into a better county for drivers, but what about for trucks? Great to have nice roads for our cars, but we need to build for industry. There will be higher taxes and no industry to support it. In Solano County, everyone goes to San Francisco to work. We need the jobs and money here.
9/22/14	WCCTAC	I'm from Brentwood, and I'm uniquely qualified to speak because I worked 20 years at MUNI and 7 years at BART. Central The most destructive vehicle are rail vehicles, because they often leave the track, are expensive, and the infrastructure and maintenance is far and above what you pay for electric buses. I don't like the idea of our own rail system. If BART is going to be extended, that's great, but we don't need our own system.

Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments

Date	*RTPC*	*Comment/Suggestion*
9/22/14	WCCTAC	Resident of Hercules for 15 years and a member of the Citizens Advisory Committee for CCTA. Thanked CCTA for bringing this meeting to Hercules. The history of transportation is that it is the main source of development. Development follows transportation and we want to ask the City Council and CCTA to develop more options for trains, buses and also the ferry. Now, according to existing technology, we have to go to big water, but in some places without big water they have ferries. There is new development in ferries and when money is provided for the ferry, the design will be very different. I am in Hercules because it is a nice community. I lived in Los Gatos for 15 years and when we started looking for a nice place to spend the rest of our lives....
9/22/14	WCCTAC	I talked to George Miller and he said the people of east county wouldn't vote for a BART tax in the early 70's, but we've all been paying for it for years in West County. I think it's essential to have a plan and these are nice ideas, but they have a defect. A nice bus system, where are the buses going to drive? Unless you're going to create separate lanes for buses, it will create more traffic, and now the governor is going to allow everyone with an electric car to drive on the freeways. We need a BART extension because we need something. We need a BART train that can cross the Bay because the buses have to go through all the traffic. One of the big problems on I-80 is that it goes all across the country, lots of trucks transporting commercial products, especially on Monday mornings, the whole right lane is trucks and they don't mix well with cars. In New York, they have a special truck lane. Lots of trucks going to and from the Port of Oakland and that causes traffic and accidents. The only solution is a BART extension and we've been paying for this for a long time. Other cities have gotten BART before us. There's a pier that goes out from Rodeo that was abandoned years ago. The bike trails, I totally agree, they are dangerous to ride and it would be nice if there was a trail along the tracks. Not sure about El Sobrante Avenue, the real solution is the BART extension. Instead of wasting money on hi-tech gadgets. I'd have to see it proven that this stuff works, pie in the sky ideas. I-80 already overburdened with commerce.
9/22/14	WCCTAC	Hercules resident for last 10 years. Loved the SF bus when I worked there. I would like to see an express bus from Hercules to Silicon Valley to reduce traffic. Lots of job growth there and I look forward to being able to take an express bus to work in San Jose.

Table A - Record Log - RTPC CTP Public Workshops
Spoken Public Comments

Date	*RTPC*	*Comment/Suggestion*
9/22/14	WCCTAC	Resident of Hercules since 1988, moved here when I was 18 years old. I've been coming to this gym in Hercules for 10 years. I pay taxes. I ride the buses on WestCAT, I used to catch the bus at the gas station and I wish they could put the bus terminal back there instead of Hwy 4. They need a food truck and pay phones in case people need to call for help and their cell phones are dead. We need more restaurants, because we have all these homes out here. I would like to see the buses run up Redwood again. We have enough homes, they even shut down the movie theater to build more houses and now we have to go to Richmond to see a movie.
9/22/14	WCCTAC	Hercules resident for more than 30 years and we've been paying taxes for BART, but we don't have the clout to get it built and it will never come here. San Mateo didn't want to pay the tax, but they got BART. We don't have the population. We also need shopping. They have high-class stores and this is a working-class community. I wish the people in our council would be more practical, so we don't have to go to other cities to shop. No one here shops at Hilltop and something is wrong. We have a lot of good people here, we should build it up and have some decent places for us to eat and see a movie. I would like to see a light rail come out here because it's less expensive than BART. If you take the bus to BART, it's not convenient and not safe.
9/22/14	WCCTAC	I live in View Point and the most important service is WestCAT, especially for disabled people.

Table B - Record Log - Emails Received about 2014 Draft CTP

Includes comments received as of October 10, 2014

Date Received	*RTPC*	*Jurisdiction*	*Comment/Suggestion*
8/14/14	Countywide	(none)	Supporting BART and the Iron Horse Trail as Routes of Regional Significance.
8/25/14	Countywide	(none)	Supports BART, highways, and buses; does not support ferries,
8/31/14	Countywide	(none)	Requesting: 1) acknowledge in the Plan that Routes of Regional Significance also serve bicyclists, not just motorists; 2) all RRSs should include bike lanes, marked shoulders, or closely parallel bicycle-friendly streets; 3) concerned that the County's Bicycle Plan is for recreational bicyclists, not people who use bicycles for their primary means of transportation, and wants to be sure CTP supports bicycles as means of transportation, not just leisure.
9/16/14	Countywide	(none)	Requesting "dramatic" expansion of parking at BART stations, so that there is always parking available, particularly during the midday.
9/20/14	Countywide	(none)	Requesting that County Connection replace their full-sized buses that drive around the county with smaller mini-buses that can move more quickly and are more appropriate for the number of passengers that ride on these routes.
9/30/14	Countywide	(none)	Requesting safe places to ride and park my 3-wheeled electric bicycle.
9/9/14	LAMORINDA	Moraga, Orinda	Supporting public transit, especially BART. Requesting: 1) more parking at BART stations; 2) more frequent bus service to and from BART stations; 3) creating park and ride lots in Moraga and Orinda (at church parking lot, or other locations) with shuttle buses for BART riders; and 4) priority for "locals" at BART station parking lots.
9/11/14	LAMORINDA	(none)	Concerned about improvements to Moraga Way that are not listed in the SWAT-Lamorinda Action Plan and suggests a 6-item (very detailed and specific) list of improvements that should be made. In summary, proposes to "stop" traffic bound for eastbound SR-24 on Moraga Way by encouraging the traffic to turn onto Camino Pablo, instead of continuing down Moraga Way. Requests that CCTA call him to talk about his suggestions. Also notes that the Action Plan lists a street as "Overhill Drive" when it is actually "Overhill Road" and would like that corrected in the Plan.
9/21/14	LAMORINDA	Orinda, Moraga	Requesting: 1) additional parking at Orinda BART station; 2) bus service at least once an hour for the Bus 6 that runs along Moraga Road and Moraga Way between Orinda BART and Lafayette BART; 3) BART parking be reserved for local residents.
9/23/14	LAMORINDA	Orinda	On SR-24, for eastbound Brookwood off-ramp, requesting that off-ramp expansion be placed to the north instead of to the south, in order to protect the earthen berm between the exit and the Brookwood condos. Would like to know what the status of this project is and current design/plan.
9/26/14	LAMORINDA	Walnut Creek, Lafayette	Requesting connecting the Lafayette-Moraga Trail with the Iron Horse Trail in Lafayette & Walnut Creek, as described in the Olympic Corridor Trail Connector Study.

Table B - Record Log - Emails Received about 2014 Draft CTP

Includes comments received as of October 10, 2014

Date Received	*RTPC*	*Jurisdiction*	*Comment/Suggestion*
9/11/14	LAMORINDA, TRANSPAC	(none)	Requesting a new bus line from Lafayette BART to Pleasant Hill BART area via Deer Hill and Pleasant Hill Road with stops at Acalanes HS, Reliez Valley Road, Green Valley Rd, Rancho View Drive.
9/15/14	TRANSPAC	Clayton, Walnut Creek	Concerned about traffic in Central County. Requesting 1) traffic studies near schools to improve traffic before rush hour; 2) a dedicated bus system for junior high schoolers that goes to popular neighborhoods; a shuttle or express shuttle to go from Clayton area to Walnut Creek and the BART stations, with parking available at church lots; 3) Add another on-ramp lane from the end of Ygnacio Valley Road, past the Walnut Creek BART station; 4) make the bus system less convoluted for commuters.
9/23/14	TRANSPAC	Walnut Creek	Requesting increased bus service between Walnut Creek BART and Marchbanks/John Muir Hospital, particularly during the midday. Appreciates the clean buses, good drivers, and on-time service.
10/3/14	TRANSPAC	Concord	In Concord, requesting a bus that covers Monument Blvd all the way to wic at Stanwell Cir.
8/5/14	TRANSPAC, TVTC	(none)	Requesting that the Iron Horse Trail be designated a Route of Regional Significance.
9/5/14	TRANSPLAN	Brentwood	Requesting 1) CTP meetings in far east Contra Costa; 2) use of natural gas for eBART instead of diesel; 3) designating Vasco Road between Brentwood and Livermore as "State Highway 84" so it can be maintained to state highway standards and accommodate more traffic.
9/11/14	TRANSPLAN, TRANSPAC	(none)	Requesting improving and increasing bus transportation between Walnut Creek/Pleasant Hill and Antioch/Pittsburg, to better connect residents to jobs.
8/22/14	TVTC, TRANSPLAN	Walnut Creek, Dublin	1) In Walnut Creek and surrounding communities, use smaller buses for fuel savings, run more frequently to neighborhoods, run earlier in the morning and later at night (until midnight would be great!) and have better overlap between crossing bus lines and between County Connection and BART; 2) BART connection between Walnut Creek and Dublin/Pleasanton/Livermore; 3) Provide a bus from Contra Costa to Alameda when BART strikes are going on.
8/21/14	WCCTAC	Concord	Requesting bike “Flyover" at Treat Blvd and CC Canal Trail to make a crossing for bikes and pedestrians.
9/9/14	WCCTAC	Richmond, Pinole, San Pablo, Hercules	Requesting: 1) arterial road repair on all streets in Richmond, Pinole, San Pablo, and Hercules, as well as I-880 and I-80; 2) BART or Amtrak availability from Richmond to Antioch and Brentwood; 3) ferry service available from Richmond to San Francisco and Sacramento; 4) Greyhound and Megabus at the BART station on MacDonald Avenue.

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9/15/14	WCCTAC	Livorna	Requesting that 511 include multi-modal alternatives, not just bus and car but also Amtrak and ferries; better connections on buses going from Livorna to BART, and more frequent service during the day.
9/8/14	WCCTAC, LAMORINDA	Richmond, Orinda	Requesting bus line from El Sobrante and Richmond to Orinda BART station.
9/12/14	WCCTAC, LAMORINDA	Orinda	Requesting bus service between Castro Ranch Road and Orinda BART station. If bus service isn't possible, requesting carpool/rideshare areas in El Sobrante and at Orinda BART. Also, requesting road improvements on both sides of Hilltop Drive/I-80 overpass.
9/22/14	WCCTAC, TRANSPAC	Concord	Requesting a bus route starting at Treat Blvd heading along Oak Park, Meadow Lane, Market Street and looping around over to Stanwell Drive in Concord. This bus route would allow low income families easy access to shopping, schools and county services, such as First Five, Monument Crisis Center, Head Start, La Clinica de la Raza and WIC.

Table C - Record Log - Survey Comments Received about 2014 Draft CTP

Includes paper surveys received as of October 10, 2014

RTPC	*Jurisdiction*	*Comment/Suggestion*
Countywide	(none)	Benches at bus stops
Countywide	(none)	Jitneys: Bigger than cabs and smaller than vans to travel routes between neighborhoods, stores, health care, etc. Less fuel; BART, buses, etc. could have Jitney fleets as well.
Countywide	(none)	Separated bike paths near or on arterials with electric bike share. Bang for the buck > freeway widening, by far
Countywide	(none)	1) No strike clause for public transportation employees - BART and buses. 2) Additional freeway from East to West. 3) No net population increase! This could improve air quality…
Countywide	(none)	Keep roads and highways flowing - time lights - Improve travel times - commuting is a nightmare! Help!
Countywide	(none)	#1 Priority should be with 97% of people who access roads with private cars and not the 3% who use public transportation. #2 Buses should be downsized or eliminated on routes where passenger levels are low.
Countywide	(none)	Roads here are unsafe, bumpy, holes all over; maintain roads
Countywide	(none)	subsidized transportation when buses and BART are not running (at the cost of bus/BART); taxi? Van?
Countywide	(none)	Use the U.S. adopt-a-highway concept to clean up residential areas. Provide "grabbers" for volunteers.
Countywide	(none)	Put public transportation transit in first place! Use other funding in towards highways, local street, and so on.
Countywide	(none)	I appreciate whatever is done to make it safe. Thank you.
Countywide	(none)	Retired w/ hip and back trouble. Must drive to destinations and freeways are a disgrace. Fix them!
Countywide	(none)	Buses are too big, often empty. Bus drivers speeding and inconsiderate by not using the bus stop provided, use traffic lane instead. BART archaic, noisy ride, too expensive! Noisy in neighborhoods.
Countywide	(none)	I was disabled for more than a year recently and it was unbelievably hard to get to some of my medical specialists in Marin and Sonoma Counties. I am a senior. Please make it easier. Thank you!
Countywide	(none)	Buses too big, don't pull over at bus stops and cause congestion. Often going too fast, very frightening. Double decker BART parking, no charge to park.
Countywide	(none)	Help maintain bike paved paths
Countywide	(none)	Make corner-lot residents trim trees and bushes so drivers can spot traffic approaching right or left. In towns with no street lights, arrange for solar panels that provide power for porch lights at night.

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RTPC	*Jurisdiction*	*Comment/Suggestion*
Countywide	(none)	Incentive public transit: lower the costs, increase bus routes and frequency. Intensify carpool usage thru graduated toll structure or other means. Disincentivize use of cars - many means to do this.
Countywide	Crockett	Additional/improved bike paths in/around the Berkeley Hills/Grizzly Peak/Chabot area would be beneficial. The Contra Costa Canal bike paths need to be expanded to go beyond highway 4, bike paths in Crockett and Port Costa area could use expansion. We need more paths like the Iron Horse Trail to go into Eastern Contra Cost County.
Countywide	(none)	Remove fare boxes from buses. Hop on - hop off. Fares don't add much to income when adjusting for expense of cash, ticket, accounting controls. Or, adopt a clipper card. Smaller more frequent buses feeding to shopping and BART, safe routes to school double as bike routes
Countywide	(none)	Oh please - more BART parking
Countywide	(none)	Replace large buses with vans - most buses are running around almost empty
Countywide	(none)	My problem is the bicycle riders on the sidewalks because I use my 3 wheel electric scooter there (per police dept.). Bikes should use the streets, also incomplete sidewalks.
Countywide	(none)	Extend BART from Richmond to Bay Point by direct line, it's past time
Countywide	(none)	California's problem: too many people, too many cars, and too much traffic. Talk about a rough ride…County Connection buses are uncomfortable; the seats are too hard, narrow and unsupportive; the upholstery is unhygienic. All transportation infrastructure, including bridges, should be paid for by tax dollars. No inefficient bridge tolls! No toll lanes! Thanks!
Countywide	(none)	More local stops for buses that feed into BART. I have to walk 3/4 mile.
Countywide	(none)	Commuter trains! No more freeway widening!
Countywide	(none)	Frequent bus service (during commute hours) that connect residents w/ the places they work. I live 6 miles from work (UC Berkeley) but would have to catch 2 buses - and one runs only every 40 minutes!
Countywide	(none)	1) Improved maintenance of bike paths and roads commonly used by cyclists - too many dangerous potholes and cracks and uneven surfaces. 2) Better control of intersections - too many cars run red lights! 3) More interactive traffic signals - ones that monitor traffic volumes/flow
Countywide	(none)	I would like new fare boxes. Participate in the RTC Program and fares; AC, CCTA, and BART should accept this card and fare system. Drivers need to tell ignorant mothers with baby strollers to stop crowding the aisles (fold it up and move to the back) their rights don't supersede disabled or senior citizens
Countywide	(none)	Listen to your bus drivers a lot more. It will help. We need another 98X on route since it's been discontinued being an express. Please, all strollers, fold up. Thank you.

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RTPC	*Jurisdiction*	*Comment/Suggestion*
Countywide	(none)	No new transportation systems. Improve-expand (as necessary) and make more efficient our current systems - E-Bart is so wrong. A BART station would have done the job.
Countywide	(none)	I would love to see many more bike lanes on street and also protected bike paths that are connected and signed so people using them will know how far a place is where they are pedaling to.
Countywide	(none)	Ferry service expanded to Contra Costa County, Martinez, Baypoint, and Richmond
Countywide	(none)	I would like to see Ferry service to the East Bay/SF area.
Countywide	(none)	Keep the costs down for people with disabilities and seniors
Countywide	(none)	More bus stops! Even if they are not regularly used - the driver can just keep moving - what's the problem! I'm 70 and the closest stop is 3/4 mile away - ridiculous! Why can't you serve the public? Existing bus stops are much too far apart.
Countywide	(none)	More midday and later buses so people can use BART during non-peak hours...higher sales and gas taxes statewide and nationwide to fund transportation
Countywide	(none)	Motorcycles should share bicycle lanes.
Countywide	(none)	Timed signals on major roads to keep traffic moving.
Countywide	(none)	1) Pedestrian overpasses or underpasses at busy streets; 2) BART needs competition so it will be forced to improve
Countywide	(none)	We have gridlock on C.C. roads now, and developers ready to build more and more houses. BART is bound to extend. Out of the weather, safe bike storage at Ferries and BART would help.
Countywide	(none)	Parking availability at existing BART stations, train timing on weekends
Countywide	(none)	Better care of road infrastructure
Countywide	(none)	A fleet of small buses - 20 passengers - routes from suburbs to shopping, colleges, hospitals, etc. A web of stops that would expand the distances for riders - transfers would be free.
Countywide	(none)	Can we see County Connection buses use clipper card for fare? If I load my card other than cash, I check my balance at the machine before entering BART fare gates.
Countywide	(none)	No new ideas - am using paratransit bus.
Countywide	(none)	Make bikers get a license plate and take a test - they are too aggressive and unsafe. No stops at signs, lights, for pedestrians etc. - make them safe or get rid of bikes on street!!! Make them take responsibility.
Countywide	(none)	More BART parking. Free BART parking.
Countywide	(none)	Our plans and decisions need to be weighed by new environmental impact. Partnering youth with homebound, disabled, and elderly for transport to places of recreation, education services and commerce. Get youth and community involved in solutions. Thank you.

Table C - Record Log - Survey Comments Received about 2014 Draft CTP

Includes paper surveys received as of October 10, 2014

RTPC	*Jurisdiction*	*Comment/Suggestion*
Countywide	(none)	BART is now so packed at commute time that I never get a seat! We need more and longer trains.
Countywide	(none)	We need sidewalks where there are none. It isn't safe to walk in the road - and in winter, it's muddy. This is especially true on my street. Better lights (more) on the street would be nice...Also lights on trains (more of them)
Countywide	(none)	A clipper card for County Connection buses
Countywide	(none)	More parking at BART
Countywide	(none)	Less traffic around schools - key drop off points to avoid gridlock
Countywide	(none)	Local buses should be smaller due to reduced ridership. The buses could come more often and be on time. Bus stops/stations should have covered seating.
Countywide	(none)	1) BART is great - parking limits it - build additional on land [?] and you could increase ridership - add solar to the top and lower electricity costs. Forget creating little villages - your ridership is spread all over. 2) Create bike lanes, but enforce keeping riders in them; drivers are not the only cause of bike accidents - riders riding outside lanes are too...see Danville Blvd any weekend day - I ride too!
Countywide	(none)	Make public transportation more appealing. Improve bus stops - they need to have information about routes and times of arrival/departure. Also, they should have a cover to protect users from weather conditions.
Countywide	(none)	Encourage local entities to require developers to include electric vehicles changing stations in retail development.
Countywide	(none)	Parking!!! Especially BART stations
Countywide	(none)	A continuous trail linking all trails together - think even bigger like nationwide!
LAMORINDA	Lafayette	The Lafayette BART parking is full all the time. We need a Caltrans ride share parking lot near there. Build more ride share lots everywhere. I would like to see a free BART/bus along Pleasant Hill Rd/Taylor Blvd.
LAMORINDA	Lafayette	Leave Mt. Diablo Blvd. from Brown Ave. to Pleasant Hill Road out of the Interjurisdictional significance designation.
LAMORINDA	Moraga	Bus service from Moraga to BART - more frequent and accessible bike routes! Stop allocating so much money to highways and restore bus service.
LAMORINDA	Orinda	Orinda needs to add more parking at BART. People will pay. BART overflow is running the business district. City gov't doesn't care!
TRANSPAC	Pleasant Hill	Bus service (small buses) for Pleasant Hill residents. Main drop-off and pick-up points; minimally priced; BART and downtown P.H. Paid for by a new city tax on residents and businesses and a high tax on any new construction.

Table C - Record Log - Survey Comments Received about 2014 Draft CTP

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RTPC	*Jurisdiction*	*Comment/Suggestion*
TRANSPAC	Walnut Creek	Cars and bikes do not interact well with pedestrians. Cars do not see walkers. Can we create paths along creeks for walking - why is Walnut Creek called that name? Creek paths closed to people - can we have safe, alternate walk ways for pedestrians?
TRANSPAC	Clayton	Increase service and frequency of buses throughout Clayton
TRANSPAC	Concord	Going west on Treat Blvd and Jones Rd - need a longer left hand turn lane. Have all pedestrians and bikers use bridge - eliminate pedestrian crossing. This could eliminate bottleneck there in AM, w/ commuters getting on freeway north and south. Bike lane on N6 Rd to Mt. Diablo (CCC logo) and improve N.6. Road to entrance of Park. Mt. Diablo is the symbol and image of CCC and N6 Rd., needs a facelift.
TRANSPAC	Concord	Restore Saturday and Sunday buses on Solano Way - older folks without a care are trapped at home. (Saturday and Sunday are good shopping days)
TRANSPAC	Walnut Creek	Buses every 15 minutes from BART Walnut Creek to Pittsburg via Ygnacio Valley Road
TRANSPAC	Martinez	Ferry service from the Martinez Delta is a must. We all know the 3 Stooges built SF Bay Bridge, won't last long. What happened to county connection's plan to service buses to Walmart. Been asking for 5+ years. Thank you.
TRANSPAC	Martinez	county connection able to run to SF Ferries from Martinez to SF
TRANSPAC	Walnut Creek	No city bus runs by near me or anything else. I go nuts staying in here all weekend! Please bring some sort of transportation here!! Even a push cart will do.
TRANSPAC	Martinez, Pleasant Hill	1) I would like to see a ferry in Martinez. 2) A better bus schedule getting to Benicia from Pleasant Hill.
TRANSPAC	Walnut Creek	A good bike lane all along both sides of Geary, and Newell, near Main and Broadway -- unsafe area for bike commuting
TRANSPAC	Clayton	I'd love to see BART extended out closer to Clayton
TRANSPAC	Martinez	Emergency buses from all BART stations needed. During strikes of Bart and earthquakes that shut the bay bridge down, a full service bus line directly from all BART stations needs to go into SF. Martinez residents had no bus access to SF.
TRANSPAC	Walnut Creek, San Ramon	Increase bus service on major links, i.e. #21 from Walnut Creek to San Ramon to encourage shoppers and commuters. Increase express bus service, i.e. more between Walnut Creek and Pleasant Hill. Extend Clipper card service to buses.
TRANSPAC	Clayton	Expand buses to and through and around Clayton
TRANSPAC	Martinez	More in-road flash lights at crossings. We walk along Canal Trail and Briones. Mt Diablo Trail Street crossings are in awkward places and/or with street parking so close to crossing the pedestrian is hard to see till last moment (Putnam and CLCT; Cones/San Luis and BMD Trail); sidewalks to bus stops improved

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RTPC	*Jurisdiction*	*Comment/Suggestion*
TRANSPAC	Walnut Creek, Pleasant Hill	1) Buses run straight, no in and out of areas. 2) reduce bus capacity when new buses are purchased 3) more parking in downtown WC and Pleasant Hill and at BART
TRANSPAC	Walnut Creek	The no. 2 County Connection, until recently, ran 10 buses a day from Trotter Way to BART and back. Now they're down to 4 a day, leaving Trotter Way at 6:34 and 7:26 AM and returning from BART at 5:35 and 6:33pm. As a senior citizen who does not drive, my only alternative is to take very expensive taxis. They should run at least 1 or 2 buses in the middle of the day to accommodate people like me.
TRANSPAC	Diablo	The bicycle "cut through" traffic in Diablo is not acceptable! Diablo is a private community not the gate way to Mt. Diablo. # per year is approx. 50-10,000 per save Mt. Diablo. It is necessary!!! To construct bike lanes on Diablo Rd from Green Valley to Mt. Diablo Scenic!! This is necessary for bike safety and to eliminate private community inversion by bikes.
TRANSPAC	Martinez	Extend the Contra Costa Canal Trail all the way to the Martinez waterfront.
TRANSPAC	Concord	Bike lanes in the downtown areas, including sections of Willow Pass in Concord.
TRANSPAC	Walnut Creek	The car infrastructure here is terrible. It promotes unsafe driving and makes Walnut Creek an awful looking town. More walking/public transportation. Narrow streets! Ygnacio is a nightmare! No more than 2 lanes per street.
TRANSPAC	Martinez	Not a priority that I checked above, but the planned Martinez ferry will lessen highway congestion, increase routes to safety in event of an attack or quake, etc.
TRANSPAC	Clayton	I would like to see a bus from Clayton/East Concord to Walnut Creek that does not involve a transfer at Pacheco Hub. Could you use jitney type buses like they use in SF?
TRANSPAC	Martinez	We would love to see ferry service from Martinez marina to various locations. SF and Giants ballpark in particular
TRANSPAC	Walnut Creek	I live in the Walnut Creek Manor community complex a community of 500+ people 55 and older. There is a huge need to increase public transportation. Small buses and more of them.
TRANSPAC, TVTC	Concord, Walnut Creek	Improve drive time during commute hours on Ignacio Valley Road and Treat Blvd. My commute, door-to-door from home to work is 8 miles and my average drive time is 45 minutes.
TRANSPAC, TVTC	Walnut Creek, Pleasanton	Bart from Walnut Creek to Pleasanton to San Jose (not via Oakland). Continuous sidewalks along Morello in Pleasant Hill.
TRANSPAC, TVTC	Walnut Creek, Dublin	Currently, have BART connecting WC to Dublin BART. Make express buses leaving from Dublin BART after 5:10pm. I like the idea of smaller buses running more often. In the long term, I would like to see some sort of light rail on I-680 or using Iron horse trail to connect Walnut Creek to Dublin.

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RTPC	*Jurisdiction*	*Comment/Suggestion*
TRANSPLAN	Byron	Armstrong Rd in Byron needs to be developed as soon as possible. We have Model T bridges to start on. My driveway was not finished as promised. Traffic out of control on Marsh Creek Road and Highway 4 to Antioch. Not enough Highway Patrol coverage. Need electronic signs indicating your speed. Motorcycles come traveling at very high speed here.
TRANSPLAN	(none)	I would like to see real BART in East Contra Costa. We have been paying for real BART for years, and I feel that we should have that connection here. Other areas [serviced] BART after the initial plan while this area was not served. Extremely inequitable and unfair.
TRANSPLAN	Brentwood	I would like to see BART extended to Brentwood!
TRANSPLAN	Brentwood	Extend BART to Brentwood
TRANSPLAN	Antioch	Alternative transportation services from Antioch to San Francisco such as coach buses and ferries. BART should run more frequently than 15 minutes at Pittsburg/Baypoint station.
TRANSPLAN	(none)	We would really like to see BART (not parking stations) come to East Bay County. We have been paying taxes for BART to extend for many many years.
TRANSPLAN	Antioch	BART alternatives from Antioch to San Francisco. BART to run more frequently than 15 minutes. Coach buses, ferry services from Antioch to San Francisco.
TRANSPLAN	Antioch	Extend ferry system to Antioch, use County Connection buses to it - they are empty to BART. Use them for both. Route passes Ferry Site…Ferry Service - can't both systems be tried?
TRANSPLAN	Brentwood	Would like a bus to drive down O'Hara in Brentwood. Closest bus stop over 1 mile away. If bus came down O'Hara it would be perfect.
TRANSPLAN	Antioch	Look up Carson Circuit Transit System. I live 2 hours away from Deer Valley High School by bus and 15 min by car. This circuit is what most suburb areas of Antioch could use.
TRANSPLAN	Brentwood	We need BART out to Brentwood - or at least Antioch ASAP. This should be your first priority.
TRANSPLAN, TRANSPAC	Martinez, Antioch	Quit driving around with empty buses and rework routes and times. A bus from Antioch to Martinez?
TRANSPLAN, TRANSPAC	(none)	Express buses between Walnut Creek/Pleasant Hill and Antioch/Pittsburg in the morning and afternoon to enable employees to find and get to jobs and businesses to broaden their area of potential employees.
TVTC	Walnut Creek, Dublin	On Saturdays, Bus 36 now runs between San Ramon Transit Center and Walnut Creek BART. Please extend service to Dublin BART on Saturdays.

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RTPC	*Jurisdiction*	*Comment/Suggestion*
TVTC	San Ramon	Please adjust light and lower speed limit. You should check your disabled person and other people records. A lot of accidents at Bollinger and Wedgewood Rd. Elderly lady died recently. 1st people driving through Bollinger they are speeding, there is school across street. I live at Cornerstone Apts./Safeway is across street. A lot of people who live here walk to store. Big problem with lights. 20-seconds not enough to get to the middle/time is big issue/seniors, children
TVTC	Danville	There is no sidewalks in Danville on Paraiso Way right on the way to both Charlotte Wood Middle School and Baldwin Elementary School. How are the kids going to be safe walking on the streets to school? This should be #1 priority. Thank you.
TVTC	Danville	Diablo Road in Danville is extremely dangerous!! The area between green Valley Road and Mt. Diablo Scenic is an area fraught with danger for both bicyclists and automobiles trying to avoid hitting them. There is essentially no safe area for cyclists. We strongly urge you to provide additional pavement to accommodate a bicycle lane and to do this as soon as possible before there are fatalities.
TVTC	Danville, San Ramon	Smaller buses - large buses are empty and polluting (more). I would like to use BART but never any parking and does not serve south Contra Costa - Danville - San Ramon - no more development until traffic issues solved.
TVTC	San Ramon	I do NOT want any BART stations in San Ramon. We have seen over and over how this just brings crime into the city. We can get to Pleasanton and Walnut Creek just fine.
TVTC	San Ramon	Make County Connection clipper card sales available at more locations and longer hours. More bike racks on buses…(for 4-6 bikes). Extend route #35 bus through Windemere and Gale Ranch via Bollinger Canyon Rd to Saturday service due to increase use of high school, library, and domestic help.
WCCTAC	Pinole	Reroute West Cat to original Line #16 coming up Doidge and down Wright Ave (changed due to Deaf Child many years ago)
WCCTAC	Hercules	BART extension to Hercules; bus routes on San Pablo Dam Road to Orinda - morning commute time and evening return -- especially Sept-June
WCCTAC	(none)	BART needs to extend to this part of Contra with hub for ferries to SF and Vallejo.
WCCTAC	Pinole	Bring BART to Hilltop Mall from Richmond
WCCTAC	Richmond	Present conditions of bicycle routes endangers safety of riders and pedestrians. Example -- Barrett in Richmond. In this area, bicycles do not know how to share the road.
WCCTAC	(none)	I really look forward to having Ferry boats going to San Francisco and Marin counties. Also it would be great to be connected to the fast train that's in the works to Southern Cal. Thanks for asking about our wishes.
WCCTAC	(none)	Need BART. 45 years paying for it, but no BART!!!
WCCTAC	(none)	We need Bart -- have paid for it for 45 years!!!

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RTPC	*Jurisdiction*	*Comment/Suggestion*
WCCTAC	Richmond	[My street] hasn't been paved in 20 years! $5,000 in property taxes, plus gas taxes all for nothing! It's beginning to look like a 3rd world country around here! Go to the freeway entrance at San Pablo damn Rd and Highway 80! It's shameful! I'm in my 60's and must drive to my destination. Walking long distances and bike pedaling are memories now! It's my $!
WCCTAC	Hercules	Bart to Hercules/Pinole. More West Cat JPX buses
WCCTAC	El Cerrito	The El Cerrito program for seniors is so good. I made a determined effort to stay in El Cerrito. Many of your meetings are at night. I don't drive after dusk - how can I get a summary of your actions?
WCCTAC	(none)	I volunteer at C.C. Senior Peer Counseling. What I see is that senior be able to take buses or transportation to different areas from where they live. From Richmond to Pinole Senior Center for example: that seniors don't pay $2.50 to park at BART stations
WCCTAC	(none)	Most important to utilize...Bay for transportation - more ferries. Also if you're really serious about reducing carbon emissions, more lanes and more roads so we don't sit in traffic burning gasoline!
WCCTAC	Hercules	BART to Hercules/Pinole. More JPX from West Cat buses
WCCTAC	Hercules	Extend BART to Hercules. Add more West Cat JPX afternoon Routes from 3pm. The route go into Hercules Transit CTR from Sycamore should be straightened, widen pedestrian walkway, connect walkway for crossing to other sidewalks
WCCTAC	(none)	More pedestrian crosswalks across San Pablo Dam Rd, particularly at S.P. Dam Rd and Amador St.
WCCTAC	Hercules	Bring actual BART to Hercules not a bus. When BART was originally conceived, BART was to be in Hercules. We have been paying taxes for actual BART.
WCCTAC	Rodeo	Rodeo needs street repairs along Willow Avenue. I would like to be involved on your community workshop for Hercules/Rodeo area.
WCCTAC	Hercules	1) Extend BART to Hercules which is growth with homes and business. It can be alternate to Richmond, then Hercules if train is limited. 2) Move Hercules Bus Terminals back to old place opposite Shell gas. Too far to walk, especially no shade and hard for everyone. 3) Remove the red traffic light control freeway on-ramp - very dangerous to start and stop
WCCTAC	Hercules	Extend BART Richmond Line to Pinole/Hercules; build at San Pablo Ave Hwy 4 entrance
WCCTAC	Hercules	Bart to Hercules
WCCTAC	Richmond	I am opposed to reducing car lanes to add bike lanes. Richmond did this on Barrett Ave. It has led to long lines of cars. Meanwhile, the bike lanes rarely have riders.

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RTPC	*Jurisdiction*	*Comment/Suggestion*
WCCTAC, TRANSPAC	Martinez	1) 680 paved before Hwy 80 which was and is in worse condition. Hwy 80 overdue paving. 2) Martinez has horrendous streets. 3) sidewalks needed Castro Ranch Road to San Pablo Dam Rd. 4) Contra Costa tax payers have paid for BART since the beginning. Santa Clara initially elected not to. How come they are getting BART before continuing up Hwy 80! Our legislatures/Transportation Authority not advocating their taxpayers.
WCCTAC, TRANSPAC	(none)	Send BART along a route that passes Pinole, Hercules, and Martinez. Maybe place the tracks parallel with Highway 80 and Highway 4. Also better and more long-term parking options at BART stations.
WCCTAC, TRANSPAC	Martinez	Extend BART to Hercules/Crockett Rodeo and connect to Martinez. Finalize ferry project and railroad connection - see Rodeo Pier and Rodeo canal for project

Table D - Record Log - Letters Received about 2014 Draft CTP

Includes letters received as of October 28, 2014

Date	*Agency or Organization*	*Description*	*Prepared by*
9/15/14	City of Concord	The Authority should ensure that the CTP incorporate the State Route 4 Operational Improvements Project	Ray Kuzbari, Transportation Manager
9/15/14	East Bay Regional Park District	Forwarded a list of projects to be included in the financially unconstrained list of project in the CTP. The list contained 15 projects estimated to cost $122 million and an estimate of projected maintenance needs of $2.5 million per year	Jim Townsend, Manager Trails Dev. Prog.
9/16/14	TRANSPAC	Forwarded comments made at the TRANSPAC from bicycling advocates that asked for funding for bicycling and Safe Routes to School improvements and suggested the use of electric bicycles for a bike share program	Barbara Neustadter, TRANSPAC Mgr.
9/26/14	Sierra Club, SF Bay Chapter	Asks what the Authority could do to reduce vehicle miles traveled and help achieve State and regional climate changes goals. Recommends strengthening strategies that support transit and other alternatives travel modes. Recommends that the CTP include a financially constrained plan that achieves climate change goals.	Matt Williams, Chair
9/29/14	Bike East Bay	The CTP should focus more on necessary transit improvements and bicycle and pedestrian access to transit. Regional Routes should focus on corridors and the movement of people rather just roadways and the movement of vehicles. Jurisdictions should adopt modern bikeway design standards.	David Campbell, Advocacy Director
9/29/14	City of Lafayette	Recommended the inclusion of Mt. Diablo Blvd. as a Lamorinda Interjurisdictional Route from Happy Valley Road to Brown Avenue and revisions to actions in the Lamorinda Action Plan.	Don Tatzin, Mayor
10/13/14	East Bay Leadership Council	Supports enhanced, multi-modal connectivity on the I-680 Corridor, supports new technologies for autonomous and connected vehicles. Recommends including utilities for enhanced broadband along travel corridors to support improved communications and economic development.	Kristen Connelly, President and CEO

Table D - Record Log - Letters Received about 2014 Draft CTP

Includes letters received as of October 28, 2014

Date	*Agency or Organization*	*Description*	*Prepared by*
10/14/14	BART	General support for the overall CTP approach and for the projects in the CTPL. The letter highlights critical needs for new railcars, the Hayward Maintenance Complex, Train Control Modernization, public safety, station access and parking, and operations and maintenance.	Joel Keller, President
10/15/14	Transportation Solutions Defense & Education Fund	Addressing climate change should be the overarching concern and objective of the CTP but, while it does a good job of describing the issue, the projects and strategies of the CTP focus primarily on vehicular mobility and the maintenance of suburban models of land use. CCTA needs to make it clear to local jurisdictions that land use patterns for new development must change with new jobs and housing located close to transit, with adequate density.	David Schonbrunn, President
10/21/14	Contra Costa Board of Supervisors	Supports prioritizing funding for local road maintenance, Complete Streets, storm water, transit service, SR2S, and major corridor improvements throughout Contra Costa. Also includes chapter-specific projects and comments on the CTPL (Volume 3).	Supervisor Karen Mitchoff, Chair
10/22/14	City of Pinole	The CTP should consider increasing "return to source" funding to jurisdictions for the maintenance of local streets and roads.	Belinda Espinosa, City Manager

Summary of Letters Received on Draft 2014 Countywide Transportation Plan

	*Date|Date Received**	*Agency/Organization*	*Description*	*Signed by*
1	9/15/2014	City of Concord	The Authority should ensure that the CTP incorporate the State Route 4 Operational Improvements Project. This project includes expansion of SR 4 from west of I-680 to Baily Road, including one new mixed-flow lane in each direction.	Ray Kuzbari, Transportation Manager
2	9/15/2014	East Bay Regional Park District	Forwarded a list of projects to be included in the financially unconstrained list of project in the CTP. The list contained 15 projects estimated to cost $122 million and an estimate of projected maintenance needs of $2.5 million per year	Jim Townsend, Manager Trails Dev. Program
3	9/16/2014	TRANSPAC	Forwarded comments made at the TRANSPAC from bicycling advocates that asked for funding for bicycling and Safe Routes to School improvements and suggested the use of electric bicycles for a bike share program	Barbara Neustadter, TRANSPAC Manager
4	9/26/2014	Sierra Club, SF Bay Chapter	Asks what the Authority could do to reduce vehicle miles traveled and help achieve State and regional climate changes goals. Recommends strengthening strategies that support transit and other alternatives travel modes. Recommends that the CTP include a financially constrained plan that achieves climate change goals.	Matt Williams, Chair
5	9/29/2014	Bike East Bay	The CTP should focus more on necessary transit improvements and bicycle and pedestrian access to transit. Regional Routes should focus on corridors and the movement of people rather just roadways and the movement of vehicles. Jurisdictions should adopt modern bikeway design standards.	David Campbell, Advocacy Director

6	9/29/2014 10/02/2014	City of Lafayette	Recommended the inclusion of Mt. Diablo Blvd. as a Lamorinda Interjurisdictional Route from Happy Valley Road to Brown Avenue and revisions to actions in the Lamorinda Action Plan.	Don Tatzin, Mayor
7	10/13/2014 *10/20/2014*	East Bay Leadership Council	Supports enhanced, multi-modal connectivity on the I-680 Corridor, supports new technologies for autonomous and connected vehicles. Recommends including utilities for enhanced broadband along travel corridors to support improved communications and economic development.	Kristen Connelly, President and CEO
8	10/14/2014 11/03/2014	BART	General support for the overall CTP approach and for the projects in the CTPL. The letter highlights critical needs for new railcars, the Hayward Maintenance Complex, Train Control Modernization, Public safety, station access and parking, and operations and maintenance.	Joel Keller, President
9	10/15/2014	Transportation Solutions Defense & Education Fund	Addressing climate change should be the overarching concern and objective of the CTP but, while it does a good job of describing the issue, the projects and strategies of the CTP focus primarily on vehicular mobility and the maintenance of suburban models of land use. CCTA needs to make it clear to local jurisdictions that land use patterns for new development must change with new jobs and housing located close to transit, with adequate density.	David Schonbrunn, President
10	10/21/2014 10/27/2014	Contra Costa Board of Supervisors	Supports prioritizing funding for local road maintenance, Complete Streets, storm water, transit service, SR2S, and major corridor improvements throughout Contra Costa. Also includes chapter-specific projects and comments on the CTPL (Volume 3).	Supervisor Karen Mitchoff, Chair
11	10/22/2014 10/23/2014	City of Pinole	The CTP should consider increasing "return to source" funding to jurisdictions for the maintenance of local streets and roads.	Belinda Espinosa, City Manager
12	10/28/2014	AC Transit	Proposal to add $1.093 billion to existing projects and programs, and $234 million in new projects to Volume 3 – the CTPL.	Jim Cunradi, Transportation Planning Manager

13	10/09/2014 10/28/2014	TRANSPLAN	Support for the e-BART extension to Brentwood, support for Vasco Road safety improvements, SR 239 (TriLink), the James Donlon Boulevard Extension, parallel arterial improvements in the SR 4 Corridor, and Safe Routes to School programs and infrastructure. Also support for a variety of transit, pedestrian, and bicycle improvement programs.	Sal Evola, Chair TRANSPLAN
14	10/29/2014	City of Hercules	Requests that a study be conducted to improve pedestrian, bicycle, and trail facilities through the I-80/SR 4 interchange area for improved access to the Hercules Transit Center.	David Biggs, City Manager
15	10/30/20141 1/03/2014	City of San Pablo	Requests that the 2014 CTP include build-out of the City's General Plan as adopted in 2011. Requests adding "Quiet-zone railroad crossing improvements to Giant Road project No. 3907.	Michele Rodriguez, Development Services Manager
16	10/31/2014	County Health Services	Encourages the Authority to take a Health in all Policies (HiaP) approach to the 2014 CTP, by incorporating health considerations into the transportation decision-making process. Support for bicycle and pedestrian facilities, transit, paratransit, Safe Routes to School, and related projects that would help reduce vehicle miles travelled.	Dr. Wendel Brunner, Public Health Director
17	10/31/2014 11/03/2014	City of Brentwood	Supports further improvements to SR 4, the extension of e-BART to Brentwood, safety and circulation improvements for Vasco Road, and implementation of SR 239 (TriLink).	Casey McCann, Comm Dev. Balwinder Grewal, Dir of Public Works
18	11/03/2014	BIA	Requests delineation of the differences between ABAG Projections 2011 and 2013; seeks a full analysis of proposed new CEQA guidelines that would eliminate use of Level of Service; suggests limiting the definition of Routes of Regional Significance to roadways.	LIsa Voderbrueggen, East Bay Exec Director for Gov. Affairs
19	11/03/2014	Monument Crisis Center	Requests high-frequency bus service to connect 12 low-income communities in Concord with nearby facilities, services, schools, and work centers.	Sandra Scherer, Exec Director
20	11/3/14	City of Orinda	Supportive of local streets and roads maintenance funding. Requests inclusion of several new projects in the CTPL.	Janet Keeter, City Manager

21	11/03/2014	Caltrans	Various comments on the Draft SEIR and the CTP. Recommends that the Authority consider development of a countywide fee program to mitigate impacts on the Regional Transportation Network. Requests greater emphasis on goods movement.	Erik Alm, District Branch Chief
22	11/03/2014	TransForm	Supports improved local bus service, especially in lieu of BART parking and Park and Ride Lots. Supportive of Express Bus and new technologies to enhance bus service. Encourages keeping transit fares low. Suggests greater emphasis on BART maintenance rather than road maintenance. Support for Safe Routes to School, pedestrian and bicycle projects, SMART parking systems, and other transit-oriented programs. Conditional support of Express Lanes. Opposition to SR 239 and the James Donlon Extension project.	Joel Ramos, Regional Planning Director
23	11/03/2014	AC Transit	Calls for a PDA-supportive strategy with greater integration of focused growth to facilitate use of transit, walking, and biking. Supports development of a high quality, integrated transit system to serve all passengers.	David Armijo, General Manager
24	11/03/2014	City of Brentwood Park & Rec Dept.	Recommends a list of bicycle and pedestrian projects located in East County for inclusion in the CTP.	Bruce Mulder, Director
25	11/03/2014	City of El Cerrito	Various comments on the CTPL.	Yvetteh Ortiz, Public Works Director/ City Engineer
26	11/03/2014	Greenbelt Alliance	This letter comments on both the Draft 2014 CTP and the Draft SEIR. The letter includes five recommendations regarding performance-based project assessment, addressing Greenhouse Gas and Vehicle Miles Travelled, expansion of the Transportation for Livable Communities and One Bay Area Grant program, integration of the Concord Naval Weapons Station proposed development plan into the 2014 CTP, and use of an integrated transit, bicycle, and pedestrian alternative to the Project in the SEIR.	Joel Devalcourt, Regional Representative, East Bay
27	11/03/2014	City of Richmond	Support for inclusion of CyberTran, which helps to meet goals 1, 2, 3, and 5 in the 2014 CTP.	Bill Lindsay, City Manager

28	11/03/2014	BART	Support inclusion of CyberTran as a technology innovation expenditure in the 2014 CTP.	Zakhary Mallet, Director, District 7
29	11/03/2014	Supervisor John Gioia, Contra Costa County	Supports Richmond's CyberTran project for inclusion in the 2014 CTP.	John Gioia, Supervisor District One

CSAC (California State Association of Counties)

Bill Proposal Form

Proposal from Contra Costa County:
Proposal to Increase walk & bike rates to/fromK-12 schools

I. SUMMARY

The intent of the bill, or bills, is to increase walk/bike rates to school by way of changes to the vehicle code to 1) increase the prescriptive size of the school zone, 2) authorize performance methods for further expanding the zone, and ~~2~~3) enhance penalties for speeding violations in those newly defined zones.

II. BACKGROUND INFORMATION

A. Problem

(1) What problem does the proposal address?

The decline of walk/bike rates to/from K-12 facilities[1,2] is well-established. More specifically however, there is data that shows that a primary reason for this decline is the concern of school administrators and parents over traffic safety[3], driver behavior and/or speeding in particular. The proposal directly addresses this issue.

There are existing Safe Routes to School (SR2S) programs at the federal, state, and local level that seek to improve the walk/bike rate primarily through engineering, encouragement, enforcement and education solutions. The effectiveness of these existing programs, and their associated investments, will continue to be compromised by these traffic/speeding/safety issues. In that light, ~~the~~ this proposal will directly improve K-12 walk/bike rates in addition to acting as a "force multiplier" in that it will leverage *existing* and *future* investments allowing them to be even more effective.

As discussed at the September 2014 CEAC Policy Conference, this proposal does not address the lack of adequate enforcement which is a limitation in many jurisdictions. The Association may wish to consider the following, **1)** even in the presence of adequate enforcement resources the school zone size is not reflective of actual school/home travel patterns, that is to say inadequate, and **2)** the presence of a bottleneck or shortcoming in one potential solution area (enforcement in this case) should not stop the Association from seeking improvements in other areas.

(2) Does the proposal address a problem of statewide significance?

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[1] *In 1969, approximately half of all schoolchildren walked or bicycled to or from school, and 87% of those living within 1 mile of school walked or bicycled.* US Department of Transportation, Federal Highway Administration. 1969 National Personal Transportation Survey: travel to school. Washington, DC: US Department of Transportation; 1972. Available at http://www.fhwa.dot.gov/ohim/1969/q.pdf

[2] *Today, fewer than 15% of children and adolescents use active modes of transportation.* US Department of Health and Human Services. Physical activity and health: a report of the Surgeon General. Atlanta, GA: US Department of Health and Human Services, CDC; 1996.

[3] U.S. Centers for Disease Control and Prevention. Barriers to Children Walking to or from School United States 2004, Morbidity and Mortality Weekly Report September 30, 2005. Available: www.cdc.gov/mmwr/preview/mmwrhtml/mm5438a2.htm.

Yes, the aforementioned decline of walk/bike rates is both a statewide and national problem as evidenced by the cited data.

(3) Have counties been involved in any litigation regarding this problem? If so, cite the case.
No.

(4) What other source materials, case law, or data, document the existence of the problem?
In addition to the previously cited national data [1,2,3], there is recent locally collected data[4] that validate/mirror the national findings.

B. Interested Parties

(1) What counties, organizations or individuals are interested in the problem?
In addition to the widely accepted acknowledgment of the problem (see response II. A. 1 above), the need to solve the problem is generally accepted as well. There exists numerous national, state, local and NGO based SR2S programs which demonstrate broad interest in solving the problem.

(2) What counties, organizations or individuals would be sources of information about the problem?
At this time, the primary sources of information about the problem are the Safe Routes to School National Partnership, the Robert Wood Johnson Foundation and the Centers for Disease Control.

(3) Who would be likely to support/oppose the proposal? Why?
Supporters are likely to include state/local jurisdictions and NGOs that prioritize programs such as SR2S, active transportation, traffic safety, childhood obesity intervention, complete streets, etc. Due to recent legislation (AB1358 [2008], AB32/SB 375 [2006/2008]) that either directly or indirectly encourage a shift to non-motorized travel, support for the proposal should be broad.

Opposition is likely to include the California Department of Transportation (Caltrans) and the California Highway Patrol who have opposed enhanced fine zones in the past.

(4) Identify groups or other governmental agencies that could be affected by the proposal, either favorably or adversely?
Law enforcement would have no entirely new laws to enforce. The proposal simply enhances or modifies either *existing* laws or the penalties for violations of existing laws.

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[4] ***CCTA SR2S Master Plan: Existing Conditions: Data Summary:***

1. Table 8: Top 10 Reasons Students do not Walk or Bike to School, by Planning Area: The responses "driving too fast" or "driver behavior" is on 4 of 5 subregions responses and the ranking ranges from #10 to #2.
2. Table 10: Top 5 Programs or Improvements that Could Encourage Students to Walk or Bicycle to/from School, Jurisdictions vs. School Administrators: The #1 response from administrators was "If traffic congestion or speeding around school was relieved".
3. Table 11: Top 5 Programs or Improvements that Could Encourage Students to Walk or Bicycle to/from School, by Planning Area: Every subregion had "Relieving traffic congestion/speeding around schools" in the top 3. It was #1 in three subregions.

Public works departments would be responsible for increased signage requirements. Again, this is not a new burden but an incremental increase of existing obligations.

The proposal also includes authorization to expand the school zone beyond the prescriptive distance. This expansion would be based on a traffic study which would be the responsibility of local agencies. However, this expansion would not be compulsory and only take place at the discretion of local jurisdictions.

As a group, automobile drivers will be affected. The culture shift necessary to accept slower speeds in corridors used to travel to/from schools should not be underestimated.

III. PROPOSAL

A. Existing Law

(1) What are the statutory provisions currently applicable to the proposal?

Current statutory provisions are as follows:

California Vehicle Code (CVC) Section 22352: States that the maximum speed limit is 25 mph "when approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard 'SCHOOL' warning sign, while children are going to or leaving the school either during school hours or during the noon recess period."

CVC Section 22358.4: Based on traffic survey results, the maximum speed limit can be reduced to 15 mph up to 500 feet away from a school and to 25 mph from 500 to 1,000 feet away from a school.

AB 1886 (2002): The bill authorized a pilot program in Santa Barbara, Ventura, and Alameda Counties, which "would double or increase the fines as described above for a designated violation occurring in a specially posted school zone, as specified." Fines collected from this violation were used to fund bicycle and pedestrian safety programs. This statute was allowed to sunset in 2007.

The post-mortem report to the legislature on the program (by CHP) did not endorse the program, "…the findings do not support continuation of the program…" Observations on the pilot program and the post-mortem report:

1. The estimated cost to implement the program described in the post-mortem report characterizes sign installation as "very costly". In response:
   - Some of the *Options/Alternatives* proposed in the report are ***more*** expensive than the signage (traffic calming for example),
   - The Options/Alternatives in the report include signage, despite being flagged as "very costly" earlier in the report.
   - Signage is regularly considered a low cost solution.

2. Questioning the effectiveness of increased fines and additional signage is to question, essentially, the effectiveness of a major component of traffic control worldwide. The

proposal is a minor incremental extension of a pervasive system that is reasonably and broadly assumed to have some measure of effectiveness.

3. The threshold for the determination of "costly" may be unrealistic in the report.

4. Limited (observed) benefits from the pilot may be due to minimal implementation efforts.

(2) What case law is relevant to this issue?
No existing case law is relevant to this issue.

(3) Why is existing law inadequate to deal with the problem?
Existing law regarding school zones authorizes signage and zones at 500' and 1,000 feet. Neither distance is reflective of actual pedestrian/bicycle access patterns at school and inconsistent with SR2S funding/projects/concepts and the State's Health in All Policies Initiative.

AB 1886, which implemented double fine school zones, was allowed to sunset in 2007, which meant the end of an extra disincentive for drivers to speed within school zones.

B. Suggested Legislation

(1) Describe the specific bill proposal.

Proposed changes to the code are below. Where necessary, annotations [#] accompany the changes.

Proposed Language – Penalty Enhancement: The language below is adapted from the Vehicle Code sections for moving violations incurred by commercial drivers. Commercial drivers are professional drivers and held to a higher standard than those drivers holding conventional licenses. Due to the physiological limitations of, and generally more sensitive nature of the population accessing schools, this "higher standard" is proposed for all drivers operating in the school zone.

The penalty enhancement was originally an increased fine. However, in Governor Brown's 9/19/14 veto message on SB 1151 (Cannella Vehicles: School Zone Fines) he indicated opposition to the use of fines as a penalty which is consistent with other vetoes[5] that included additional/increased fines. In the veto message he went on to express support for school zone safety.

VEHICLE CODE - VEH
DIVISION 6. DRIVERS' LICENSES [12500 - 15325] (Heading of Division 6 amended by Stats. 1961, Ch. 1615.)
CHAPTER 1. Issuance of Licenses, Expiration,and Renewal [12500 - 13008] (Chapter 1 enacted by Stats. 1959, Ch. 3.)
ARTICLE 3. Issuance and Renewal of Licenses [12800 - 12819] (Article 3 enacted by Stats. 1959, Ch.3.)

[5] AB 1532 (Gatto), AB 2337 (Linder), AB 2398 (Levine)

12810.5. (#) For purposes of this subdivision, each point assigned pursuant to Section 12810 shall be valued at one and one-half times the value otherwise required by that section for each violation that occurs on a highway with a school warning sign as established in Section 22358.4. If a person is convicted of a second offense within seven years, on a highway with a school warning sign, each point assigned shall be valued at twice the value otherwise required by that section.

Proposed Language – Safety Zone Expansion: The current dimensions authorized in statute do not reflect actual access distances used by students. The following changes are meant to increase the effectiveness of the zone.

VEHICLE CODE - VEH
DIVISION 11. RULES OF THE ROAD [21000 - 23336]
CHAPTER 7. Speed Laws [22348 - 22413]
ARTICLE 1. Generally [22348 - 22366]
22358.4.
…
(b) (1) Notwithstanding subdivision (a) or any other provision of law, a local authority may, by ordinance or resolution, determine and declare prima facie speed limits as follows:

(A) A 15 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of less than ~~500~~ 1,320 [1] *feet from, or passing, a school building or the grounds of a school building, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour~~, while children are going to or leaving the school, either during school hours or during the noon recess period~~.*[2] *The prima facie limit shall also apply when approaching, at a distance of less than ~~500~~ 1,320*[1] *feet from, or passing, school grounds that are not separated from the highway by a fence, gate, or other physical barrier ~~while the grounds are in use by children~~*[2] *and the highway is posted with a school warning sign that indicates a speed limit of 15 miles per hour.*

(B) A 25 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of 500 to ~~1,000~~ 1,320 [1] *feet from, a school building or the grounds thereof, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 25 miles per hour~~, while children are going to or leaving the school, either during school hours or during the noon recess period~~. The prima facie limit shall also apply when approaching, at a distance of 500 to ~~1,000~~ 1,320* [1] *feet from, school grounds that are not separated from the highway by a fence, gate, or other physical barrier ~~while the grounds are in use by children~~ and the highway is posted with a school warning sign that indicates a speed limit of 25 miles per hour.*

22358.4. (#) Notwithstanding the maximum distance established in this section (22358.4), a local authority may, upon the basis of a travel survey documenting school attendance boundaries and/or travel patterns to and from a school, extend the maximum distance to establish a prima facie speed limit and school warning signs, as defined in section 22358.4, to a distance and/or specific locations consistent with the findings of the travel survey.

VEHICLE CODE - VEH
DIVISION 11. RULES OF THE ROAD [21000 - 23336] (Division 11 enacted by Stats. 1959, Ch. 3.)
CHAPTER 7. Speed Laws [22348 - 22413] (Chapter 7 enacted by Stats. 1959, Ch. 3.)
ARTICLE 1. Generally [22348 - 22366] (Heading of Article 1 amended by Stats. 1959, Ch. 11.)

22352. The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:
(b) Twenty-five miles per hour:
(2) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, ~~while children are going to or leaving the school either during school hours or during the noon recess period.~~ The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to ~~500~~ 1,320 feet away from school grounds.

(OLD Fine Proposal struck below, JC)

Annotations:

[1] The quarter mile distance in the proposal is an accepted (conservative) rule of thumb in planning[6] describing the typical distance people will walk to services. The distance of any school attendance boundary is far greater than this distance of course.

[2] The basis for the elimination of this language is found in the Manual of Uniform Traffic Control Devices. The direction to drivers, "…while grounds are in use by children…" is not entirely consistent with the guidance in the MUTCD,

"Section 1A.02 Principles of Traffic Control Devices
Guidance:
02 To be effective, a traffic control device should meet five basic requirements:
…
C: Convey a clear, simple meaning;

While the direction on the signage is clear, a drivers ability to identify or interpret the state of *"while grounds are in use by children"* on the road is not consistently clear and simple. Schools are used for a variety of uses at different time than instructional hours, sporting events, civic events, meetings, etc. The eliminated language is similar to the "children at play" sign which is discouraged in the MUTCD.

In addition, the California Traffic Control Devices Committee (CTCDC) has discussed the issues with this particular sign/statute in the past. While they have not taken official action, the following observations were made by the CTCDC and by those testifying before the Committee:

- "When Children are Present" unduly grants discretion to motorists to decide when to adhere to a reduced speed limit.
- Direction provided by the sign is "ambiguous" and (paraphrased) drivers and judges are drawing different interpretations.
- "I don't know that we have the ability to remove the option" (This would be solved by the proposed statute.)

[6] *"The Half-Mile Circle: Does It Best Represent Transit Station Catchments?"* Erick Guerra, Robert Cervero, Daniel Tischler, Institute of Transportation Studies, University of California, Berkeley.

(2) Do similar provisions exist in other California laws?
As detailed in the existing law section above (III.A.(1)), there are provisions in the CVC that define school zones and the speed limits within them.

CVC Section 42010/Streets and Highways Code Section 97: The State currently assesses double fines to discourage speeding and unsafe driving behavior in two particular zones: highway construction zones and sections of highways that have been deemed, through traffic studies, to have greater than average rates of vehicular collisions.

(3) Describe a hypothetical application of the proposal.
As suggested above, the proposal modifies existing activities. The following would occur; local jurisdictions would, at their discretion:

- Install additional "school zone" signage based on the increase in prescriptive distance (1000' to 1320' [quarter mile]).
- Perform a traffic study to establish the need to further expand the zone. The traffic study would include examination of the attendance boundaries, direct observation of travel patterns, etc.
- Enhanced fines would be assessed through existing mechanisms (VC 42010) as defined in section B. 1. above.

C. Fiscal Impact
(1) Would there be any potential fiscal impact on counties under the proposal? If so, describe.
By design, this proposal is a minor increment built upon existing obligations and activities. That said, fiscal impacts are estimated to be as follows:

Positive: ~~Depending on how fines are handled, agencies could see an increase in revenues. (Need to define how revenues are handled.)~~N/A

Neutral: Law enforcement would have no additional patrol obligations under the proposal.

Negative: Public Works Departments will have an obligation to increase the number of signs in school areas.

Additional activities are authorized under this proposal (a travel study to supporting further expansion of the school zone) but they are not compulsory under the proposal and only undertaken at the discretion of the agency.

(2) Would there be any potential fiscal impact on other persons or organizations, public or private?
Violators would face increased fines.

D. History

(1) Has this proposal ever been introduced in the Legislature? If so, what was the bill number and why did it fail?

SB 1151 (Cannella): Vehicles: School Zone Fines: The bill would have required that an additional fine be imposed for specified violations if the violation occurred when passing a school building or school grounds. The bill would have further required that the fine moneys to be deposited in a fund for school safety zone projects under the Active Transportation Program. The legislation was vetoed based on the Governor's opposition to fines.~~SB 1151 (Cannella): Vehicles: School Zone Fines: The bill would require that an additional fine be imposed for specified violations if the violation occurred when passing a school building or school grounds. Would further require the fine moneys to be deposited in a fund for school safety zone projects under the Active Transportation Program. The legislation is pending.~~

(2) Is judicial or executive branch resolution of the problem possible? Explain.

No. The activities proposed to be impacted by a bill are *currently* affected by the aforementioned code sections. The resolution of the problem is most easily/efficiently affected by modifications to those existing sections.

E. Public Policy

(1) What are the public policy reasons in support of this proposal? Against?

The proposal is an extension and targeted refinement of a policy shift that has been building for some time now. The following activities precede the proposed bill:

2001: Caltrans Deputy Directive 64 Regarding integrating bicycling and walking facilities when making road improvements.

2006: AB32 the California Global Warming Solutions Act passes, see implications of the related SB 375 below.

2008: AB1358 The Complete Streets Act was passed to ensure that all public roads in California are designed and operated to accommodate all roadway users, including bicyclists, public transit riders, and pedestrians of all ages and abilities.

2008: Caltrans Deputy Directive 64 Revision 1 is signed to communicate the intent of the Department to integrate Complete Streets as a matter of policy.

2009: SB375 Sustainable Communities and Climate Protection Act implements AB32 more specifically in the transportation and land use realm. Success of the sustainable communities strategy assumes a mode shift from autos to cycling, walking and transit.

2012: Moving Ahead for Progress in the 21st Century (MAP-21) was passed by Congress making SR2S activities to be eligible to compete for funding alongside other programs, including the Transportation Enhancements program and Recreational Trails program, as part of a the Transportation Alternatives Program.

2013: SB99/AB101 created the Active Transportation Plan with the goal of making California a national leader in active transportation.

2013: AB-1371 Vehicles: bicycles: passing distance: The "Three Feet For Safety Act" went in to effect in 2014

2014: (Indirect Support) Both Caltrans and the Federal Highway Administration endorse the National Association of City Transportation Officials' publications, "Urban Street Design Guide" and "Urban Bikeway Design Guide". These publications are, among other things, best practices for accommodating non-motorized users on roadways. While both agencies embraced non-motorized travel through other actions (complete streets, routine accommodation, etc.) this endorsement is a significant departure from past practice which typically only supports the use of internal or industry standard guidance (AASHTO Green Book, Caltrans Highway Design Manual, MUTCD, etc).

(2) Would any related public policy be affected by this proposal? If so, describe.

This proposed legislation is not it in conflict with any public policy.

The Board of Supervisors

County Administration Building
651 Pine Street, Room 106
Martinez, California 94553

John Gioia, 1st District
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Karen Mitchoff, 4th District
Federal D. Glover, 5th District

Contra Costa County

David Twa
Clerk of the Board
and
County Administrator
(925) 335-1900

November 05, 2014

The Honorable Edmund G. Brown Jr.
Governor, State of California
C/O State Capitol, Suite 1173
Sacramento, CA 95814

Subject: School Safety & Siting Reform

Dear Governor Brown:

The Contra Costa County Board of Supervisors is following up on our May 28, 2014 letter communicating the Board's concerns with the breakdown in the relationship between school siting policies and State goals related to public health and climate change. In summary, legacy school siting practices remain unchanged while related urban and transportation planning policies have grown substantially more sophisticated. Our understanding of the role active transportation plays in public health has expanded considerably and the transportation sector's effect on greenhouse gas production is well-established. Relative to this policy evolution, school siting practices are relatively antiquated.

The Board understands that there may be an effort to reshape the approach to school construction funding in the 2015-16 State Budget. We urge you to take this unique opportunity to bring school siting and design practices in line with State policies related to Complete Streets, Safe Routes to School, the Strategic Highway Safety Plan, the Health in All Policies initiative, the Global Warming Solutions Act, and the Sustainable Communities and Climate Protection Act.

In a directly related matter, the Board is encouraged by the mention of school zone safety improvements in your September 19, 2014 veto message on Senate Bill 1151 (Cannella - Vehicles: School Zone Fines). The County, in cooperation with other partners, is working to bring a package of school zone safety bills forward in 2015. We

look forward to your support for the school zone safety improvements these bills represent.

Please find attached the County's draft white paper, the California School Siting and Safety Initiative, which we are using during outreach efforts on this issue. The white paper identifies issues of concern and contains a discussion of potential policy changes. Also attached find our previous communication to Superintendent Torlakson which expands on our concerns summarized above.

On behalf of the Contra Costa County Board of Supervisors I thank you for your consideration of these critical issues.

Sincerely,

Karen Mitchoff

Karen Mitchoff, Chair
Contra Costa County Board of Supervisors
Supervisor, District IV

c: Contra Costa County State Legislative Delegation
Malcolm Dougherty, Director - Caltrans
Tom Torlakson, State Superintendent of Public Instruction
Lisa Cirill, California Department of Public Health

Attachments:
DRAFT California School Siting and Safety Initiative – Contra Costa County
12/11/12 Letter from Contra Costa County Board of Supervisors to Superintendent Tom Torlakson

California School Siting and Safety Initiative – Contra Costa County (rev: 11/5/14)

Schools have a large and enduring effect on the character and safety of the surrounding community due to the intensity of activity at the site and the vulnerability of the student population. Currently, the process by which schools are located and designed can result in negative community development, environmental, and public health/safety outcomes. **Directly related to this issue is the well-known, often cited decline in K-12 walk/bike to school rates. This decline should not be accepted as inevitable, but rather as a problem to be reversed through a strategic public policy response.** The State acknowledged school siting issues in recent studies[1]. The Governor intends on addressing school funding in 2015[2]. Interested organizations will need to engage in the 2015 legislative and policy development process to ensure adequate reforms are included in the funding package. This paper provides an issues overview, identifies existing processes, and potential reforms.

The current process of selecting and developing new school sites in California has substantial flaws. This flawed process can result in poorly functioning school sites, some of which have been acknowledged by the state in recent reports[1]. Examples of poor school site function are:

- Inadequate or ill-conceived transportation infrastructure[3] which causes avoidable congestion and/or chaotic circulation patterns both of which ultimately result in unsafe conditions.
- School locations that have limited or no access to critical municipal services (e.g., fire, sewer, water) and/or are too distant from the population served to support walking and biking[4].
- School locations that undermine local/state policies such as sites that are outside urban limit line/urban growth boundary, in agricultural areas, preclude access by walking and cycling, undermine AB32/SB375 goals, etc.
- The safety and access issues mentioned above drain very limited Safe Routes to School (SR2S) funds, and
- Certain sites are contentious and strain relations between City Councils, Boards of Supervisors, and School Boards.

The current process has local school districts largely responsible for school siting and design. School districts do not have adequate policies, authority, or expertise to ensure that school sites have positive outcomes related to safe access and community development goals. It is the cities/counties, and the State that have this expertise:

- By statute, cities and counties have land use planning authority. Cities and counties cannot influence the selection and development of school sites as state law allows school districts to exempt themselves from this local authority[6].
- Although the state has substantial statutes and polices[5] in place that *should* inform school siting and design, school districts are not currently compelled to comply with those policies in their school siting and design decisions.
- Local school districts develop and design school sites independent[6] of the aforementioned state and local land development policies. This *disconnect* is acknowledged by the state in their recent studies[1].

This disconnect can be addressed through regulations tied to anticipated revisions to the school construction funding process anticipated in the 2015-16 Budget. Implementing a solution using the budget as a mechanism was suggested by the State during their December 2012 Policy Symposium[7] and contemplated in the Governor's 2013-14 Budget Proposal[2]. The following are concepts to be considered in addressing school siting and design requirements attached to the proposed 2015 policy changes or with legislation developed in parallel:

- Limit the ability of school districts to preempt local zoning ordinances[6]. This could bring schools under the influence of SB375;ultimately it is the cities and counties that implement the sustainable communities strategy. ***(next page)***

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[1] 2012 - *California's K-12 Educational Infrastructure Investments: Leveraging the State's Role for Quality School Facilities in Sustainable Communities*, Report to the CA Dept of Education by UC Berkeley Center for Cities & Schools, and 2011 - *Schools of the Future Report*, Tom Torlakson/State Superintendent of Public Instruction

[2] Cabinet Report, 10/20/14 *"Brown's Plan for Fixing School Construction Funding"* and in 2014: Governor's 13-14 Budget Report, *"…now is an appropriate time to engage in a dialogue on the future of school facilities…"/"School districts and their respective localities should have appropriate control of the school facilities construction process and priorities."*

[3] Bicycle/pedestrian infrastructure is inadequate or not present, school sites in a cul-de-sac or with single points of access, safe roadway crossings are not considered, and no necessary improvements being funded or constructed by the schools.

[4] *"…studies show that the distance between home and school is the strongest predictor of whether students walk/bike to school*." Institute of Transportation Engineers, 2012 "*School Site Selection and Off-site Access*"

[5] AB32/SB375, The Complete Streets Act, Safe Routes to School concepts, and the Health in All Policies Initiative

[6] Gov Code §53091(a)-53097.5: Allows school district preemption from zoning ordinances. Schools consistent with an SCS/PDA could be exempted.

[7] Partnering with K-12 in Building Healthy, Sustainable, and Competitive Regions: Policy Symposium: Proceedings Summary & Next Steps: *"These efforts will inform the legislative debates over the possibility—and priorities—of a future statewide K-12 school construction bond."*

- Whether new school siting policies are advisory or prescriptive is critical. Considering that there are *existing* advisory documents that *should* result in high quality school sites it suggests that new policies will need to be compulsory in order to be effective. **Revised language could be implemented with revisions to the California Code of Regulations, Title 5.**
- Coordination of attendance boundaries between school districts, cities/counties should be compulsory.
- Statutes for Local Agency Formation Commissions (LAFCOs) provide a role for LAFCOs in school site development[8] and could be expanded. At a minimum, **1)** school districts should be required to consult with LAFCO when a new school site is being proposed, and **2)** LAFCO should discourage the extension of municipal services to school sites located in agricultural and open space areas pursuant to LAFCO law. More prescriptive restrictions related to the extension of municipal services should be considered in areas with an adopted Urban Limit Line or Urban Growth Boundary.
- Legislation should require revised *School Site Selection and Approval Guide* and *Guide to School Site Analysis and Development*. Critical revisions should be moved from guidance to statutes. [revisions are too voluminous to list in this paper]
- School districts, when approving a new site must **1)** make findings, w/evidence, that the decision is consistent with relevant requirements in statute, **2)** provide a full-cost accounting (construction, land, off-site infrastructure [utility/transportation] of facility development, costs borne by other agencies, community, etc.), of site options, and **3)** the approval must include a comprehensive (auto & active modes) circulation plan signed and stamped by a traffic engineer.
- The State acknowledges a greater share of funds should be directed to modernization programs than to new construction[7].

Any 2014 school construction and modernization bond should be linked to a comprehensive, systematic effort to reverse the well-known decline in K-12 walking/bike rates which would include the following:

- **Redefinition of School Zone in state law:** Currently, in the vehicle code, school zone signage is limited to 500' and 1000'. These limits are not reflective of actual pedestrian/bicycle school access patterns and inconsistent with the State's own Health in All Policies Initiative and general SR2S concepts. The prescriptive figures should be increased (1320' minimum) and local agencies should have discretion to further expand the zone based on knowledge of attendance boundaries, and travel sheds, as established in a traffic study.
- **Pass and fund implementation of an Enhanced Penalty Double Fine School Zone statute:** In 2002 AB 1886 was passed which implemented a double fine school zone as a pilot[9]. The statute was allowed to sunset in 2007.
- **Implement a Vulnerable Road User (VRU) Protection Law:** VRU protection laws establish the concept "whoever can do the most damage has an obligation to be the most careful". Oregon has such a statute and the League of American Bicyclists has drafted model legislation[10].
- **Implement and fund the bicycle and pedestrian safety curriculum developed by the State Health in All Policies Task Force and Strategic Growth Council:** The program would have dual benefit of decreased injuries/deaths and increased walking/biking. California already has numerous communities implementing such a program.
- **SR2S[11] Funding Eligibility:** SR2S projects at existing schools should be an eligible use of bond funds.
- **The State/Caltrans to conduct a study on auto speed:** To better understand the decline in K-12 walk/bike rates, this study would **1)** document the change in automobile speeds over time due to improvements in vehicle technology, **2)** document how that change in speed has impacted other road users, and **3)** identify any necessary mitigations.

The concepts in this paper are for discussion purposes; they do not necessarily reflect adopted policy positions.

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[8] LAFCO mandate: 1) encourage orderly formation of local governmental agencies, 2) preserve agricultural land, 3) discourage urban sprawl.

[9] The AB 1886 post-mortem report was inconsistent in its findings and recommendations. The report did not endorse it and gave a negative review of the program. The lack of success was likely related to the fact that little to no resources were devoted to implementation.

[10] 801.608 "Vulnerable user of a public way": http://www.oregonlegislature.gov/bills_laws/lawsstatutes/2011ors801.html http://www.bikeleague.org/sites/bikeleague.org/files/bikeleague/bikeleague.org/action/images/vru_story.pdf

[11] Safe Routes to School (SR2S) is typically a program that has a goal of making it safe and convenient children (K-12) to bicycle and walk to school. Strategies typically fall in to the "Five E's"; evaluation, education, encouragement, engineering and enforcement and can include capital projects (sidewalks/paths), bicycle safety/rules of the road training, increased police presence, crossing guards, etc.

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Federal D. Glover, 5th District

Contra Costa County

David Twa
Clerk of the Board
and
County Administrator
(925) 335-1900

December 11, 2012

The Honorable Tom Torlakson
State Superintendent of Public Instruction
California Department of Education
1430 N Street
Sacramento, CA 95814

Dear Superintendent Torlakson:

The Contra Costa County Board of Supervisors is writing on a topic of substantial concern: the reform of State school siting policies. We understand you are aware of the issue and appreciate the attention you have given it at the state level. The County and neighboring cities must attend to the land use and transportation implications of poor school siting and design (made with the State's tacit approval).

In our May 8, 2012 letter congratulating you on the release of the *Schools of the Future Report*, we were optimistic that school siting reform would be addressed in a positive and inclusive manner. In that letter we also indicated our interest in participating in any implementation discussions. Our optimism increased with the subsequent release of the "*California's K-12 Educational Infrastructure Investments: Leveraging the State's Role for Quality School Facilities in Sustainable Communities*" report. At this time we request that implementation of the findings of the aforementioned studies include extensive outreach to local jurisdictions.

We understand that that the Senate Education Subcommittee on Sustainable School Facilities instructed the Director of Facilities to develop an implementation plan for the *CA K-12 Educational Infrastructure* report. We understand that several *internal* meetings have taken place to discuss the implementation process. During the "Policy Symposium" held on the 6th of this month, California Department of Education (CDE) staff indicated that stakeholder outreach has already been conducted. We are unaware of any consultation with local agencies or our associated organizations.

As you are aware, the development of school facilities is a fundamentally **local** activity. As we mentioned in our May 8, 2012 letter on this topic, "...schools *potentially* act as the anchor of great

communities..." Local land use jurisdictions, **not the State or school districts,** should guide the development of communities and:

- are the primary forum to which our constituents bring land use, traffic and safety concerns,
- maintain and implement plans for orderly land development, and
- implement underfunded safe routes to school programs, to address safety and school access issues.

Considering the above, we would be concerned that, if the CDE did not engage local jurisdictions in this study implementation process, the outcomes are more likely to be flawed.

We hesitate to wade into the details of the issue in this brief letter. However, we are unsure if input opportunities will be provided given the absence of information on the study implementation process. Absent a public outreach effort that might have allowed us to tailor our comments or provide an opportunity to participate in a dynamic discussion on these matters, the Board of Supervisors respectfully makes the following comments:

1. Recognizing the history of problematic school siting, eligible expenditures for future State bond funds should include projects to repair existing school access and safety deficiencies. Eligible expenditures should include on and off-site improvements and automotive and non-motorized (safe routes to school) facilities.

2. The ability to preempt local land use authority in the siting and design of educational facilities should be modified to establish a partnership with local government.

3. The State should update its existing facility development guidance[1] as a part of the current study implementation process. Please consider the following comments:
    - Work with the Cities-Counties Schools Partnership, California State Association of Counties, the League of Cities, local jurisdictions, the California County Planning Directors Association, and the County Engineers Association of California to develop an approach to integrating educational facilities into local land use plans and processes while respecting the State's need to deliver school facilities in a predictable manner.
    - Best planning practices now incorporate land use context considerations into policy guidance. School site acreage minimums are inconsistent with this and should be modified.
    - Compel local school districts and local jurisdictions to work together, either by statute or financial incentives. The State's administrative responsibilities under the landmark climate change bills, AB32 and SB375 or the Complete Streets Act of 2008 could be ideal vehicles for this approach. We understand that CDE is contemplating this and we applaud this potentially efficient strategy.
    - Require that the design of vehicular and pedestrian facilities (on and off-site) be developed jointly with cities' and counties' planners and engineers, who are most familiar with the community and likely travel patterns.

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[1] *School Site Selection and Approval Guide*, and *Guide to School Site Analysis and Development*

4. The Board of Supervisors is obligated to protect public health, safety, and welfare of County residents, which requires making prudent land use decisions. Current school siting practices, executed by school districts following State regulations, *limit* the ability of our planning and public works staff to fulfill this obligation. Magnifying the problems inherent with this *limitation* is that existing school siting and design practices are contrary to a number of the State's *own* policies. We have mentioned these conflicts in prior communications. In short, we have witnessed a pattern and practice of the State abandoning its own relevant policies, while simultaneously preventing local jurisdictions from applying their circulation/access and land use policies to school siting. It is in the best interests of the County's residents that these practices change.
5. During discussion at the Policy Symposium a comment was made by Office of Planning and Research staff that, "the State does not want to be in the business of setting mandates". Our view is that by allowing local school districts to preempt local land use authority, a mandate is being made by the State through a proxy agency.
6. Ideally, the implementation process should proceed such that it sincerely engages local jurisdictions, specifically cities and counties and/or our associated organizations mentioned above.

Please contact me (925-252-4500) or Catherine Kutsuris (925-674-7865), the Director of our Department of Conservation and Development, if you have any questions on this letter. Thank you for your support, I look forward to working with you and your staff on this important issue.

Sincerely,

Thank you for your leadership on this very important local issue!
M.

Mary N. Piepho, Chair
Contra Costa County Board of Supervisors
Supervisor, District III

C: Kathleen Moore, CDE
Contra Costa County State Legislative Delegation
Robert Taylor, Mayor – City of Brentwood
Kevin Romick, Mayor – City of Oakley
Catherine Kutsuris, Director, CC Cnty. Dept. of Conservation & Dev.
Julie Bueren, Director, CC Cnty. Public Works Department
Dr. Wendel Brunner, MD, Director of Public Health, Contra Costa County
Don Tatzin, Chair, Contra Costa Transportation Authority
Kiana Buss, CA State Association of Counties
Metropolitan Transportation Commission c/o Rebecca Long
Contra Costa Mayors Conference
John Gioia, California State Association of Counties
R. Chapman, MD, Director, CA Department of Public Health
Jeffrey M. Vincent, Center For Cities and Schools
Randell Iwasaki, Executive Director, CCTA
Mike McCoy, Strategic Growth Council
Heather Fargo, SGC, Health in All Policies Task Force

CABINET REPORT (/)

Trusted Source For What's News In Education

OCTOBER 20, 2014

Brown's plan for fixing school construction funding

by Kimberly Beltran

(Calif.) Education officials watched with frustration this summer as the legislative session ended not only without agreement on putting a school construction bond before voters but also no new plan to replenish empty bank accounts used to pay for new schools and maintain old ones.

But out of those uncertainties, Capitol sources say Gov. Jerry Brown is developing a sweeping new proposal for righting school construction woes.

The plan, which would be released as part of the budget in January, would scale back the traditional reliance on borrowing and institute some form of a "pay-as-you-go" system supported by an annual contribution from the Legislature.

Although the proposal remains very much in draft form, critics point out a basic flaw – school facility needs already far outweigh available resources. Without a dedicated funding source, such as a new tax or bond, school construction – except in the wealthiest districts – is likely to come to a halt just as economic growth is picking up in some areas.

"We're hearing that what may be part of the governor's budget package is some type of a year-to-year line item for school construction," said Joe Dixon, assistant superintendent of facilities and governmental relations at Santa Ana Unified School District and a member of the non-profit Coalition for Adequate School Housing or CASH. "But that

doesn't really help to meet the need in California to provide facilities – you simply can't plan properly due to the capricious nature of state funding."

Brown's proposed policy shift comes as the state's last remaining bond authority for school construction is being doled out to districts with previously approved projects. The Office of Public School Construction is, however, still taking applications and local educational agencies continue to line up for what they hope someday will be the next wave of state funding.

But the governor has made clear his desire to scale back both the state's role in funding school facilities and the layers of bureaucracy that complicate the process of building or repairing them. In his last two annual budget proposals he called the current system "overly complex," "cumbersome" and "costly" to districts, outlining some of the issues that need to be addressed.

This summer, he nixed a popular Legislative proposal to put a school facilities bond on the Nov. 4 ballot, partly because a state water bond to deal with the drought took priority and partly because of his unwillingness to take on new debt.

Although it's unclear as to what other financing mechanism the administration might propose using in January, stakeholders say the governor will likely stick to his oft cited 'principle of subsidiarity" – local control – in crafting his new school facilities plan, perhaps awarding districts a lump-sum grant amount for construction costs and giving districts more decision-making power, thereby cutting some of the bureaucratic red tape that slows the project approval process.

The proposal could include a structure for pay outs to districts based on project priority, i.e. safety upgrades or overcrowding relief, or financial need – those districts unable to raise construction money locally, for instance, would receive state support first.

One school facilities expert said the new plan could be a combination of a 'pay-as-you-go' model with options for smaller bond packages tied to shorter-term financing.

"There's a wide variety of concepts floating out there," said Eric Bakke, a facilities representative for the Los Angeles Unified School District. "One theory is that maybe the focus of the state should be on those districts that need help; the ones that can't go out for large bonds of their own."

Without matching funds from the state, however, even districts able to pass local bond measures and assess fees on housing developers won't be able to stretch their school construction dollars nearly as far. There are few funding options available, according to most facilities experts, offering the bang for the buck that voter-approved bonds do.

The state now pays $2.4 billion a year in debt service on the $35.5 billion in school construction bonds issued since 1998, the year the current School Facilities Program, or SFP was established.

The last major state bond issue with significant funds targeting school construction was approved by voters in 2006.

Under the program, school districts raise their own construction cash – through the passage of local bonds, collection of fees and taxes or some combination of the three – and then may apply to receive matching funds from the state.

With the majority of available funding in the SFP nearly exhausted, program staff has spent the better part of a year painstakingly reviewing policies and procedures with an eye toward streamlining, as well as identifying alternative revenue sources, but with little success.

Having already convinced voters in 2012 to approve a temporary tax hike for schools' day-to-day operational costs, Brown is unlikely to go that route to fund any state programs again anytime soon. It has been suggested by some legislators that the Proposition 30 tax hike should be extended beyond 2017 – perhaps even to fund school construction projects – but the governor has been adamant that the state not burden taxpayers further.

Whatever program the governor proposes, it will no doubt be shaped through the legislative policy committee process, with heavy stakeholder input – a two-year timeframe at best.

In the meantime, said Dixon, CASH is moving forward with its own long-term strategies for making sure the state meets what it and many others believe is a Constitutional obligation to provide its six million K-12 students with safe, adequate learning facilities.

“We have a good, solid School Facilities Program and we need to make sure that we’re able to use it to mitigate the needs of schools going forward,” he said, noting that a construction bond in 2016 is one of the group’s goals.

Legal action to try to force the state to fulfill its funding obligation is not out of the question, according to Dixon, but as a last resort only. It all depends upon the state’s next move.

“The biggest unanswered question is: What is the real funding source that’s going to be viable that will make this work?” said one Capitol insider who asked to not be named. “Because if you try and fund facilities out of the General Fund, there’s nothing there.”

November 2014 Local Elections for Transportation Purposes

According to CALTAX, for this cycle (June and November) 53 jurisdictions sought approval of sales tax increases, 40 asked voters to approve parcel taxes, and school districts placed 113 school bond measures on the ballot.

Five of the following six measures represent sales tax proposals for transportation purposes and one is a bond, all on Tuesday's ballot. Five of these measures were successful while one (Turlock) exceeded 60% approval, but did not pass.

San Francisco

Local Measure A - San Francisco Transportation and Road Improvement Bond

	Ballots cast	**Percentage**
Yes	110,153	71.23%
No	44,488	28.77%
Total	154,641	100%

This measure requires 66⅔% affirmative votes to pass

Alameda County

Measure BB - Alameda County

Needs 2/3 majority Yes votes to pass

Contest	**# of Votes**	**% of Total**
Yes	147910	69.56
No	64725	30.44

Monterey-Salinas Transit District

Measure Q - MSTD

1/8 % Sales Tax; requires 2/3 vote

	Vote Count	Percent
YES	30,812	72.45%
NO	11,715	27.55%
Total	42,527	100.00

City/ Monterey

Measure P

1 % for 4 years for road repair

	Count	Percent
YES	3,237	74.48%
NO	1,109	25.52%
Total	4,346	100.00%

City/ Atascadero

Measure F-14

½% for 12 years for road repair; majority required (50% +1)

YES	59.03%
NO	40.97%

City /Turlock

Measure B

½% for 7 years for road repair; requires 2/3 vote

Yes.	61.02 %
No.	38.98%

Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE **8.**

Meeting Date: 12/04/2014

Subject: AUTHORIZE the Public Works Director to submit MTC grant applications for the TDA 2015/2016 funding cycle.

Submitted For: Julia R. Bueren, Public Works Director/Chief Engineer

Department: Public Works

Referral No.: 2

Referral Name: AUTHORIZE the Public Works Director to submit, on behalf of the County, grant applications for the Transportation Development Act (TDA) 2015/2016 funding cycle.

Presenter: Angela Villar, Department of Public Works **Contact:** Angela Villar (925)313-2016

Referral History:

TDA Public Utilities Code Sections 99233.3 and 99234 make funds available in the nine-county Metropolitan Transportation Commission (MTC) Region for pedestrian/bicycle purposes. MTC makes annual allocations of Transportation Development Act (TDA) Article 3 funds to eligible claimants after review of applications submitted by cities, counties or congestion management agencies.

The County is eligible to submit three projects, one each from West, Central, and East Contra Costa County.

Consideration is given to projects that can demonstrate one or more of the following objectives:

1. Elimination or improvement of an identified problem area (specific safety hazards such as high-traffic narrow roadways or barriers to travel) on routes that would otherwise provide relatively safe and direct bicycle or pedestrian travel.

2. Roadway improvements or construction of a continuous interconnected route to provide reasonably direct access to activity centers (employment, educational, cultural, recreational) where access did not previously exist or was hazardous.

3. Secure bicycle parking facilities, especially in high-use activity areas, at transit terminals, and at park-and-ride lots.

4. Other provisions that facilitate bicycle/transit or walk/transit trips. For example, bike racks on buses.

5. Maintenance of multiple purpose pathways that are closed to motorized traffic or for the purposes of restriping Class II bicycle lanes.

6. Funds may be used for construction and plans, specification, and estimates (PS&E) phases of work. Project level environmental, planning, and right of way phases are not eligible uses of funds.

7. Projects that enhance or encourage bicycle or pedestrian commutes.

8. Intersection safety improvements including bulbouts/curb extensions, transit stop extensions, installation of pedestrian countdown or accessible pedestrian signals, or pedestrian signal timing adjustments. Striping high-visibility crosswalks or advanced stop-back lines, where warranted.

9. Purchase and installation of pedestrian traffic control devices, such as High-intensity Activated crosswalk (HAWK) beacons, Rectangular Rapid Flash Beacons (RRFB), or pedestrian safety "refuge" islands, where warranted.

10. Projects that provide connection to and continuity with longer routes provided by other means or by other jurisdictions to improve regional continuity.

11. The Project may be part of a larger roadway improvement project as long as the funds are used only for the bicycle and/or pedestrian component of the larger project.

12. Bicycle Safety Education Programs.

13. Comprehensive Bicycles and Pedestrian Facilities Plan.

Referral Update:

The call for projects for the 2015/2016 TDA Article 3 funds was released on October 22, 2014 and is intended to fund pedestrian and bicycle improvements throughout the region. MTC has not yet released the estimated bid target for Contra Costa County (County).

Recommendations from County staff considered projects throughout Contra Costa as potential applications for TDA funding. Efforts focused on projects currently identified in the Countywide Bicycle & Pedestrian Plan and Sidewalk Priority List. The following projects are recommended by staff as candidates for TDA applications based upon competitive merits, project readiness, and the need for additional funding.

1. A. Pomona Street Pedestrian Safety Improvement Project, Crockett (West County):

The purpose of this project is to improve pedestrian safety along Pomona Street in Crockett by improving several existing uncontrolled crosswalks in the vicinity of John Swett High School, Carquinez Middle School, and the Crockett Community Center. Pomona Street is one of the busiest streets in Crockett, connecting the downtown area to Interstate 80. Several recent collisions involving pedestrians have occurred along Pomona Street and the community has requested improvements along the roadway. The project proposes to add bulb-outs/curb extensions, along with Americans with Disabilities Act (ADA) curb ramps, and Rectangular Rapid Flash Beacons (RRFBs) at the existing crossings at the Pomona Street/3rd Avenue and Pomona Street/Rolph Avenue intersections. It will also install ADA curb ramps and RRFBs at two mid-block crossings – one on Rolph Avenue north of Pomona Street and one on Pomona Street east of Rolph Avenue. The project will help increase visibility of, and safety to students

near schools, as well as increase driver awareness of pedestrians in the area.

OR

B. 4th Street Sidewalk Improvements, Rodeo (West County):

The purpose of this project is to construct pedestrian facilities along 4th Street in Rodeo from Parker Avenue to Vaqueros Avenue. Existing gaps in sidewalk along both sides of the roadway provide an uneven surface that is difficult for pedestrians to navigate. The project will provide continuous sidewalk along 4th Street to connect residents from the east side of Rodeo Creek to the commercial areas along Parker Avenue. It will also improve the Rodeo Creek Trail pedestrian and bicycle trail crossing at 4th Street. In addition, the project will construct curb ramps, driveways, and sidewalk to meet ADA standards.

2. Pedestrian Crossing Enhancements, Central Contra Costa County (Central County):

The purpose of this project is to construct pedestrian crosswalk enhancements to improve pedestrian safety and increase driver awareness at existing crosswalks located at four schools in Central Contra Costa County. Crosswalks were chosen due to their close proximity to schools and site locations where the existing crossings are uncontrolled. Without a stop sign or traffic signal, drivers tend to travel at higher speeds at uncontrolled crosswalks and are a safety concern near schools where anticipated pedestrian traffic is higher and drivers may have difficulty seeing students. Improvements include installation of RRFBs, bulb-outs/curb extensions, and ADA curb ramps, where feasible. Four school locations were selected:

• Shore Acres Elementary School located on Marina Road in Bay Point.
• Riverview Middle School located on Pacifica Avenue in Bay Point.
• Parkmead Elementary School located on Magnolia Way in unincorporated Walnut Creek.
• Northgate High School located on Castle Rock Road in unincorporated Walnut Creek.

3. Pedestrian Crossing Enhancements, East Contra Costa County (East County):

The purpose of this project is to construct pedestrian crosswalk enhancements to improve pedestrian safety and increase driver awareness at existing crosswalks located at three schools in East County. Crosswalks were chosen due to their close proximity to schools and site locations where the existing crossings are uncontrolled. Without a stop sign or traffic signal, drivers tend to travel at higher speeds at uncontrolled crosswalks and are a safety concern near schools where anticipated pedestrian traffic is higher and drivers may have difficulty seeing students. Improvements include installation of RRFBs and ADA curb ramps, where feasible. Three school locations were selected:

• Knightsen Elementary School located on Delta Road in Knightsen.
• Timber Point Elementary School located on Newport Drive in Discovery Bay.
• Discovery Bay Elementary School located on Willow Lake Road in Discovery Bay.

Recommendation(s)/Next Step(s):

Staff is awaiting feedback from the Countywide Bicycle Advisory Committee (CBAC) on these projects. Staff will consider project recommendations from CBAC as well as TWIC prior to preparing the final grant applications which will be submitted in January. The County is eligible to submit three final projects – one each from West, Central, and East County. Although two projects each are being recommended for West County and East County, only one in each area of the County can be selected for final application to MTC. It is recommended the Public Works Director be authorized to submit, on behalf of the County, grant applications for the Transportation Development Act (TDA) 2015/2016 funding cycle for the projects discussed above which have been determined to be the most competitive for a funding award.

Fiscal Impact (if any):

TDA funding does not require a local match. A TDA award would augment local funds so that our local dollars can be stretched to more improvements than would not be possible otherwise.

Attachments

No file(s) attached.

Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE **9.**

Meeting Date: 12/04/2014

Subject: Monitor implementation of the Letter of Understanding with PG&E for the maintenance of PG&E streetlights in Contra Costa

Submitted For: Julia R. Bueren, Public Works Director/Chief Engineer

Department: Public Works

Referral No.: 13

Referral Name: MONITOR implementation of the Letter of Understanding with PG&E for the maintenance of PG&E streetlights in Contra Costa.

Presenter: Susan Cohen, Special Districts **Contact:** Susan Cohen (925)313-2160

Referral History:

Board of Supervisors accepted 2013 status report on street light maintenance by PG&E in coordination with Cities (Countywide) on January 7, 2014

Referral Update:

The Transportation, Water and Infrastructure Committee (TWIC) requested Public Works staff to report annually on the status of street light maintenance coordination efforts with PG&E. At the December 5, 2013 meeting regarding this item, in addition to receiving the report on PG&E Coordination with Cities and County for Street Light Maintenance, the Committee requested that Public Works staff consult with Danville staff on the Light Emitting Diode (LED) conversion program, and to report back to TWI Committee at their June 2014 meeting regarding AB 719, LED conversion.

Recommendation(s)/Next Step(s):

RECEIVE Report on PG&E Coordination with Cities and County for Street Light Maintenance.

Background:

The Public Works Department reported to TWIC at the October 2014 meeting regarding the conversion of LS-2 (County-owned) street lights to LEDs and referred this item to the County Board of Supervisors. On November 4, 2014 the County Board of Supervisors authorized the execution of PG&E Proposal Number 2 in an amount not to exceed $450,000 for PG&E to replace high pressure sodium vapor lights (HPSV) with LED lights on all County-owned street lights, beginning in December 2014 through February 2015, Countywide.

As the LED conversion project is underway, this report will therefore focus on PG&E's

coordination with Cities and the County for street light maintenance.

The Letter of Understanding (LOU), dated February 2008, between PG&E and County, states the commitment of PG&E for open communication and responsive service levels and actions in resolving issues related to street light performance. Communication channels have continued to remain open by conducting regular discussions at street light coordination meetings with the County, its constituent Cities and Towns.

Continuing the effort initiated in May 2008, and since reporting to TWIC on December 5, 2013, the County Public Works Department, PG&E and Cities have met on a quarterly basis. In 2014, meetings took place at Pittsburg, City of San Ramon, and Contra Costa County Public Works Department. Topics discussed throughout this year included: 1) Street Light Vandalism (copper wire theft); 2) Street Light Maintenance and Cost-saving Measures; 3) Light Emitting Diode (LED) Financing and the California Public Utilities Commission (CPUC) Rate Schedules; and the 4) Group Lamp Replacement of Street Lights per the Letter of Understanding (LOU) with PG&E.

The PG&E City/County quarterly meetings were valuable because those present were able to address issues related to street light maintenance, operations and increased efficiencies and LED conversions and rates.

Topics discussed at quarterly PG&E Street Light Coordination meetings are described in more detail below:

1) Street Lights Vandalism (Copper wire theft)

Thefts of copper wire from street lights in several Cities and unincorporated County areas continue. Some cities in the County have opted to secure their electrical boxes with anti-theft devices such as security lids. Some cities are using more elaborate measures such as having tracking devices on copper wire to deter vandals from stealing the wire.

2) Street Light Maintenance and Cost-Saving Measures

Overall coordination between PG&E, Cities and County on street light repairs is ongoing. Discussions in 2014 focused less on completion of routine calls for service than in prior years because that has improved a great deal over the past 24 months. PG&Es dedicated unit in Fresno has done well with the follow-up on street light outages and repairs. This was a team effort between PG&E and street light coordinators in Cities and the County. Notification is received – with a reference or case number – for outages reported directly to PG&E's website. PG&E monthly repair reports use this same reference or case number. The result has made the tracking of cases and receiving information on closed cases (street light repairs) a much simpler and faster task. The County still sends PG&E a list requesting repair updates but response time for the repairs and the timing for getting information about the repairs is much improved over the last year.

14-day "routine" repair cases: Response time for most routine repairs has been within 14 days throughout the year, as stated in the LOU. When an outage repair takes longer, the number of cases is small and the flow of information and communications regarding the pending repairs is excellent. County staff and PG&E at the Fresno unit are in constant communication via email. We believe that the ongoing presence of the Fresno unit will continue to reflect this notable improvement in the notification process by PG&E regarding street light repairs.

Electric Corrective (EC) 90-day cases: PG&E submits a monthly outage report to agencies. With this report, agencies can track repairs and also see outages of which they were previously unaware, that may have been reported directly to PG&E and not come through the County or City which they are located within. This can allow staff to follow-up, as needed. PG&E continues to provide the County monthly outage reports with information on outstanding and incomplete repairs for the EC 90-day cases.

With the new improvements in the notification process, PG&E's Streetlight Maintenance Department is now sending emails to County staff when street lights are repaired. However, County staff continues to assist PG&E by providing a list of outstanding cases and requesting their status. In the past, responses were not consistent and, at times, information about the status of a case was difficult to obtain from PG&E. This has notably improved in 2013-14 where immediate responses via email are now available to County staff by PG&E.

3) Light Emitting Diode (LED) Financing and the California Public Utilities Commission (CPUC) Rate Schedules

• Light Emitting Diode (LED) Financing and related legislation, specifically AB 719 update
Since reporting to TWIC on December 5, 2013 and throughout the year, Tom Guarino, PG&E, has been asked to deliver updates on legislation, specifically AB 719 which was approved by the Governor on October 7, 2013 and is now a chaptered law. This bill requires the PUC to order electrical corporations to submit tariffs by July 2015 to be used to fund energy efficiency improvements in street light poles owned by the electrical corporations. The PG&E City/County Street Light Coordination Meetings have not yet had a complete report about this legislation and the plan to implement. However, there have been draft tariff schedules shared with those present at the meetings.

• CPUC updates: The CPUC approved a tariff for the conversion of PG&E-owned (LS-1) high pressure sodium vapor (HPSV) lights to LEDs throughout the state in 2012. As of August 2014, PG&E has an approved rate schedule for doing the conversions of HPSVs to LEDs.

4) Group Lamp Replacement of Street Lights per the Letter of Understanding (LOU) with PG&E

PG&E's Group Lamp Replacement Program, which was created to replace HPSV lights across the County and Cities at the end of their life cycle, has been completed in many areas including Discovery Bay, Brentwood, Martinez, Richmond, Lafayette, Oakley and Bethel Island; however, other locations remain incomplete at this time. The group lamp replacement program mainly focuses on areas that may have underground wiring issues due to third-party digging and damaged wires. Now that the CPUC has approved the rate schedule and the funds (approximately $50 million) for PG&E to convert HPSV lights to LEDs, the group replacement program should use those funds and continue the program to install LEDs throughout the County. As discussed at the PG&E Coordination meeting in October 2014, PG&E plans to do LED replacements on LS-1 (PG&E owned lights) in 2015, 2016 and 2017.

Due to the timing of the start in 2015, we would encourage PG&E to consider adding the County (Unincorporated Area) to the list of jurisdictions to start in 2015. If this doesn't take place, that work might end up falling into the PUC's General Rate Schedule that starts January 1, 2017, which could lead to further delays. The County has been patient about the group lamp replacement program that was not fully executed by PG&E and would like to assure that the LED Group Lamp Replacement Program be done as quickly as possible so that there is consistent and safe street lighting Countywide.

At the recent PG&E Street Light Coordination meetings, there are the beginnings of discussions to revise the LOU to bring it current with street light technology and repair expectations. One change that will be recommended is to change the "group lamp replacement" to the conversion in a systematic manner of the high pressure sodium vapor lights to LEDs. More review at the PG&E Street Light Coordination meetings is needed before the revised LOU will be ready for Board of Supervisor's discussion.

Conclusion/Next Steps:

The County, Cities, and PG&E are committed to continue the well-organized and efficient system for street lights. PG&E's reorganization and relocation of the call center in 2012 has continued to provide ongoing program improvements in the timeliness and reporting of street light repairs. PG&E's Fresno unit group dedicated to street light outages has improved customer service for the Cities, the County, and PG&E.

1. PG&E, Cities and the County should continue to coordinate on the LED replacement projects throughout the County.

2. PG&E, Cities and the County should continue to coordinate on and pursue changes to the LOU to reflect the challenges of 2014 and beyond.

3. PG&E Street Light Coordination meetings should continue on a regular basis as noted in the PG&E Letter of Understanding (LOU) dated February 22, 2008. These meetings enable City and County staff to collaborate on street light issues, cost effective methods to assure energy efficient street lighting and safety for the residents and visitors to the County and City. By working together to develop improvements in street lighting, Cities, the County and PG&E are able to improve the delivery of excellent quality street lighting throughout the County.

Fiscal Impact (if any):

No impact on the general fund. All costs for street lights are funded by County Service Area L-100 or County Facilities District 2010-1.

Attachments

No file(s) attached.

Contra Costa County Board of Supervisors

Subcommittee Report

TRANSPORTATION, WATER & INFRASTRUCTURE COMMITTEE **10.**

Meeting Date: 12/04/2014

Subject: Integrated Pest Management Report

Department: Health Services

Referral No.: 8

Referral Name: MONITOR the implementation of the Integrated Pest Management policy

Presenter: Tanya Drlik, IPM Coordinator **Contact:** Tanya Drlik (925)335-3214

Referral History:

The TWI Committee has asked the Integrated Pest Management Coordinator to update the Committee quarterly on the County's integrated pest management program.

Referral Update:

The 2013 Integrated Pest Management Annual Report is ready to present to TWI (see attached report).

Recommendation(s)/Next Step(s):

Accept Integrated Pest Management Annual Report, and take action as appropriate.

Fiscal Impact (if any):

There is no impact.

Attachments

H:\TWIC items\2014-11-18 IPM Annual Report Final

2014 IPM Ann Rpt CCC Operations Pesticide Use - Spreadsheet

Contra Costa County Integrated Pest Management Advisory Committee

2014 Annual IPM Program Status Report

to the

Transportation, Water, and Infrastructure Committee of the Contra Costa Board of Supervisors

Table of Contents

Executive Summary 3

History of the IPM Advisory Committee 4

Background on the IPM Advisory Committee 4

IPM Advisory Committee Priorities for 2014 5

2014 Accomplishments of the IPM Advisory Committee and the IPM Coordinator 5

2014 Department IPM Program Highlights and Challenges 8

Pesticide Use by Contra Costa County Operations 21

Departmental Integrated Pest Management Priorities For 2015 25

Attachment A. Pest Management Decision Making Documents 27

- DECISION DOCUMENTATION for WEED MANAGEMENT: Artichoke Thistle 29
- DECISION DOCUMENTATION for WEED MANAGEMENT: Purple Starthistle 39
- DECISION DOCUMENTATION for WEED MANAGEMENT: Japanese Knotweed 49
- DECISION DOCUMENTATION for WEED MANAGEMENT: Airports 57

Attachment B. Subcommittee Reports 71

- Report of the Decision-Making Subcommittee 73
- Report of the Cost Accounting Subcommittee 75
- Report of the Transparency Subcommittee 77

Attachment C. Pesticide Use Reporting 81

Contra Costa County Integrated Pest Management Advisory Committee

2014 Annual IPM Program Status Report

to the

Transportation, Water, and Infrastructure Committee of the Contra Costa Board of Supervisors

Executive Summary

This year, the IPM Advisory Committee continued to explore

- how pest management decisions are being made in the County,
- transparency in the IPM Program, and
- the cost of alternatives to the use of herbicides in County landscaping.

In 2012, the Committee developed a form for documenting pest management decisions. Since then, the Departments have been using this form to document decisions for various pests. This year, the Agriculture Department developed three decision making documents for noxious weeds, and the Public Works Roadside and Flood Control Maintenance Division developed a document for the County's two airports. The Committee reviewed these documents thoroughly and found them to be useful for enhancing program transparency and for educating interested persons in the details and complexities of pest management in the County. The Committee recommends that the Departments continue to use the form to document pest management decisions.

Pesticide use by County operations decreased by 24% from FY 12-13. Pesticide use in this fiscal year (13-14) is 70% below the amount used in FY 00-01.

The Contra Costa County Department of Agriculture continued work on its noxious weed management program. The Department surveyed over 176,000 acres of public and private land, and treated 422 net acres of weeds. Last year the Department revised its treatment procedure for ground squirrels which resulted in a 51% reduction in the amount of treated grain bait that was used in FY 13-14 along County roads, levees, earthen dams, and railroad embankments.

In the Public Works Department, the Facilities Division continues to repair structural deficiencies in buildings to prevent the entry of pests. These deficiencies are prioritized and the backlog is addressed as time and resources allow. This summer, the Division went out to bid for its structural IPM contract, and Pestec was awarded the contract for another three years. This year the Grounds Division has again been able to increase its staffing, and with the added staff continues to work on improving the visual appearance of County grounds. As a result of the multi-year drought, the Division is seeing stressed and dying trees throughout the County. Staff are preparing plans to remove dead trees and where appropriate, plant new, drought tolerant species. The Roadside and Flood Control Maintenance Division used goats and/or sheep to abate weeds at 22 sites, a total of 275 acres, and is increasing its knowledge and experience with this management method.

Bed bugs remain a serious problem in the County, especially for those citizens who are least able to cope with the problem, such as the elderly, the disabled, and those with little means. The IPM Coordinator continues to provide information to these citizens about what they can do to prevent bites and reduce bed bug numbers. This year, the IPM Coordinator began work as a partner with the University of California on a grant to compare "conventional" bed bug treatments with an IPM approach. At least one field study site will be in Contra Costa County. The IPM Coordinator also worked with the Environmental Health Division and the City of Concord to clarify responsibilities and policies around dealing with bed bugs in Concord.

History of the IPM Advisory Committee

From 2002 to 2009, an informal IPM Task Force met to coordinate implementation of the IPM Policy that was adopted by the Board of Supervisors in November 2002. The Integrated Pest Management (IPM) Advisory Committee, a formal body, was created by the Board of Supervisors in November 2009. This report is the sixth annual status report from the IPM Coordinator and the IPM Advisory Committee.

Background on the IPM Advisory Committee

Purpose of the IPM Advisory Committee

The purpose of the Committee is to:

1. Protect and enhance public health, County resources, and the environment;
2. Minimize risks and maximize benefits to the general public, staff, and the environment as a result of pest control activities conducted by County staff and contractors;
3. Promote a coordinated County-wide effort to implement IPM in the County in a manner that is consistent with the Board-adopted IPM Policy;
4. Serve as a resource to help the Agriculture and Public Works Departments and the Board of Supervisors review and improve existing pest management programs and the processes for making pest management decisions;
5. Make policy recommendations upon assessment of current pest issues and evaluation of possible IPM solutions; and
6. Provide a forum for communication and information exchange among members in an effort to identify, encourage, and stimulate the use of best or promising pest management practices.

Members of the IPM Advisory Committee

Currently the Committee has a total of 13 seats consisting of voting and non-voting members.

The 8 voting members include

- One representative from Contra Costa Health Services
- One representative from the County Storm Water Program
- One representative from the County Public and Environmental Health Advisory Board
- One representative from the County Fish and Wildlife Committee
- One representative from an environmental organization
- Three at-large members of the public.

The 4 non-voting members include

- A representative from the Agriculture Department
- Two representative from the Public Works Department (Facilities Division and Maintenance Division)
- One representative from the County's pest management contractor

The Committee also has one public member alternate who only votes if one or more of the three at-large public members is absent from a meeting.

IPM Advisory Committee Priorities for 2014

In January of this year, the IPM Advisory Committee made the decision to focus its work for the year on the following three IPM program features:

A. IPM decision-making—documenting pest management decisions in the various IPM programs

B. IPM Cost Accounting—conducting a detailed cost analysis of one or two pest management issues including alternatives to pesticides

C. IPM Program Transparency—reviewing program transparency

The Committee formed three subcommittees to work on these priorities.

2014 Accomplishments of the IPM Advisory Committee and the IPM Coordinator

Accomplishments of the IPM Committee

The IPM Advisory Committee (the Committee) held 6 regular meetings and one extra meeting during 2014. The subcommittees held a total of 14 meetings to address the above priorities. The IPM Coordinator serves as staff to the Committee and the three subcommittees. The accomplishments of the IPM Committee and its subcommittees are as follows:

Priority A: IPM Decision-Making

Through the work of the subcommittee, the IPM Advisory Committee

1. Gained a detailed understanding of the complexities involved in making pest management decisions and the degree to which these decisions are site specific and require highly specialized experience and knowledge, and
2. Reviewed the following decision-making documents:
   - Agriculture Department:
     a. Artichoke thistle
     b. Purple starthistle
     c. Japanese knotweed
   - Public Works Roadside and Flood Control Channel Maintenance Division:
     a. Weed management at Buchanan and Byron Airports

   These are detailed text documents developed by the Departments and follow a form devised by the IPM Coordinator and the subcommittee. These documents are considered current as of the date on the document and may be updated in the future.

   See Attachment A for the decision making documents completed this year. See Attachment B for the subcommittee final report.

Priority B: IPM Cost Accounting

Through the work of the subcommittee, the IPM Advisory Committee

1. Reviewed the workings of the Grounds Division, including sites under management, weed management tactics (mechanical and chemical), other pest management practices, and budget issues that have limited the number of staff and the number of hours they can spend at County buildings for the past six years;
2. Gained an understanding of the complexities of managing County landscapes and the challenges faced by the Grounds Division;

3. Gained an understanding of the costs of maintaining different kinds of landscapes and the factors that contribute to those costs;
4. Researched costs of installing and maintaining artificial turf and concluded it was not the solution for reducing pesticide and water use, except perhaps at the animal shelter and in Head Start play yards;
5. Researched costs of installing and maintaining "sustainable" landscaping; and
6. Developed the following suggestions for the County:
    - The County could look for opportunities to change people's expectations regarding landscaping:
        a. People cannot expect perfect turf, or any other turf.
        b. People cannot expect County landscapes to be weed-free.
        c. During the dry season, and especially during times of drought, people cannot expect lush, green landscapes.
    - The Grounds Division could find opportunities to educate building occupants and citizens about tolerance for weeds and brown landscapes, especially during drought.
    - The County could consider developing a strategic plan for sustainable landscapes around County buildings.
    - The County could adopt a policy specifying that any new landscapes that are created, or any landscapes that are renewed should be planted with drought tolerant plants that are appropriate to the site and that are planted to minimize water use and maintenance costs.
    - Since we are in the midst of a several year drought, this is not the time to begin extensive landscape renovation projects.

See Attachment B for the subcommittee final report.

Priority C: IPM Program Transparency

Through the work of the subcommittee, the IPM Advisory Committee

1. Reviewed the new pesticide use posting website;
2. Reviewed the laws regarding public records requests and the County's process for addressing those requests; and
3. Reviewed the request from Parents for a Safer Environment for the Public Works Roadside and Flood Control Maintenance Division to report their pesticide use for creeks, roads, and real property separately.

   There is no easy way for Public Works to separate their pesticide use reporting to the County Agriculture Department. The Maintenance Division has no practical need to do so, and filing separate reports would entail extra work for their very limited staff. However, the Maintenance Division always collects separate data that is entered into their computerized maintenance management system, called Maintstar. The Department provided Parents for a Safer Environment with a Maintstar report to help them to separate pesticide use for themselves.

See Attachment B for the subcommittee final report.

Accomplishments of the IPM Coordinator

In addition to staffing the IPM Advisory Committee and working on the three subcommittees, the IPM Coordinator accomplished the following:

Bed Bugs

The common bed bug continues to be one of the most serious pests in the County, a pest that has provoked citizens to misuse pesticides to an alarming extent. Pesticides do not solve the problem, and in many cases make the problem worse. We increasingly see bed bugs affecting the citizens of Contra Costa who have the fewest resources to combat them.

The bed bug problem is increasing in the County

There is a sense that the bed bug problem is increasing in the County, but this is anecdotal since there is no coordinated effort in the County to collect data. The IPM Coordinator records each call for advice, but it is unclear how many calls other staff in the County are receiving that are not forwarded to the IPM Coordinator. We also have no way of knowing how many calls city staff receive. For the first time since 2009, a substantial number of complaints have come from West County. There are increasing numbers of complaints from Pittsburg and Antioch, as well as Walnut Creek, and it is generally acknowledged that there are numerous apartment complexes in Concord with severe infestations throughout the complex.

The County joins with U.C. Cooperative Extension on research to help low income residents of apartment complexes

Funding was received for a research proposal designed to compare the efficacy of IPM methods and conventional methods of bed bug management in multi-family dwellings. Among the collaborators in this research are the University of California Cooperative Extension, U.C. Riverside Department of Entomology, the Los Angeles and the San Francisco Housing Authorities, the Monument Impact in Concord, three pest management companies, and the IPM Coordinator. At least one field study site will be located in Contra Costa County. Work began this year with designing surveys for tenants, property owners, and pest control companies in order to assess baseline knowledge of bed bugs and their control.

To educate County staff and the public about bed bugs, the IPM Coordinator

- Continued to organize and staff the County's Bed Bug Task Force; the Task Force meets at least every quarter and advocates for increasing public awareness of bed bug problems and for developing sound bed bug management policy throughout the County;
- Investigated by telephone (with the help of the Bed Bug Task Force) the 42 bed bug complaints that came to the attention of the IPM Coordinator;
- Worked with the City of Concord and the County Environmental Health Division to develop city protocols for responding to bed bug complaints and working with recalcitrant landlords; Concord conducted a 6 month pilot using these protocols and will now use them permanently;
- Accompanied Environmental Health Inspectors and California Department of Public Health staff on three bed bug investigations in Concord during the City's pilot program;
- Worked with Environmental Health to develop a bed bug training program for County Health inspectors; on April 17, the inspectors were trained in how to inspect for the presence of bed bugs and were provided with information about bed bug management and resources available in the County;
- Produced additional bed bug fact sheets in English and in Spanish for the County's bed bug website;
- Presented a bed bug awareness training to around 20 residents of Meadow Wood Alamo Creek, a senior living facility in Danville and provided follow-up help to individual residents and staff; and
- Provided advice to the Greater Richmond Interfaith Program (GRIP) Family Housing Program about bed bug prevention; connected them with Target Specialty products, which conducted a fumigation training program in November for pest control personnel and needed a demonstration site for the practical portion of the training. Fumigation is an expensive control option for bed bugs and is generally only used when an infestation is extremely severe and widespread. The GRIP facility had only a moderate infestation, but the treatment was free, and fumigating the Family Housing Program quarters allowed GRIP to start anew and institute a strict prevention protocol to keep bed bugs out.

To provide advice on IPM and to provide general outreach, the IPM Coordinator

- Wrote an article on the new state and federal rodenticide regulations for Supervisor Andersen's July eNewsletter;
- Provided on-going advice along with review of educational materials for IPM training in child care settings as part of a project of the Center for Environmental Research and Children's Health at U.C. Berkeley;

- Worked with the Cities of San Pablo and El Cerrito to develop a model IPM Policy for Contra Costa cities and a set of standard operating procedures for major pests encountered in city parks and buildings;
- Provided a presentation on urban IPM for a meeting of the California Pest Control Advisors in San Mateo on April 10;
- Organized a workshop given by Dr. Igor Laćan, U.C. Cooperative Extension Urban Horticulture Advisor, on landscape maintenance during drought for Public Works' personnel and administrative staff;
- Attended regular meetings of the Head Start Health and Nutrition Services Advisory Committee to report on IPM issues;
- Responded to a number of requests for pest management information from County staff and citizens; and
- Participated in a committee developing IPM standards of practice for the Healthy Homes Alliance in Alameda County. These standards, which include many more areas than just pest management, will be directly applicable to Contra Costa County and will become part of a manual for in-home visitors in a wide range of professionals.

Conferences and Trainings Attended

- Weed Science Society Annual Conference
- Bed Bug Global Conference
- County Advisory Body Training

2014 Department IPM Program Highlights and Challenges

Agriculture Department

IPM Program Highlights

- The Department actively worked on all three subcommittees of the IPM Advisory Committee.
  The Department created three decision making documents: Japanese knotweed, artichoke thistle, and purple starthistle. (See Attachment A.) These documents were reviewed by the Decision-Making subcommittee and revised by the Department using their comments.

- All historically treated noxious weed sites were surveyed and treated again this year
  Significant progress was made in the Department's control effort this year. The department program involves 16 target terrestrial noxious weed species. This year the Department surveyed over 176,000 acres and treated a total of 422 net acres.

  Treatment involved hand removal, mechanical removal and targeted treatment with low toxicity herbicides. With rare exception, pesticide treatment involved highly focused spot spraying using backpack sprayers. In some newly treated areas, treatment involved focused area spray using a vehicle-mounted sprayer. Approximately 40-50% of staff time was spent in surveying and monitoring, with the remainder being spent on treatment actions.

- Artichoke Thistle (*Cynara cardunculus*)
  Artichoke thistle is a highly invasive, non-native perennial weed species that displaces herbaceous plants and annual grasses, decreasing the value of agricultural land, open space, and wildlands. Horses and cattle will not consume this thistle, and at high densities, the formidable spines on the leaves and stems and on the bracts around the flowers make it impossible for animals or people to walk through stands of the weed.

Rangeland infested with artichoke thistle

In 1979 Contra Costa County was identified as one of the most heavily infested counties in the state. At that time, at least 100,000 acres of land were infested with artichoke thistle to one degree or another. In that year, the Department began their management program in cooperation with property owners by using ground rigs and helicopters to spray large swaths of land. The artichoke thistle population has been reduced to such an extent that staff primarily spot treat individual plants using a backpack sprayer. Because seedlings form deep, fleshy taproots within the first year, mechanical or hand removal (digging out the plants) is cost-effective only in a very limited area with a small number of very young plants. Mowing and burning are neither practical nor effective.

Currently the Department monitors about 181,000 gross acres of land each year for artichoke thistle, which includes over 590 properties (mostly private) that have been treated in past years. In 2013, staff spot-treated a total of 206 net acres of artichoke thistle.

- Japanese dodder (*Cuscuta japonica*)
  Japanese dodder is a very aggressive parasitic plant that has the potential to severely alter the composition and function of riparian areas. It also affects ornamental plantings and agricultural crops. It is native to Southeast Asia and was first discovered in the county in 2005.

  Forty-six of the 49 historically infested properties in the county have been free of Japanese dodder for three or more years, which meets the criteria for eradication on these properties.

First Japanese dodder find in CCC, 2005

- Red sesbania (*Sesbania punicea*)
  This was the ninth year of red sesbania removal at the primary infestation site of Kirker Creek, Dow Wetlands. Red sesbania is a small tree that has a high potential for environmental damage by displacing native plants and wildlife in riparian areas. Red sesbania is an exotic invasive weed that is native to South America and is poisonous to humans, livestock, and many native vertebrates. It is invading riparian areas locally, and in the American River Parkway in Sacramento County, about $300,000 has been dedicated to its control. Red sesbania was first detected in California about ten years ago.

  In Contra Costa County, red sesbania infestations are located on three wildland and 12 residential properties. All plants removed were seedlings that germinated from the existing seed bank. Removal of red sesbania is performed mechanically with a weed wrench or by hand pulling.

Red Sesbania

All historic sites were surveyed this year, and a total of 1,592 plants were removed from all sites, compared to 2,194 last year and 4,293 in 2012. No seed pods have been allowed to mature at this site since 2006. The yearly statistics show that red sesbania seeds are long-lived, and that the seed bank is healthy and persistent. However, the reduction in the number found this year and last year may be indicative of a slow downward trend into the future. This would be consistent with the Department's experience with other noxious weeds that have long-lived seeds.

- Kangaroo thorn (*Acacia paradoxa*)
  The County has one site infested with kangaroo thorn. The removal of the existing infestation in 2005 involved 52 hours of staff time. At that time the infestation covered a little less than one net acre. This year, it took only 2 hours of staff time to accomplish the surveying and seedling removal. Only small seedlings of less than one foot in height were found, and the infested area totaled less than one hundredth of an acre.

  Each year the Department removes by hand pulling all new seedlings sprouting from the old seed bank.

Kangaroo Thorn

- Smooth Distaff Thistle (*Carthamus baeticus*)
  There is only one known smooth distaff thistle infestation site in the county. It originated from the movement of a tractor from Fallon, Nevada to a site off Christie Road in Martinez. The small infestation was first discovered in 2005 by one of the Department's biologists. For six years, the Department spot-sprayed this area.

- Two new noxious weed species: Japanese knotweed and woolly distaff thistle
  Two very small infestations of Japanese knotweed (*Fallopia japonica)* were found in the county in 2012 by staff biologists. One is in Lafayette and one in El Sobrante. These were the first recorded occurrences of this species in Contra Costa County. Japanese knotweed spreads by tenacious rhizomes from which small pieces can break and form a new plant. The weed is a particular threat in riparian areas where it can survive floods and quickly colonize scoured streambanks. The plant can form very dense patches that shade out all other vegetation. The rhizomes produce bamboo-like shoots that can penetrate through two inches of asphalt.

  The treatments continue to be very successful with only a few small Japanese knotweed plants found and treated this year.

  Two woolly distaff thistle (*Carthamus lanatus*) plants were found in 2012 by a staff biologist on CalTrans right-of-way on Highway 4 at the Highway 680 overcrossing. This was also the first recorded occurrence of this weed in the county. It occurs in Nevada, and it is very likely that the source of the infestation was thistle seed falling off a vehicle carrying infested hay or equipment. Woolly distaff thistle can form dense monocultures that displace native plants and reduce the availability and value of forage. The plant does not produce rhizomes.

  No new plants were found at the site for the second year. We are hoping this infestation has been eradicated.

- Critical infrastructure protection continues
  The Department continues to protect critical infrastructure including levees, earthen dams, railroad beds, and roadways from damage by ground squirrels. The goal is to maintain a 100 linear foot buffer around the infrastructure. Ground squirrel burrowing is the single biggest threat to California levees. Burrowing can compromise the earthen embankments and create pathways for water leakage that can undermine the structural integrity of levees, as well as earthen dams and railroad embankments. Burrowing and the resulting pathways for water erosion can also cause damage to, or sudden failure of, roadsides and other structures.

  Last year the Department modified its ground squirrel treatment procedure for safety and efficiency. Staff are applying bait more precisely and have reduced the number of bait applications in an area from three to two. Treatments are carried out by a team of two staff members so that one person can concentrate on driving while the other operates the bait spreader to apply bait only where ground squirrel activity is observed. This procedure has resulted in a 51% reduction in rodenticide use. (See also the graph of the County's rodenticide use for the last several years on page 23.)

- Exotic pest prevention continues
  The Agriculture Department is the County's first line of defense against invading pests including insects, plants, and diseases. Every day staff perform inspections on incoming shipments at destination points, including nurseries, the post office, and express carriers (UPS, FedEx and others) to look for quarantined plants as well as pests that can hitchhike unnoticed on plant material and other items such as household goods.

  In 2006, the Department was the first in the state to incorporate dog teams into parcel inspection. Since then a number of other counties have followed Contra Costa's lead. The dogs greatly speed inspections and have significantly increased detections of quarantined plants and exotic pests. The dog teams are a shared resource with other Bay Area counties that do not have the expertise or resources to maintain an active surveillance program; therefore, as a result of Contra Costa's initiative, pest detections in those counties have increased.

  This year the Department inspected 34,696 shipments and rejected 156 after finding various pests.

  The Department also deploys and services numerous traps for the purpose of early detection of more than 17 different serious insect pests. This year the Department deployed 5,395 traps, and staff serviced those traps 73,928 times.

Agriculture Department Challenges

- Ground squirrel control alternatives
  The department continues to search for alternatives to treated grain bait. Unfortunately, raptor perches and live trapping of ground squirrels have proved to be ineffective and/or too costly.
- Finding alternatives to herbicides
  Although in field operations the Department uses only least toxic "Caution" labeled herbicides, staff are continually trying to find safer and more effective materials and methods for noxious weed control. This includes evaluating the feasibility of mechanical or hand removal as well as new herbicides that may be more efficacious and of reduced toxicity. Last year the Department switched from the less environmentally friendly imazapyr herbicide to glyphosate (Roundup®) for treating pampas grass after consulting with a U.C. Invasive Weed Research scientist whose research has shown that glyphosate can be very effective when used correctly on this species.

Public Works Facilities Division

IPM Program Highlights

- The Division assisted as needed in the work of the three subcommittees of the IPM Advisory Committee, and a representative from Pestec sat on the Decision-Making subcommittee and the County's Bed Bug Task Force.
- Pestec was rehired as the structural IPM contractor
  This summer the County sent out a request for proposal for the structural IPM contract. Ten companies attended the pre-bid conference, eight companies attended a building walk-through, and six companies submitted proposals. A team that included the IPM Coordinator and representatives from the Facilities Division and the Department of Agriculture reviewed and rated the proposals and then chose three to interview. Pestec was awarded the contract.
- Training for Head Start Home Base Educators
  Pestec provided a workshop focused on pest prevention in the home and simple strategies for low income families to combat pest invasions. Attendees said the workshop was excellent and asked to have it repeated for the Home Base parents.

- Correcting structural deficiencies in buildings continues
  The Facilities Division is still understaffed and has an extensive backlog of work orders for the 361 buildings comprising more than 4.7 million square feet that the County maintains. The Division has increased their staff to 13 carpenters, with 3 of those added in the summer of 2014. This is still below the 18 carpenters in the Division prior to 2008.

  Pestec regularly reports on conditions conducive to pests ("deficiencies") in County buildings. Correcting these deficiencies is the key to pest prevention in County buildings. Deficiencies include things such as doors without doorsweeps that allow rodents to enter the building, cracks and gaps in walls where insects can hide and rodents can enter, and dirty drains in kitchens that provide breeding habitat for flies. It has been difficult for the Division to keep up with pest exclusion repairs because of lack of budget and staff, and their priorities must of necessity be emergencies and fire/life safety issues. Pestec has been authorized to perform caulking and can request permission to perform larger pest exclusion projects to remedy deficiencies.

- Structural IPM program pesticide use remains low
  In FY 13-14, 5.6 lbs. of pesticide active ingredients were used in approximately 2.75 million square feet of County buildings. These pesticides are almost entirely deployed as baits in bait stations or in cracks and crevices. Pestec continues to successfully manage rats and mice exclusively with traps, sanitation, and pest proofing.

- Increase in service calls involving ants, cockroaches, bees and yellowjackets, and mice
  In FY 13-14, the Facilities Division received 160 additional calls for service for various pest problems compared to 154 calls last year. These are calls for service that are outside the regularly scheduled monitoring service of the pest control contractor. Of the 154 calls this year, 26% were for ants, 25% were for cockroaches, 8% for bees and yellowjackets, and 8% for mice. Six out of the 17 buildings that called 4 or more times were Head Start buildings, which by their nature often have more food and habitat available.

  Last year 28% of the calls were for ants, 18% for bees/yellowjackets, 15% for cockroaches, and 8% for spiders.

- Bed bugs in County buildings
  In 2010, the Concord homeless shelter began experiencing a serious bed bug infestation. Pestec treated the infestation several times, but in a homeless shelter, reinfestation is a continuing problem. In 2011, the IPM Coordinator and shelter staff developed bed bug prevention protocols, which were instituted in 2012 by both the Concord shelter and the Brookside shelter in West County. In the fall of 2012, the Concord shelter purchased metal bed and new encased mattresses. Both are easier to inspect and clean, and they provide far fewer hiding places for bed bugs than did the old mattresses and wooden beds. These changes, coupled with staff vigilance and the involvement of clients in inspections and cleaning, have resulted in the Concord shelter remaining bed bug free from September 2012 to October 2014. In October this year a client with bed bugs was admitted, and despite all precautions, some bugs made it into the sleeping area. Staff found them immediately and instituted a cleanup to solve the problem. To date, the Brookside Shelter has not had a bed bug infestation.

  The chances for new introductions of bed bugs to a shelter are very high with the daily influx of clients, but with alert staff any new introductions will be quickly found. Strict adherence to the prevention procedures will make it unlikely that either shelter will experience a large or prolonged infestation.

  Other County buildings such as the hospital and offices with waiting rooms are at risk for bed bug infestations, and County staff must continue to be vigilant. Over the past several years staff at a few County buildings have reported seeing bed bugs. Pestec was called and the areas carefully inspected but none were found. To date we have not found evidence of bed bugs at any building except the Concord Homeless Shelter.

Facilities Division Challenges

- Pest exclusion in County buildings
  This continues to be a challenge, but the Facilities Division is doing what they can with their staffing and schedule.
- Pest exclusion in leased buildings
  Reducing pest intrusions into leased buildings continues to be more of a challenge since the responsibility often falls to the landlord.
- Bed bugs in County buildings
  Bed bugs are particularly difficult and costly to control. As bed bugs become more prevalent, it is very likely that more County buildings will be affected. At this point, awareness and prevention are critical.

Public Works Grounds Division

IPM Program Highlights

- The Division participated in the work undertaken by the Cost Accounting subcommittee of the IPM Advisory Committee.
  The Grounds Division provided research, information, and analysis to the committee on using artificial turf on County properties, on the cost of maintaining County properties, and on where and how to use sustainable landscaping principles.
- Division staffing has increased
  Currently the Division has 14 full time permanent employees and 3 temporary employees. This is 5 more crew members than 3 years ago, but is still substantially fewer workers than the 45 gardeners, 2 irrigation technicians, and additional summer hires of 10 years ago. The number of properties that the Division maintains has changed little in this time, but the level of maintenance for County properties is considerably lower now because of the financial crisis. The majority of County properties are still underfunded for full landscape maintenance, but as funding increases at some buildings, the Division is caught without sufficient staff to provide the increased maintenance that is budgeted.
- The Division has improved the visual appearance of many County landscapes
  As staffing and funding have been slowly increasing, the Division has been working hard to improve the appearance of County properties. The Animal Services Department was originally landscaped with an overabundance of diverse plants. This made landscape maintenance at the site difficult and time consuming, and the site did not have sufficient funds available to do the work. During this time the landscaping was overrun by weedy grasses. For 3 years the crew has been working on the site to make it manageable. It took one year to get the grass weeds under control. Once the gardeners could see the landscape plants again, they were able to spot spray weeds around the plants. The crew then mowed down all the plants knowing that some of the landscape plants would resprout. The second year they concentrated on making the site look better and maintaining a good level of

Mulched landscape bed around Animal Services on Imhoff Place in Martinez

weed control by hand pulling. In the third year the crew was able to mulch all the beds. With mulch and only a minimum of plants, the Division can now keep up with maintenance at this site.

- Turkeys at Hidden Pond Special District
  In 2012 a new irrigation system and many new plants were installed in the frontage landscape at Hidden Pond Rd. and Reliez Valley Rd. After a flock of turkeys began digging up plants and irrigation lines and scattering mulch, the Division experimented with two different scare tactics used in vineyards to chase away turkeys. One was a kite that is shaped and colored to look like an osprey and is tethered to a flexible pole. It can be lifted by even a gentle breeze. The other device was a bird scare windmill that combines sound and reflected light to repel birds.

  Two years later, it appears that the scare kites have been effective in deterring the turkeys, but not the windmill. Staff saw damage abate and remain low after the kites and windmill were installed. Last year after the kites were removed because they had been shredded by a year of wind, staff found new turkey damage. The Division has now installed three new kites at the site.

- Workshop on landscape maintenance during drought
  The Grounds Division sponsored a workshop for County and municipal staff on maintaining landscapes during drought. Dr. Igor Laćan, U.C. Cooperative Extension Urban Horticulture advisor, led the workshop. Sixteen Public Works staff from Grounds, Special Districts, the Watershed Program, and Administration attended.

- Drought and water use
  The Division continues to pare down water use by cutting back on irrigation all across the County, fixing irrigation problems, changing sprinkler heads, removing excessive vegetation, and mulching as much as possible. The Division is finding many stressed plants because of water restrictions, and the drought is having severe consequences for trees. The Division is seeing many dying trees and is preparing for eventually removing them and replacing them with more drought-tolerant species. Redwood trees all around the County are particularly vulnerable and will slowly die. They should not be replanted.

- New contracts with two tree care companies
  The Public Works Department recently awarded contracts to Davey Tree and to Professional Tree Care of California. Both companies have certified arborists on staff and each company's strengths complement the other's. Both these companies are skilled in tree care and selection and can advise the county on the kind of tree to replant when a tree comes down. The Grounds Division is working on removing the County's problem trees as well as those dying from drought. These companies have the knowledge, experience, and equipment to take down a tree, grind out the stump, prepare the ground, and plant the new tree.

  Both companies recycle trees into mulch and biofuel, and in addition, Professional Tree Care runs its own millworks where they recycle logs and trimmings into lumber.

- Gopher management
  Several years ago the Division used the Rodenator to remove gophers that were beginning to undermine the foundation at the Public Works Administration building on Glacier Drive in Martinez. This device creates an explosion underground and the concussion kills any nearby gophers. This treatment worked very well and no new gophers have been seen at the Administration building. However, this device sounds like a gunshot and can be quite disturbing to nearby building occupants and County residents.

  The Eliminator for managing gophers

  This year the Division hired a contractor with a device that suffocates gophers by injecting CO_2 into their burrows. This treatment worked well but cost about $300/application. The Division has now purchased its own CO_2 device, called the Eliminator. Because of

understaffing and underfunding, the Division has largely ignored gophers for many years. Staff will now use the Eliminator to reduce the gopher population around County buildings without having to use rodenticides.

- Pesticide use
  Four years ago, the Grounds Division consciously decided not to use any insecticides, miticides, fungicides, or rodenticides in their work. The Division has chosen to manage arthropod pests and plant diseases in County landscapes solely with good horticultural practices. If plants are severely affected, they are removed.

  Herbicides are the only pesticide used by the Division, and this year, their use has increased by 115 lbs. As noted last year, the Division is continuing to try to improve the condition of many of the County's properties in order to move away from crisis management and back to preventive maintenance. For a number of years the lack of funding made it impossible to properly manage weed problems around County buildings and in the Special Districts the Division is responsible for. Weeds that are left unmanaged for years produce huge amounts of seed that make the weed problem increasingly worse from year to year. As long as funding and labor remain below adequate levels, the Division will probably continue to use at least this level of herbicide because herbicide applications are substantially cheaper than other management methods that require more labor time.

Grounds Division Challenges

- Inadequate staffing for the Grounds Division
  Last year the Division was given permission to hire 4 permanent and 6 temporary workers. These personnel have not been hired yet because understaffing at the County's Human Resources Department is causing hiring bottlenecks throughout out the County. The Division still needs at least one more lead gardener, but this position will not funded until FY15-16 at the earliest.

- Inadequate funding to license all grounds staff
  It would be ideal to have all members of the grounds crew licensed by the Department of Pesticide Regulation; however, it would be extremely difficult to pay for the fees and their time to attend continuing education classes to maintain their licenses. Currently, staff who do apply herbicides and are not licensed must apply herbicides under the supervision of one of the three licensed staff members.

Public Works Department Roadside and Flood Control Channel Maintenance Division

IPM Program Highlights

- The Division participated in various aspects of the work undertaken by the three subcommittees of the IPM Advisory Committee.

- Staff participated in the annual habitat assessment refresher training
  This year, 40 Public Works Maintenance employees attended the annual refresher training in habitat assessment for endangered and threatened species in order to comply with the California Department of Fish and Wildlife (CDFW) Routine Maintenance Agreement (RMA). The RMA stipulates that before work can commence in an area, an assessment must be conducted to identify endangered species habitat. In FY 13-14 crews that were trained to identify potential habitat spent a total of 355 hours performing habitat assessments. As endangered species are identified, they are reported to CDFW, which then provides County staff with guidelines to move forward with work. These guidelines may include full time monitoring of the jobsite by a professional biologist.

- Flood control vegetation and erosion management using California natives
  The County Flood Control District is partnering with Restoration Trust, an Oakland-based non-profit organization promoting habitat restoration and stewardship, in a native planting experiment along Clayton Valley Drain (near Hwy 4 adjacent to Walnut Creek). The study involves three 20´ x 20´ test plots and

Clayton Valley Drain showing creeping wild rye plants (green) in among the dry annual grass weeds

one control plot that will compare the survival of two California natives: Santa Barbara sedge, (C*arex barbarae*) and creeping wild rye (*Leymus triticoides*). Planting was completed in December 2013. Santa Barbara sedge was planted on the lower terrace near the creek and the creeping wild rye was planted on the slopes of the channel.

These species spread from underground rhizomes that anchor the soil and thus provide erosion control. They are perennial species that stay green year around and thus are resistant to fire. The plants are compatible with flood control objectives since they do not have woody stems, and during flood events, they lie down on the slope, thereby reducing flow impedance. They are not sensitive to broadleaf-specific herbicides, and unlike non-native annuals, they provide carbon sequestration and remove as much as ½ ton of carbon per acre per year.

Restoration Trust will monitor these plots until 2018 to assess native plant survival and the degree to which they compete with the non-native annual species. In their first annual report, Restoration Trust noted that the 2013-2014 winter was extremely dry with rainfall only 60% to 65% of normal. The County Flood Control District managed and funded watering the plots through February. Without this effort, the plants would likely have died. Restoration Trust monitored the area in spring and summer of 2014 and found that given the lack of rainfall, the site in general is doing adequately. It may be necessary to replant the Santa Barbara sedge near the creek.

84 Lumber Ditch in Martinez before goats

- <u>Grazing as a vegetation management tool – lessons learned</u>
  Using grazing as a management tool is complicated and very dependent on site-specific conditions. Grazing is not appropriate in all situations and could not, for instance, be used on the side of County roads without endangering both the animals and motorists. Many factors raise or lower the cost of grazing, including the size of the parcel (at larger sites the cost of moving the goats in and out is spread over a number of acres), whether the animals can easily enter the site, the amount of fencing necessary, how many times the animals must be moved within the job site and the ease with which that can be done, whether water is available or must be trucked in, and the season in which the animals are being used (costs are lower when demand is lower, e.g., in fall and winter).

84 Lumber Ditch in Martinez after goats

By taking all of the above factors into consideration, the Division is beginning to use grazing more effectively and economically. The Division has found that the following situations are ideal for meeting fire prevention standards with grazing:

1. Sensitive sites with endangered or threatened species where mowing could kill animals and where herbicides are restricted
2. Sites where access is difficult for people or machines
3. Sites with steep slopes or uneven terrain that would have to be mowed by hand and that present dangerous working conditions for staff
4. Sites that are too wet for either hand or machine mowing

Fire prevention weed abatement is time-sensitive and must be finished by June 1 or earlier to prevent incurring fines from the Fire District.

Cost of Peak Season Grazing for Fire Prevention

Fiscal Year	Acres Grazed	Total Cost for All Acres Grazed	Cost/Acre
12-13	74	$88,100	$1190
13-14	113	$123,660	$1094

- Off season grazing
  In late summer of 2013 (FY 13-14), the Division used goats to graze 162 acres of the Walnut Creek flood control channel. This year (FY 14-15) the Division grazed 209 acres of Walnut and Grayson Creeks in late summer/early fall. This off season grazing benefits both the County and the grazer. It is less costly for the County because demand for grazing is low in the off season, and it provides forage for the grazing contractor (their animals must be fed in the off season as well).

  Weed abatement in flood control channels in the off season has goals and benefits that are somewhat different from weed abatement to conform to fire regulations. The reduction of vegetation
  1. lessens the late-season fire danger in the channels,
  2. allows for a more thorough inspection of the channels to comply with Army Corp of Engineers maintenance standards,
  3. reduces obstacles in the channels that could impede the flow of water during a rain event, and
  4. reduces cover and thus discourages homeless encampments.

  The cost/acre of off season grazing is considerably less than peak season (spring or summer) grazing: an average of $230/acre in FY 13-14 and $171/acre in FY 14-15.

Cost of Off Season Grazing

Fiscal Year	Acres Grazed	Total Cost for All Acres Grazed	Cost/Acre
13-14	162	$37,302	$230
14-15	209	$35,802	$171

- Grazing challenges
  The Division is becoming more skilled at picking the best locations for goat grazing. One to two acre sites are not economical because of the cost of getting the animals in and out. Unfenced areas along roadsides are not appropriate because of safety issues and because of the cost of fencing off a narrow band of land and continually moving animals along the road. In the winter, grazing animals cannot be used on the rain softened creek banks and the ground adjacent to the banks because of the danger of causing erosion.

- Grazing is one tool in the IPM toolbox
  Grazing is now one of the Division's established tools for vegetation management. Grazing is not appropriate in every situation, but its use by the Division has been expanding and evolving to include quite a number of different objectives. In the years to come, the Division will continue to refine the decision making process for deploying grazing in order to increase effectiveness and economy.

- Multi-year grazing study coming to a close
  The Contra Costa County Flood Control and Water Conservation District (Flood Control District) conducted the third year of a three year streambank vegetation management study comparing herbicide

application with grazing of sheep and/or goats. The study is examining the safety, costs, and efficacy of each method to meet the Flood Control District's vegetation management goals for the streambanks and floodplains of their engineered stream channels.

Although both sheep and goat grazing were effective in initially reducing vegetation to 4- 6" in height along the flood plain and streambanks, the vegetation in the floodplain grew back over the summer. Since this re-growth remained green throughout the summer, it did not pose a fire risk. Grazed plots also experienced an increase in native grass cover compared to the plot treated with herbicides.

Water quality has not been degraded by either grazing or herbicide applications. Herbicide chemicals were not detected in stream samples after application. Most nutrients were not detected during grazing treatments, and bacteria did not exceed water quality standards during or after grazing; however, enterococci values were higher this year, possibly due to drought conditions. Turbidity did not exceed water quality standards during either grazing or herbicide application.

More erosion features occurred in the grazing test plots than in the herbicide plots, plus more erosion areas appeared this year than last.

Staff at the County Watershed Program and LSA Associates are preparing the final report covering the entire study. The final report will be completed in January, 2015.

- Buffer zones for certain pesticides enjoined by the courts continue to be observed
  Several lawsuits brought by environmental organizations against the EPA have been temporarily settled by the delineation of buffer zones in and around habitat for a number of endangered or threatened species in the Bay Area. The Department continues to work within the guidelines of the injunctions to assess work sites and implement buffer zones before using any of the enjoined pesticides.

Roadside and Flood Control Maintenance Division Challenges

- Cost implications of regulations
  Compliance with RMA requirements has considerable cost implications. As mentioned above, work within CDFW jurisdiction requires a habitat assessment prior to start of work so that endangered species are not harmed. Crews again identified endangered species at a couple of job sites and consultation with CDFW resulted in using alternative work methods that were more costly.

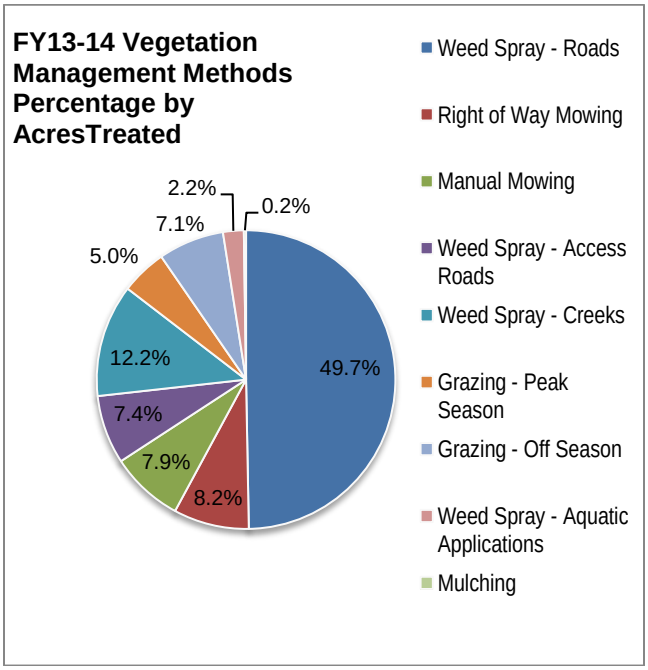
- Cost implications of various management techniques
  In FY 13-14, 67% of the Division's expenditures on vegetation management was spent on non-chemical treatment methods, while the number of acres treated non-chemically was 28% of the total acres treated (see the chart on the next page for details).

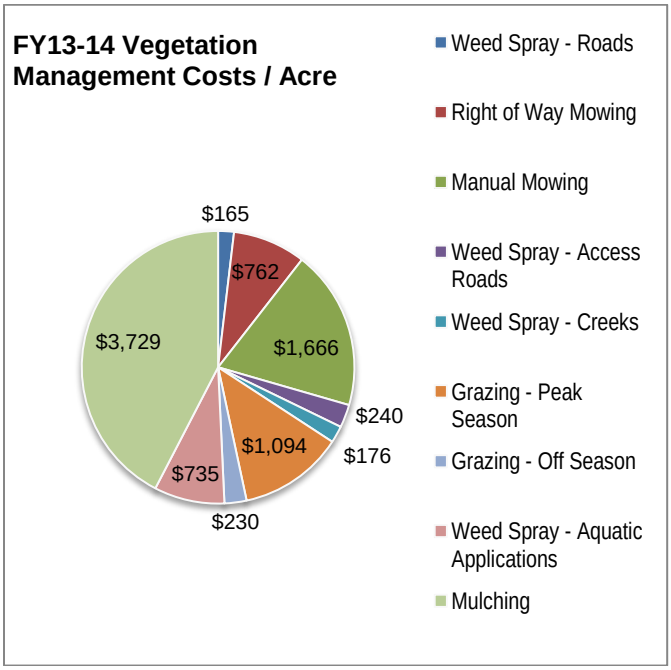
A Cost Comparison of Vegetation Management Methods for Roadsides and Flood Control Channels Fiscal Year 2013-2014

Vegetation Management Method	Acres Treated	% of Total Acres Treated	Total Cost for all acres treated	Cost/Acre	% of Total Cost for all acres treated
Weed Spray - Roads	1130	49.70%	$186,095	$165	19.90%
Right of Way Mowing	186	8.20%	$141,712	$762	15.10%
Manual Mowing	180	7.90%	$299,907	$1,666	32.10%
Weed Spray - Access Roads	169	7.40%	$40,547	$240	4.30%
Weed Spray - Creeks	277	12.20%	$48,770	$176	5.20%
Grazing – Peak Season	113	4.97%	$123,660	$1,094	13.22%
Grazing – Off Season	162	7.13%	$37,302	$230	3.99%
Weed Spray - Aquatic Applications	51	2.20%	$37,487	$735	4.00%
Mulching	5.4	0.20%	$20,136	$3,729	2.20%
Totals	2273.4		$935,616		

NOTE: The cost figures above for each method include labor, materials, equipment costs, contract costs (for grazing), and overhead, which includes training, permit costs, and habitat assessment costs. Licensing costs for staff members are paid by the individual and not by the County. The cost of the Vegetation Management Supervisor when he supervises work is not included in any of the figures, but is comparable among the various methods.

With limited budget, staff, and equipment, the Division must make strategic decisions about where to deploy their resources in order to meet their mandates of managing vegetation for fire and flood prevention and road safety. The Division is managing weeds in a biological system, and factors such as weather, weed growth patterns, timing for optimum weed susceptibility to the treatment method, and threatened and endangered species issues must also be factored into management decisions. The pie charts below further illustrate the cost of various management techniques and show how the Division has allocated resources.





Note: The legend to the right of each pie chart identifies slices starting from 12 o'clock and continuing clockwise.

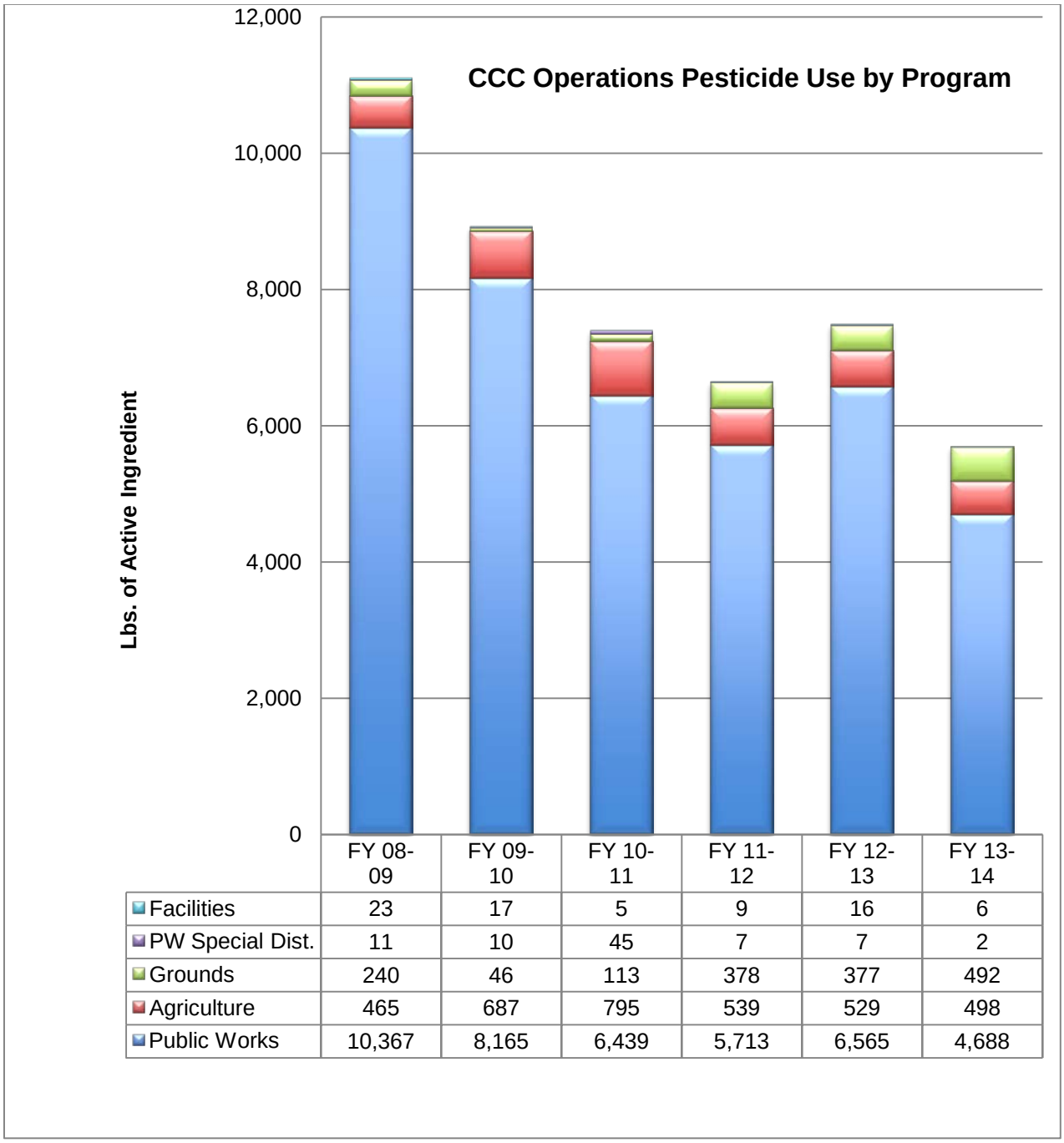
- Weather
  Mowing, as well as the application of herbicides, to manage weeds is highly dependent upon weather conditions. Weather can affect when herbicides can or must be applied and can also affect when mowing can or should occur. Weather can substantially alter the size of the weed load or its distribution over time. The Department has a limited capacity to use mowing because of a number of factors including vacancies in vegetation management staff, the Department's limited budget for weed abatement, and the limited number of tractor mowers (two). The Department faces a continued challenge of balancing the use of herbicides to control weed growth with the Department's capacity to mow or to graze with goats or sheep within the confines of the budget and the timeline to prevent fires.

  Using mowers during hot, dry weather also poses a hazard of its own: sparks caused by the metal mower blades striking rocks or metal debris can ignite tinder-dry grass.

- Staffing
  The Vegetation Management crew is still understaffed with only three personnel as compared to a staff of six five years ago.

Pesticide Use by Contra Costa County Operations

Starting in FY 00-01, the IPM Task Force annually reported pesticide use data to the Transportation, Water, and Infrastructure Committee for the County departments involved in pest management. The IPM Coordinator has continued this task. Below is a bar chart of pesticide use over the last 6 years. For information on pesticide use reporting and for more detailed pesticide use data, see Attachment C and the separate County Pesticide Use Spreadsheet.



	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14
Facilities	23	17	5	9	16	6
PW Special Dist.	11	10	45	7	7	2
Grounds	240	46	113	378	377	492
Agriculture	465	687	795	539	529	498
Public Works	10,367	8,165	6,439	5,713	6,565	4,688

Increase in Pesticide Use by the Grounds Division

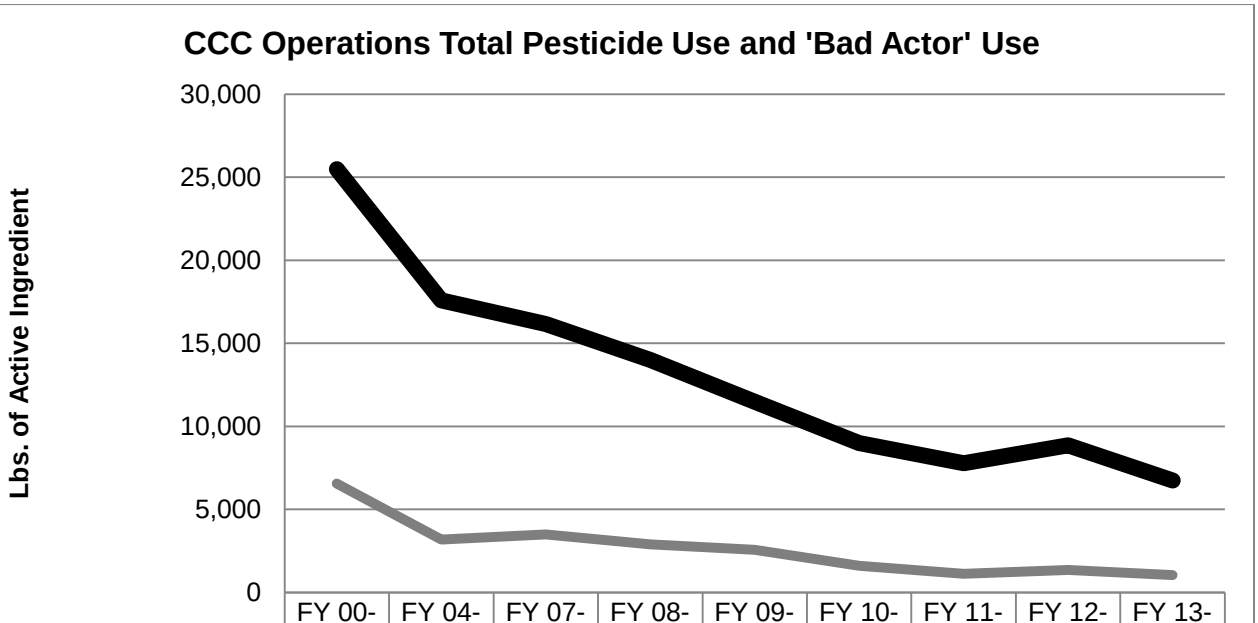
In FY 13-14 the Division's pesticide use increased by 115 pounds of active ingredient. Herbicide use (the Division only uses herbicide) is increasing as the Division tries to manage properties that have been neglected for years and have had no weed management at all. Over the years the weed seed bank at each property has increased tremendously. The Division is trying to gradually decrease the weed populations in order to return to preventive maintenance for weeds rather than crisis management.

Concern about "Bad Actor" Pesticides

There has been concern among members of the public and within the County about the use of "Bad Actor" pesticides by County departments. "Bad Actor" is a term coined by the Pesticide Action Network (PAN) and Californians for Pesticide Reform to identify a "most toxic" set of pesticides. These pesticides are at least one of the following: known or probable carcinogens, reproductive or developmental toxicants, cholinesterase inhibitors, known groundwater contaminants, or pesticides with high acute toxicity.

Parents for a Safer Environment has requested that additional pesticides be reported as "Bad Actors", but after studying this request and consulting Dr. Susan Kegley, who was instrumental in developing the PAN pesticide database, the IPM Advisory Committee decided that the County will report as "Bad Actor" pesticides only those that are designated as such in the PAN database.

The County's use of these particular pesticides has decreased dramatically since FY 00-01 as shown in the chart below. Of the 31 "Bad Actor" pesticides used by the County since 2000, 22 have been phased out and one more is in the process of being phased out. In addition, two other pesticides that are not designated as "Bad Actors" by the Pesticide Action Network are being phased out because the County feels they are particularly problematic.



	FY 00-01	FY 04-05	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14
Total Use	18,939	14,396	12,669	11,106	8,925	7,397	6,646	7,495	5,685
Total Bad Actors	6,546	3,183	3,494	2,899	2,556	1,596	1,126	1,353	1,043

Rodenticide Use

The Department of Agriculture uses rodenticide for ground squirrels whose burrowing threatens critical infrastructure in the County, such as roads, levees, earthen dams, and railroad embankments. Special Districts uses rodenticides for gophers, moles, and voles at Livorna Park and around the playing field at Alamo School.

"First generation" vs. "second generation" anticoagulant rodenticides

Anticoagulants prevent blood from clotting and cause death by internal bleeding. In small doses they are used therapeutically in humans for a number of heart ailments. Vitamin K_1 is the antidote for anticoagulant poisoning, and is readily available. (There are some types of rodenticides for which there is no antidote.)

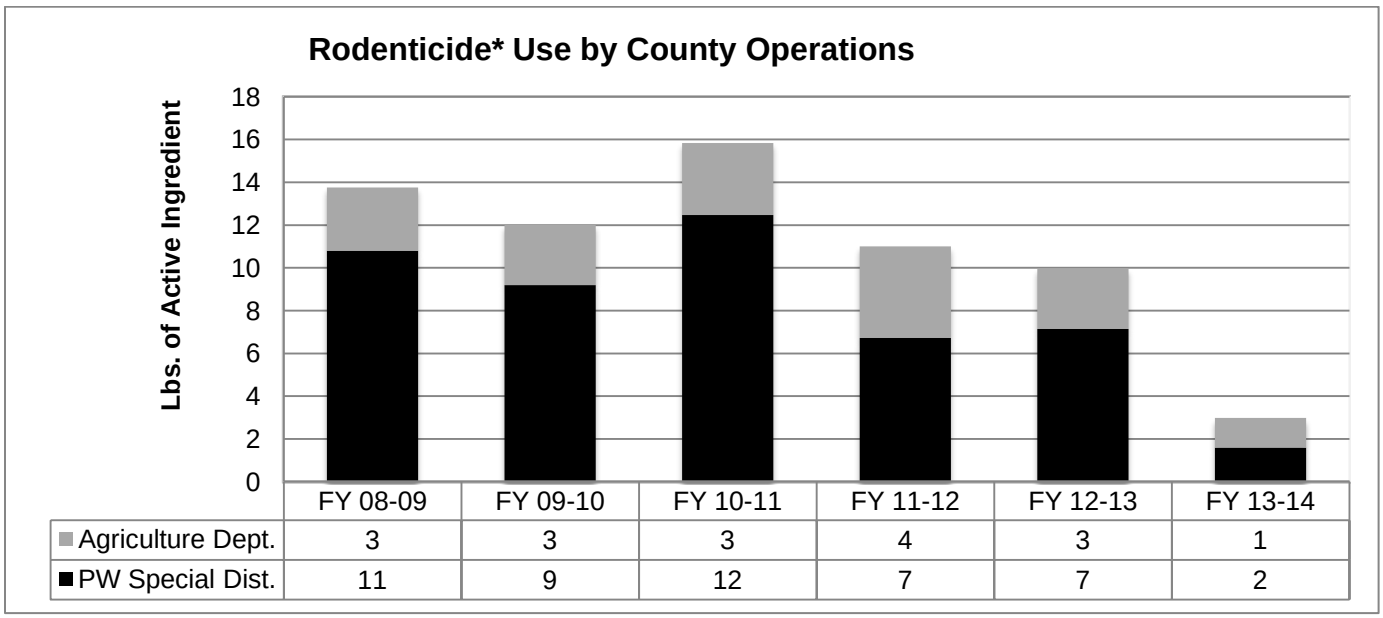
When anticoagulant rodenticides are necessary, the County uses first generation anticoagulant baits. First generation anticoagulants require multiple feedings over several days to a week to kill.

Second generation anticoagulants are designed to kill after a single feeding and pose a greater risk to animals that eat poisoned rodents. If the rodent continues to feed on a second generation anticoagulant after it eats a toxic dose at the first meal, it may build up more than a lethal dose in its body before the clotting factors run out and the animal dies. Residues of second generation anticoagulants may remain in liver tissue for many weeks. Because rodents poisoned by second generation anticoagulants can carry a heavier load of more toxic poison that persists in their bodies for a long period of time, the risk of death is increased for a predator that eats rodents poisoned by second generation anticoagulants.

The first generation materials are cleared much more rapidly from animal tissues and have a much reduced potential for secondary kill when compared to second generation materials. However, the first generation anticoagulants can also kill animals that eat poisoned rodents.

As noted earlier in this report, the Agriculture Department has revised its ground squirrel baiting procedure to reduce the amount of treated grain used. Because of this change, the Department's use of diphacinone active ingredient went from 3 lbs. last year to 1 lb. this year. The Agriculture Department also mitigates the risk of secondary poisoning by performing carcass surveys in all areas treated with anticoagulants whether or not it is required by endangered species restrictions.

Below, rodenticide use has been plotted separately from other pesticides used by the County.



	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14
Agriculture Dept.	3	3	3	4	3	1
PW Special Dist.	11	9	12	7	7	2

* The Agriculture Department uses primarily diphacinone treated grain bait, but also some gas cartridges as fumigation agents that are included here as rodenticides.

More than 99.7% of the rodenticide used by Special Districts is aluminum phosphide, which is a fumigant and not an anticoagulant rodenticide. This year, only a 4 thousandths of an ounce of anticoagulant rodenticide active ingredient was used by Special Districts.

Trends in Pesticide Use

A change in pesticide use from one year to the next does not necessarily indicate a long-term trend. Long-term trends are more meaningful than short-term changes. It is important to understand that pesticide use can increase and decrease depending on the pest population, the weather, the invasion of new and perhaps difficult to control pests, the use of new products that contain small percentages of active ingredient, the use of chemicals that are less hazardous but not as effective, the addition or subtraction of new pest management projects to a department's workload, and cuts to budgets or staff that make it difficult or impossible to use alternate methods of control.

The County's pesticide use trend follows a trend typical of other pollution reduction programs. Early reductions are dramatic during the period when changes that are easy to make are accomplished. When this "low-hanging fruit" has been plucked, it takes more time and effort to investigate and analyze where additional changes can be made. The County is entering this period, and if further reductions in pesticide use are to be made, it will require time for focused study and additional funding for implementation.

Departmental Integrated Pest Management Priorities For 2015

Agriculture Department Priorities for 2015

- Continue the County's highly effective Noxious Weed Program
  Contra Costa's Noxious Weed Program has been in operation for 34 years. The Agriculture Department will be making some changes to the program in the coming years. The Department will not be taking on new weed projects, but will try to maintain what was previously achieved. The Department has been meeting with its partners, the Natural Resource Conservation Service and the Resource Conservation District to develop a new plan for the future. This will include having lessees develop better weed management plans and do more of their own weed work. The Agriculture Department will probably move to a more advisory role, but staff will continue to survey for "A" rated noxious weeds and perform identification.
- Continue attending IPM training and sharing the information with other Departments
  The Agriculture Department will continue to have staff attend outside IPM seminars and training sessions given on a variety of pest management issues. The Department will develop a training database so that personnel who return from IPM seminars and workshops can store training and outreach materials in a way that will be easily accessible to other County staff members. In addition, each staff person involved with pest management attends annual pesticide safety training.

Public Works Department Priorities for 2015

Facilities Division

- Continue working to fix structural deficiencies in County buildings
- Continue monitoring the bed bug situation in County buildings and providing awareness training if necessary

Grounds Division

- Continue removing hazardous trees and trees killed by the drought; where appropriate and where there is funding, trees will be replaced with drought tolerant species
- Continue diverting as much green waste as possible from the landfill by chipping prunings and using the material in place
- Continue to use woodchip mulch from tree companies as a weed suppressant wherever possible
- Continue to hand weed wherever and whenever possible; using mulch facilitates hand weeding
- Continue to educate the public to help them raise their tolerance of weeds
- Continue to conserve water as much as possible
- Continue to raise the level of service on County property

Roadside and Flood Control Maintenance Division

- Explore options to reduce grazing costs
  The Department will continue working with grazing contractors to develop a procedure to use goats and/or sheep during off peak seasons at a reduced cost in areas such as detention basins, flood control channels, and other secure locations.

- Continue to collect data from the two spray trucks equipped with data collectors and analyze data to ensure accuracy and usability of information.

- Continue to refine IPM practices
  The Vegetation Manager will continue to refine the Department's IPM practices and investigate new methods of weed control. With the successful grazing by goats and sheep along Walnut Creek, the Vegetation Manager will explore the feasibility of reseeding with a native rye grass in an effort to choke out fire prone weeds such as wild oats.

Attachment A. Pest Management Decision Making Documents

Contra Costa County

DECISION DOCUMENTATION for WEED MANAGEMENT: Artichoke Thistle

Date: 8/5/2014

Department: Agriculture

Location: Countywide

Situation: Artichoke thistle infestations throughout the County that threaten agricultural land, open space and wildlands.

What are the management goals for the weed?	Eradication in Contra Costa County and prevention of re-establishment. As properties become less infested, the Department adds new acreage that has not previously been treated.	
How often is the site monitored?	All historically treated artichoke thistle sites are monitored at least once a year. Currently the Department surveys over 220,000 acres (mostly private land, regional open space and parklands) each year. This monitoring includes the hundreds of acres that the Department has treated in past years. Previously treated sites are monitored because it can take in excess of 20 years to eradicate an infestation because of the residual seed bank longevity. This figure is far greater than many published estimates of 5 or more years; however, the Department's monitoring records and experience confirm the higher figure.	
Weeds have been identified as the following:	**Weed**: Artichoke thistle (*Cynara cardunculus*). It is a wild, non-native form of the cultivated globe artichoke. **Family**: Asteraceae **Habitat**: Open sites in grassland, pasture, chaparral, coastal sage scrub, riparian areas and abandoned agricultural fields. Often associated with areas impacted by historic or recent overgrazing. Grows best on deep clay soils. Does not tolerate heavy shade. **Origin**: Native to the Mediterranean region **Photos**: See page 5 **Weedy characteristics**: Highly invasive perennial that forms a deep fleshy taproot in the first year right after the cotyledon stage and before the rosette stage; roots can eventually reach 8 ft.; mature plants produce 100s of seeds that can remain viable for 15 to 20 years or more; formidable spines on the leaves and stems and on the bracts around the flowers impede the movement of livestock and make it impossible to hike through high densities of the plant; horses and cattle will not consume artichoke thistle and spines can cause injury to livestock; it has the potential to take thousands of acres of rangeland out of production through competition for space and soil moisture; dense colonies displace native vegetation and associated native animals, including endangered species, thus altering the natural environment of Contra Costa County. **CDFA Rating**: "B" (pest of known economic or environmental detriment and if present in California, is of limited distribution and is subject to action taken at the discretion of the County Agricultural Commissioner). This "B" rating actually reflects the fact that artichoke thistle has become too widespread and difficult to eradicate in many areas, and the authorities have opted for trying to prevent its spread and controlling it where feasible.	
Are populations high enough to require control? Explain	Yes. The Department's goal is eradication, and therefore the tolerance level is zero. In 1979, Contra Costa County was identified as one of the most heavily infested counties in the state. At that time, at least 100,000 acres of land were infested with artichoke thistle to one degree or another. Currently the Department estimates that only about 600 to 800 net acres are infested. Of that, 400 to 600 of those net acres have never been treated because of lack of resources at the Department.	
Is this a sensitive site?	Are any of the sites under management considered highly sensitive sites?	Yes

	Are any sites under management part of any of the court-ordered injunction?	Yes
	Are any of the sites known or potential habitat for any endangered or threatened species?	Yes
	Are any of the sites on or near an area where people walk or children play?	Yes
	Are any of the sites near a drinking water reservoir?	Yes
	Are any of the sites near a creek or flood control channel?	Yes
	Are any of the sites near crops?	Yes
	Are any of the sites near desirable trees or landscaping?	Yes
	Are any of the sites on soil that is highly permeable, sandy, or gravelly?	Yes
	At any of the sites, is the ground water near the surface?	Yes
	Are any of the sites near well heads? Restrictions are 100 ft around well heads.	Yes
Which cultural controls were considered?	**Mulching, weed barrier:** Not effective; not practical on rangeland and open space. **Planting Desirable Species:** Artichoke thistle does favor disturbed, open sites, so preventing overgrazing and keeping grasslands and other areas healthy and with dense plant cover could help *reduce* the invasion of artichoke thistle but will not control existing populations. Also, the Department has no control over the land stewardship practices at the sites it surveys and treats for artichoke thistle. **Burning:** Burning can be used to remove the above ground portions of the plant once it dries in the late summer, but burning will not control the plant, which will sprout from the root the next season. Burning may cause seeds in the seedbank to sprout, which could provide an opportunity for control of young plants, but the Fire Marshal and the Air District would not allow burning in the County. Even if burning were allowed by regulatory authorities, it would require considerable resources in time, money, and expertise not available to the Department, and ranchers and other landowners would most likely object. **CONCLUSIONS: None of these strategies is effective or practical.**	
Which physical controls were considered?	**Mowing by hand or by machine:** This is neither effective nor practical on rangeland and open space. **Digging by hand:** Digging the plant out is a viable option where only a few plants are involved, especially if they are in the seedling stage. In the first year, the plant forms an extensive taproot and the majority of this root must be removed in order to prevent resprouting. This method is extremely time- and resource-consuming because established plants must be dug out to a depth of 14-18 inches. When clay soils harden in the summer, this is an almost impossible task. It was used without success by East Bay Regional Park crews at Briones Regional Park after two previous years of herbicide treatment in the park by the Department. They found that the crews were not thorough in finding the artichoke thistles or in digging them out sufficiently deep enough to kill the plant. The Department was again brought in to resume their treatment program after the failure. **Discing or plowing:** Discing or plowing populations in wildlands or grazing lands is impractical and not advised by weed researchers. Although it is theoretically possible to exhaust the carbohydrate reserves of the plant's tuberous roots, this would require many years of continued effort and several carefully timed passes each season because artichoke thistle can resprout repeatedly. Discing and plowing also disturbs the soil and opens areas up to reinfestation by this species or others. Discing when seed is present increases infestation size. **Cutting flower stalks:** This can stop seed production in small populations where timely treatment is not possible, but will not control existing plants. **Grazing:** Cattle, sheep and horses generally avoid artichoke thistle because of its spiny foliage. Goat grazing can reduce seed production, but has not been shown to control the plant.	

	CONCLUSIONS: Mowing is not used because it is neither effective nor practical. Grazing is not an effective control and the Department does not have control over the management of the properties it surveys and treats. Digging by hand is too time consuming and expensive for the large number of acres involved in treatment, but it can be used in some selected sites if there are a very few artichoke thistle plants, especially if they are immature and if the site is particularly sensitive. In some areas, staff cut flower stalks if they encounter them when they are about to produce seed.
Which biological controls were considered?	**Biological controls available:** The artichoke fly (*Terellia fuscicornis*) was accidentally introduced into California, but is not a California Department of Agriculture (CDFA) approved biological control agent. Preliminary studies suggest that some native thistles (*Cirsium* spp.) may be vulnerable to attack by the fly. The fly's impact on artichoke thistle populations is unknown. Larvae feed only on mature flowerheads, thus commercial artichokes are not significantly affected since they are harvested while immature. This insect has not had any impact on artichoke thistle populations in Contra Costa County. **CONCLUSIONS: No effective biological controls are available**.
Which chemical controls were considered?	**Pre-emergent (residual) herbicide?** Yes **Post emergent (contact) herbicide?** Yes **Possible herbicide choices**: During many years of research, experience, and experimentation, including consulting the literature, researchers and colleagues about materials that are labeled for, and effective on, artichoke thistle, the Department has investigated the herbicide options listed below. The Department continues to consult researchers and colleagues, as well as new literature, to identify new choices that may be more effective or more environmentally friendly. **2,4-D**—The Department has not used this material for many years. It is only marginally effective, and there are safer and more effective alternatives. **Aminocyclopyrachor + chlorsulfuron**—This combination is not labeled for grazing lands and may suppress or injure certain annual or perennial grasses. Though effective, there are more environmentally friendly materials available for use on artichoke thistle. **Chlorsulfuron (Telar®):** This material kills many broadleaf plants and has a long soil residual. Though effective, there are more environmentally friendly materials available for artichoke thistle control, **Aminopyralid (Milestone®)**—This is a selective broadleaf herbicide generally safe on grasses. It has soil residual activity that will kill emerging seedlings. Rate: 5 to 7 oz. of product per acre. Timing: Pre and Post emergence in late winter or spring, ideally before bolting. Enjoined for endangered species? No Herbicide Resistance management group: O(4) **Clopyralid**—Aminopyralid has a longer soil residual and higher activity on artichoke thistle than clopyralid so this material is not used by the department. **Clopyralid + 2,4-D**—The Department has not considered this combination as it is felt by the department that there are safer and more effective materials available. **Dicamba type compounds** (for example, Clarity®)—These are very effective on emerged plants. They are selective to broadleaf plants and do not harm desirable grasses. They do not have soil residual properties and therefore are not effective on seedlings that emerge after treatment. Rate: 3 pints of product (Clarity®) per acre. Timing: Post emergence in late winter or spring, ideally before bolting but can be effective up to time of seed formation Enjoined for endangered species? No Herbicide Resistance management group: O(4) **Picloram**—Was used in the past and was very effective but is currently not registered for use in California.

	Triclopyr Amine—Though effective the department feels that there are more environmentally friendly materials available. Also some of these products are labeled "Danger" because they have the potential to cause permanent eye damage if the concentrated material enters the eyes of the applicator. **Triclopyr Ester**—This formulation of triclopyr is effective, however it has a high potential to harm non target and desirable vegetation including trees and thus will not be used by the department. **Triclopyr + 2,4-D**—Though effective there are more environmentally friendly materials available **Imazapyr**—Though effective there are more environmentally friendly materials available. This herbicide kills all vegetation and leaves bare earth. This leaves open areas where artichoke thistle or other weed seeds could sprout. **Glyphosate**—Effective and has a good toxicology profile; however, rangeland grasses are extremely sensitive to glyphosate thus damaging desirable rangeland forage and leaving open areas where artichoke thistle or other weed seeds could sprout. Rate: 2.4 to 3.2 quarts of product per acre. Timing: Post emergence in late winter or spring, ideally before bolting. Enjoined for endangered species? Yes, for California red legged frog Herbicide Resistance management group: G(9) **CONCLUSIONS: The department concluded that the least toxic and most efficacious materials are Milestone® (aminopyralid) and Clarity® (a dicamba type material). Often these materials are used together, though the Department is experimenting to determine the efficacy of aminopyralid-only treatments.** **Note: The Milestone®/Clarity® combination has been determined to be the safest and most effective treatment for both purple starthistle and artichoke thistle. This is fortunate as it saves much staff time in not having to change materials in areas where both of these species are found.** **Glyphosate is used in some sensitive areas such as where an artichoke thistle is in an orchard. It is also used on a property owned by the Town of Moraga and is sometimes used on artichoke thistle very late in the treatment season when plants are forming seed. Generally it is not the material of choice because it kills any desirable grass that is contacted by the material. Therefore, the general window of use is after the grasses dry out. This is a very short window of time in the very late spring. Glyphosate is a listed active ingredient in the California red-legged frog injunction. Use of glyphosate is restricted in specific, listed geographical areas, but there is a partial program exclusion for public agency run invasive species and noxious weed programs. Use around aquatic features in listed geographic areas in these programs is limited to hand held equipment, and herbicides cannot be applied within 15' of such features.** **Chlorsulfuron (Telar®) is sometimes used, but only when there is residual in the tank from treatment of perennial pepperweed or hoary cress, or if there are occasional artichoke thistles mixed in when treating these other two noxious weeds.**
Are adjuvants (drift retardants, surfactants, water conditioners, etc) used with any of the herbicides? If so, explain the choices.	Yes. Pro-tron®, a hydrolyzed vegetable oil adjuvant product, is added to the herbicide mix. Pro-tron® helps to break water tension and thus increase the efficacy of the herbicide on the plant surface. It also helps with plant and soil penetration and drift reduction. It is labeled as a "Caution" material, safest of the three label categories. Other surfactants are available; however, most are labeled "Warning" or "Danger" due to potential eye damage if the concentrate is splashed into the eyes of the applicator.
Which herbicide application methods are available for this chemical?	**Methods available:** Broadcast spray from helicopter, 200 gallon spray rig mounted on a 4WD truck; spot spray (directed spray) from backpack **CONCLUSIONS: When the noxious weed program first began, helicopters were used to spray the extensive infestations of artichoke thistle. This has not been necessary for many years. The majority of plants are spot-treated by staff using backpack sprayers either as they hike or as they ride ATVs through infested areas. On properties that are new to the program and have heavy populations, staff generally use a 200 gallon spray rig mounted on a 4WD truck and pull hose to reach infestations. The spray is directed only to the infested areas of the property.**
What factors were considered in choosing the pesticide application	The size of the noxious weed infestation and its location are the most important factors in considering the application method. The Department has limited resources and staff, and a limited window in the spring when treatment is most effective. The Department also considers safety to the applicator, to the environment, to non-

method?	target species and threatened and endangered species. It also considers the effectiveness of the method and the cost to the Department.
What weather concerns must be checked prior to application?	Wind is the primary concern. It can carry the herbicide off-site to non-target or sensitive areas. Mitigations such as using a very coarse spray and holding the backpack spray nozzle into the plant are used when wind is a concern. Materials used are rainfast in a relatively short time: one to two hours for Milestone® and Clarity® and about four hours for Roundup®. For Milestone®, rain anywhere from a few hours to a few weeks after treatment is desirable as it sets the material in the soil, which is needed to take advantage of the pre-emergent qualities of this product.
References	DiTomasso, Joseph M., et al. 2013. Weed control in Natural Areas in the Western United States. Univ. of CA WRIC. Bossard, Carla C., J.M. Randall, and M.C. Hoshovsky. 2000. Invasive Plants of California's Wildlands. U.C. Press, Berkeley. Cal IPC Artichoke thistle plant profile. http://www.cal-ipc.org/ip/management/plant_profiles/Cynara_cardunculus.php. Web page accessed 3/31/14.

Moraga Infestation

Rosettes

Wildcat Canyon, EBRPD

Wildcat Canyon, EBRPD

Pesticide Profile for: Aminopyralid (Milestone®)

Note: Environmental fate and ecological toxicity studies are all performed with the technical grade active ingredient (as opposed to formulated product). Technical grade active ingredient is also used in evaluating carcinogenic potential. Human health-related acute toxicity studies [toxicity via ingestion, dermal exposure, and inhalation and eye irritation, skin irritation, and skin sensitization (allergic response)] are performed using the formulated product typically on rats or rabbits.

Active Ingredient	Aminopyralid Triisopropanolamine salt (40.6% in formulated product, Milestone)
Injunction Restrictions	None
Signal Word	Caution
Federally, State, or Locally Restricted Use Material	No
Cancer	Not listed
Prop 65	Not listed
Known Groundwater Contaminant (DPR 6800a list)	No Has the potential to move into groundwater (6800b list); however, it has never been detected in groundwater when used as labeled, and field experiments showed limited movement in the soil profile.
Mammalian Hazard	Tests were done with technical grade aminopyralid acid and not formulated product. Acute oral LD_{50}: >5000 mg/kg in rats (practically non-toxic)
Bird Hazard	Tests were done with technical grade aminopyralid acid and not formulated product. Acute oral LD_{50}: >2250 mg/kg (practically non-toxic) Subacute dietary LC50: >5496 mg/kg (practically non-toxic)
Aquatic Organism Hazard	Tests were done with technical grade aminopyralid acid and not formulated product Fish: 96-hr LC_{50} >100 mg/l (practically non-toxic) Amphibian: 96-hr LC_{50} >95.2 mg/l (practically non-toxic) Crustacean: 96-hr LC_{50} >100mg/l (practically non-toxic) Mollusk: 96-hr LC_{50} >89 mg/l (slightly toxic)
Bee Hazard	Tests were done with technical grade aminopyralid acid and not formulated product. Acute contact LD_{50}: >100 ug/bee (practically non-toxic) Acute oral LD_{50}: >117 ug/bee (practically non-toxic)
Persistence	Moderate; half-life of 35 to >103 days. EPA notes that their modeling using the longest half-lives did not result in aquatic concentrations that approach levels-of-concern for aquatic animals and plants.
Soil Mobility	Aminopyralid is soluble in water and adheres poorly to soils with or without organic matter. Mobility hazard for aminopyralid is considered high (Thurston Co, WA aminopyralid review)
Use in County by the Agriculture Department	Noxious Weed Program
Method of Application	Back pack; Power sprayer with hand held hose and in certain situations using a boom
Cautions	Use precautions are general (protective gloves, eye protection, long sleeves)
Rate Used in Co.	0.5oz/3gallon backpack; 5-7oz/acre for spray rig applications
Sources	Label, MSDS, EPA registration and re-registration documents, carcinogen lists (from EPA, International Agency for Research on Cancer, National Toxicology Program), Prop. 65, California Department of Pesticide Regulation, Oregon State University Pesticide Properties Database, National Pesticide Information Center (Oregon State), Thurston Co. WA Terrestrial Pesticide Reviews, European Union, University of Hertfordshire, U.K. Pesticide Properties Database

Pesticide Profile for: Clarity®

Note: Environmental fate and ecological toxicity studies are all performed with the technical grade active ingredient (as opposed to formulated product). Technical grade active ingredient is also used in evaluating carcinogenic potential. Human health-related acute toxicity studies [toxicity via ingestion, dermal exposure, and inhalation and eye irritation, skin irritation, and skin sensitization (allergic response)] are performed using the formulated product typically on rats or rabbits.

Active Ingredient	diglycolamine salt of 3,6-dichloro-*o*-anisic acid (58.6% in formulated product: Clarity®) This is a dicamba type herbicide.
Injunction Restrictions	None
Signal Word	Caution
Federally, State, or Locally Restricted Use Material	Yes, for hazard to desirable plants
Cancer	US EPA Group D: Not classifiable as to human carcinogenicity
Prop 65	No
Known Groundwater Contaminant (DPR 6800a list)	Dicamba has not been found in ground water in California; however, it has the potential to move into groundwater (6800 b list). (see also Soil Mobility, below) The US Geological Survey monitored ground water at 2,305 sites in the US from 1992-1996 and dicamba was detected in 0.13% of sites. The highest concentration detected was 0.21ug/L. [from Pesticides in Ground Water of the United States, 1992-1996 in *Ground Water.* 2000. 38(6):858-863]
Mammalian Hazard	Acute oral LD_{50}: >2740 mg/kg in rats(practically non-toxic)
Bird Hazard	Acute oral LD_{50} = 968 mg/kg in bobwhite quail (slightly toxic)
Aquatic Organism Hazard	LC_{50}: 130 – 516 mg/L for formulated dicamba products with 24 to 96 hr exposure times for various fish (practically non-toxic) Clarity is high in hazard for aquatic plants.
Bee Hazard	>LD_{50} >100 ug/bee (practically non-toxic)
Persistence	Biotic or aerobic half-life is between 4 and 31 days (low to moderate persistence). Anaerobic half-life is 141 days (high persistence) Dicamba may volatilize slightly from plants and ground surface but that is not considered the major route of chemical dissipation or breakdown. Microbial activity is the primary route of degradation from soil. Laboratory and field studies show that dicamba is likely to break down in soil to half of its application concentration between one and 5 weeks. Dicamba is expected to degrade in aquatic systems even faster. The persistence hazard of dicamba is considered moderate. (Thurston Co, WA review of dicamba diglycolamine salt)
Soil Mobility	Low to medium leaching potential. Dicamba is mobile in soil but degrades rapidly. Low potential for runoff due to rapid degradation. (*Herbicide Handbook*, 9th Ed., Weed Science Society of America)
Use in County by the Agriculture Department	Noxious Weed Program
Method of Application	Back pack; Power sprayer with hand held hose and in certain situations using a boom
Cautions	Use precautions are general (protective gloves, eye protection, long sleeves) Respirator if used in a non-ventilated area
Rate Used in Co.	2oz/gallon for backpack sprayer; 3 pints/acre for spray rig applications
Sources	Label, MSDS, EPA registration and re-registration documents, carcinogen lists (from EPA, International Agency for Research on Cancer, National Toxicology Program), Prop. 65, California Department of Pesticide Regulation, Oregon State University Pesticide Properties Database, National Pesticide Information Center (Oregon State), Thurston Co., WA Terrestrial Pesticide Reviews, European Union, University of Hertfordshire, U.K. Pesticide Properties Database, *Herbicide Handbook*, 9th Ed. (2007) from the Weed Science Society of America

Pesticide Profile for: Roundup Pro Concentrate®

Note: Environmental fate and ecological toxicity studies are all performed with the technical grade active ingredient (as opposed to formulated product). Technical grade active ingredient is also used in evaluating carcinogenic potential. Human health-related acute toxicity studies [toxicity via ingestion, dermal exposure, and inhalation and eye irritation, skin irritation, and skin sensitization (allergic response)] are performed using the formulated product typically on rats or rabbits.

Active Ingredient	Glyphosate (50.2% in formulated product, Roundup Pro Concentrate)
Injunction Restrictions	60 ft. buffer around California red-legged frog habitat; 15ft buffer for noxious weed programs
Signal Word	Caution
Federally, State, or Locally Restricted Use Material	No
Cancer	Evidence of non-carcinogenicity in humans
Prop 65	Not listed
Known groundwater contaminant (6800a list)	No
Mammalian Hazard	Acute oral LD_{50} >5,000 mg/kg in rats and mice (practically non-toxic)
Bird Hazard	Acute oral LD_{50} >1,000 mg/kg (slightly toxic)
Aquatic Organism Hazard	Fish: LC_{50} 86mg/L (slightly toxic) Crustacean: LC_{50} 281 mg/L (practically non-toxic) Mollusk: LC_{50} >10 mg/L (slightly toxic)
Bee Hazard	LD_{50}>100 ug/bee (practically non-toxic)
Persistence	A typical field half life is 47 days. The median half life in water varies from a few days to 91 days. Glyphosate is expected to degrade to half of the applied concentration within 60 days.
Soil Mobility	K_{oc} = 24,000 (potential to leach into groundwater is extremely low), from the OSU Pesticide Properties Database
Use in County by the Agriculture Department	Noxious Weed Program
Method of Application	Spot treatment with a backpack sprayer.
Cautions	Normal applicator precautions include wearing a long-sleeved shirt and long pants, chemical-resistant gloves made of any water proof material.
Rate Used in Co.	2-3 oz/gallon for back pack sprayers (except 10.5oz/gallon for pampas grass); 2.4-3.2quart/acre for power spray rig
Sources	Label, MSDS, EPA registration and re-registration documents, carcinogen lists (from EPA, International Agency for Research on Cancer, National Toxicology Program), Prop. 65, California Department of Pesticide Regulation, Oregon State University Pesticide Properties Database, National Pesticide Information Center (Oregon State), Thurston Co., WA Terrestrial Pesticide Reviews, European Union, University of Hertfordshire, U.K. Pesticide Properties Database

Pesticide Profile for: Pro-tron® (adjuvant)

Note: Environmental fate and ecological toxicity studies are all performed with the technical grade active ingredient (as opposed to formulated product). Technical grade active ingredient is also used in evaluating carcinogenic potential. Human health-related acute toxicity studies [toxicity via ingestion, dermal exposure, and inhalation and eye irritation, skin irritation, and skin sensitization (allergic response)] are performed using the formulated product typically on rats or rabbits.

Active Ingredient	Vegetable oil ethoxylates, tall oil fatty acids (95% as formulated)
Injunction Restrictions	No
Signal Word	Caution (the lowest hazard level in EPA's labeling system)
Federally, State, or Locally Restricted Use Material	No
Cancer	No
Prop 65	Not Listed
Known Groundwater Contaminant (DPR 6800a list)	Not listed on the Department of Pesticide Regulation's Groundwater Protection list.
Mammalian Hazard	Acute oral LD_{50} >5,000 mg/kg (practically non-toxic). Direct skin contact irritation potential.
Bird Hazard	Not found
Aquatic Organism Hazard	Not found
Bee Hazard	Not found
Persistence	Low
Soil Mobility	Not expected to occur in use situations.
Use in County by the Agriculture Dept.	Generally used in all herbicide applications by the Department. Pro-tron® helps to break water tension and thus increase the efficacy of the herbicide on the plant surface. It also helps with plant and soil penetration and drift reduction.
Method of Application	Generally, backpack directed spot treatment. Some uses are by power sprayer using directed hand-held spray nozzles or boom spray to directed target area.
Cautions	Applicator is required to use gloves and eye protection when mixing and applying; do not spray desired vegetation
Rate Used in Co.	0.33 ounce of formulated product/gallon of water
Sources	Label, MSDS, EPA registration and re-registration documents, carcinogen lists (from EPA, International Agency for Research on Cancer, National Toxicology Program), Prop. 65, California Department of Pesticide Regulation

Contra Costa County

DECISION DOCUMENTATION for WEED MANAGEMENT: Purple Starthistle

Date: 8/6/2014

Department: Agriculture

Location: Countywide

Situation: Purple starthistle (*Centaurea calcitrapa*) infestations throughout the County that threaten agricultural land, open space and wildlands.

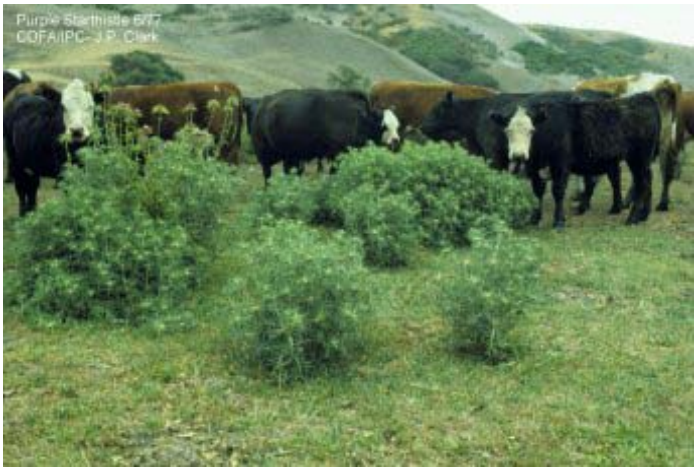
What are the management goals for the weed?	Eradication in Contra Costa County and prevention of re-establishment. As properties become less infested, the Department adds new acreage that has not previously been treated. In 2013 the Department surveyed 210 distinct properties that were previously infested with purple starthistle. Of these, 71 (over 30%) were free of purple starthistle and had been free of it for one or more years. This demonstrates the progress toward eradication that has been accomplished by the Department over the years of the program.
How often is the site monitored?	All historically treated purple starthistle sites are monitored at least once a year. Currently the Department surveys over 220,000 acres (mostly private land, regional open space and parklands) each year. Approximately 30,000 acres of the total was previously infested with purple starthistle or is under current management. Monitoring includes the hundreds of acres that the Department has treated in past years. Previously treated sites are monitored because it can take in excess of 15 years to eradicate an infestation due to the longevity of the residual seed bank. In addition, there is the chance of reinfestation. Fifteen years is far greater than many published estimates of 3 years; however, the Department's monitoring records and experience confirm the higher figure. The Department has found that it is important to monitor and treat missed plants a second time, usually in late May or June, as resources allow. This is especially so in areas of high suppression that are closer to eradication and are typically treated by back pack spot treatment. The second treatment is needed because it is very easy to miss some rosettes that later bolt and produce seed and because there can be late germinating seed.
Weeds have been identified as the following:	**Weed**: Purple starthistle (*Centaurea calcitrapa*) is an introduced invasive noxious weed. It is not known how it was introduced, though likely from contaminated seed imported from areas where it is native. It is a highly invasive, mostly a biennial (meaning it takes 2 years to mature) species but can also mature from seedling to mature plant in one season. It displaces annual grasses, desirable vegetation and wildlife and decreases the production value of agricultural land. It also has allelopathic properties (it produces chemicals that suppress the growth of other plants). Its formidable spines and high densities can be an impenetrable barrier to the movement of wildlife and livestock in open rangeland areas as well as to horses and hikers in parkland areas. Seed can remain viable in the soil for ten or more years. **Family**: Asteraceae **Habitat**: Open sites in grassland, pasture, riparian areas and abandoned agricultural fields. Often associated with areas impacted by historic or recent overgrazing. Grows best on deep fertile alluvial or clay soils. It has a long, sturdy tap root. It can form dense mounding stands if left unmanaged. It does not tolerate heavy shade. **Origin**: Native to the Mediterranean region of southern Europe and northern Africa **Weedy characteristics**: Highly invasive biennial that forms a deep taproot that can reach 3-4 feet in length; mature plants produce 1000s of seeds that, in the experience of the Department, can remain viable for 10 or more years; formidable spines on the bracts around the flowers do not fall off the plants in autumn making any forage that grows in among the plants in the winter inaccessible to livestock; dense, spiny stands to 4 feet tall impede the movement of humans, livestock and wildlife; horses and cattle will not consume purple starthistle; and the spines can cause injury to livestock. Purple starthistle has the potential to take thousands of acres of

	rangeland out of production through competition for space and soil moisture, and dense colonies displace native vegetation and associated native animals, including endangered species, thus altering the natural environment of Contra Costa County. **CDFA Rating**: "B" (pest of known economic or environmental detriment and if present in California, is of limited distribution and is subject to action taken at the discretion of the County Agricultural Commissioner). This "B" rating actually reflects the fact that purple starthistle has become too widespread and difficult to eradicate in many areas, and the authorities have opted for trying to prevent its spread and controlling it where feasible.	
Are populations high enough to require control? Explain	Yes. The Department's goal is eradication, and therefore the tolerance level is zero.	
Is this a sensitive site?	Are any of the sites under management considered highly sensitive sites?	Yes
	Are any sites under management part of any of the court-ordered injunction?	Yes
	Are any of the sites known or potential habitat for any endangered or threatened species?	Yes
	Are any of the sites on or near an area where people walk or children play?	Yes
	Are any of the sites near a drinking water reservoir?	Yes
	Are any of the sites near a creek or flood control channel?	Yes
	Are any of the sites near crops?	Yes
	Are any of the sites near desirable trees or landscaping?	Yes
	Are any of the sites on soil that is highly permeable, sandy, or gravelly?	Yes
	At any of the sites, is the ground water near the surface?	Yes
	Are any of the sites near well heads? Restrictions are 100 ft around well heads.	Yes
Which cultural controls were considered?	**Mulching, weed barrier:** Not effective; not practical on rangeland and open space. **Planting Desirable Species:** Purple starthistle favors disturbed, open sites, so preventing overgrazing and keeping grasslands and other areas healthy and with dense plant cover could help *reduce* the invasion of purple starthistle but will not control existing populations. The Department has no control over the land stewardship practices at the sites it surveys and treats for purple starthistle. **Burning:** Burning can be used to remove the above ground portions of the plant once it dries in the late summer, but burning will not control the plant, which will sprout from the root of first year plants the next season. Burning may cause seeds in the seedbank to sprout, which could provide an opportunity for control of young plants, but the Fire Marshal and the Air District would not allow burning in the County. If burning were allowed by regulatory authorities, it would require considerable resources in time, money, and expertise not available to the Department. Most of the infested areas within the county are infested in scattered patches or scattered plants so burning would result in removal of valuable range forage. **CONCLUSIONS: None of these strategies is effective or practical.**	
Which physical controls were considered?	**Mowing by hand or by machine:** This is neither effective nor practical on rangeland and open space. Rosettes are usually too low to be affected by mowing. **Digging by hand:** Chopping the plant off an inch or so below the surface will kill an individual purple starthistle plant. This is a viable option where only a few plants are involved and where the seedbank is small. **Discing or plowing:** Discing or plowing populations in wildlands or grazing lands is impractical and not advised by weed researchers. Discing and plowing also disturbs the soil and opens areas up to reinfestation by this species or others. It also results in wind erosion and erosion by water on sloped ground. Discing when seed is present increases infestation size and distribution. **Grazing:** Cattle, sheep and horses generally avoid purple starthistle because of its spiny florets. Goat grazing can reduce seed production, but has not been shown to control the plant.	

	CONCLUSIONS: Mowing is not used because it is neither effective nor practical. Grazing is not an effective control and the Department does not have control over the management of the properties it surveys and treats. Chopping by hand is too time consuming and expensive for the large number of acres involved in treatment, but it can be used in some selected sites if there are a very few plants and a diminished or non-developed seed bank.
Which biological controls were considered?	**Biological controls available:** There is no biocontrol organism for purple starthistle.
Which chemical controls were considered?	**Pre-emergent (residual) herbicide?** Yes **Post emergent (contact) herbicide?** Yes **Possible herbicide choices**: During many years of research, experience and experimentation, including consulting the literature, researchers and colleagues about materials that are labeled for purple starthistle, the Department has investigated the possible herbicide options listed below. The Department continues to consult researchers and colleagues, as well as new literature, to identify new choices that may be more effective or more environmentally friendly. **2,4-D**—The Department has not used this material for many years. It is only marginally effective, and there are safer and more effective alternatives. **Aminocyclopyrachor + chlorsulfuron**—This combination is not labeled for grazing lands and may suppress or injure certain annual or perennial grasses. Though effective, there are more environmentally friendly materials available for use on purple starthistle. **Chlorsulfuron (Telar®):** This material kills many broadleaf plants and has a long soil residual. Though effective, there are more environmentally friendly materials available for purple starthistle control. **Aminopyralid (Milestone®)**—This is a selective broadleaf herbicide generally safe on grasses. It has soil residual activity that will kill emerging seedlings. Rate: 5 to 7 oz. of product per acre. Timing: Pre and Post emergence in late winter or spring, ideally before bolting. This material is also effective on maturing plants into early flower stage. Enjoined for endangered species? No Herbicide Resistance management group: O(4) **Clopyralid**— This material is not used by the Department because aminopyralid has a longer desired soil residual and higher activity on plants that have bolted. **Clopyralid + 2,4-D**—The Department has not considered this combination as it is felt by the department that there are safer and more effective materials available. **Dicamba type compounds** (for example Clarity®)—These are broadly very effective on emerged seedlings to matured plants. They are selective to broadleaf plants and do not harm desirable grasses. They do not have soil residual properties and therefore are not effective on seedlings that emerge after treatment. Rate: 3 pints of product (Clarity®) per acre. Timing: Post emergence in late winter or spring, ideally before bolting but can be effective up to time of seed formation Enjoined for endangered species? No Herbicide Resistance management group: O(4) **Triclopyr Amine**—Though effective, the department feels that there are more environmentally friendly materials available. Also some of these products are labeled “Danger” because they have the potential to cause permanent eye damage if the concentrated material enters the eyes of the applicator. **Triclopyr Ester**—This formulation of triclopyr is effective, however it has a high potential to harm non target and desirable vegetation including trees and thus will not be used by the Department. **Triclopyr + 2,4-D**—Though effective, there are more environmentally friendly materials available. **Imazapyr**—Though effective, there are more environmentally friendly materials available. This herbicide kills all vegetation and leaves bare earth. **Glyphosate**—Effective and has a good toxicology profile; however, rangeland grasses are extremely

	sensitive to this material. Glyphosate damages desirable rangeland forage and leaves open areas where other noxious or undesirable weed seeds could sprout. Rate: 2.4 to 3.2 quarts of product per acre. Timing: Post emergence in late winter or spring, ideally before bolting. Enjoined for endangered species? Yes, for California red legged frog. Herbicide Resistance management group: G(9) **CONCLUSIONS: The department concluded that the least toxic and most efficacious materials are Milestone® (aminopyralid) and Clarity® (a dicamba type material). Often these materials are used together, though the Department is experimenting to determine the efficacy of aminopyralid-only treatments.** **Note: The Milestone®/Clarity® combination has been determined to be the safest and most effective treatment for both purple starthistle and artichoke thistle. This is fortunate as it saves much staff time in not having to change materials in areas where both of these species are found.** **Glyphosate is used in some sensitive areas such as when purple starthistle is found in an orchard. It is also used on a property owned by the Town of Moraga and is sometimes used on purple starthistle very late in the treatment season when plants are forming seed. Generally it is not the material of choice because it kills any desirable grass that the material contacts. Therefore, the general window of use is after grasses dry out. This is a very short window of time in the very late spring. Generally the Department feels that Milestone and Clarity have less impact on the environment in rangeland and pasture use areas. Glyphosate is a listed active ingredient in the California red-legged frog injunction. Use of glyphosate is restricted in specific, listed geographical areas, but there is partial program exclusion for public agency run invasive species and noxious weed programs. Use around aquatic features in listed geographic areas in these programs is limited to hand held equipment, and herbicides cannot be applied within 15' of such features.** **Chlorsulfuron (Telar®) is sometimes used, but only when there is residual in the tank from a nearby treatment of perennial pepperweed or hoary cress; or if occasional purple starthistle is mixed in when treating these other two noxious weed types.**
Are adjuvants (drift retardants, surfactants, water conditioners, etc) used with any of the herbicides? If so, explain the choices.	Yes. Pro-tron®, a hydrolyzed vegetable oil adjuvant product, is added to the herbicide mix. Pro-tron® helps to break water tension and thus increase the efficacy of the herbicide on the plant surface. It also helps with plant and soil penetration and drift reduction. It is labeled as a "Caution" material, safest of the three label categories. Other surfactants are available; however, most are labeled "Warning" or "Danger" due to potential eye damage if the concentrate is splashed into the eyes of the applicator.
Which herbicide application methods are available for this chemical?	**Methods available:** Broadcast or spot treatment using a 200 gallon spray rig mounted on a 4WD truck; spot treatment (directed spray) from backpack **CONCLUSIONS: The majority of infested areas involve smaller patches or scattered plants. These are spot-treated by staff using backpack sprayers either as they hike or as they ride ATVs through infested areas. There are heavy populations on some properties that are new to the program where staff use a 200 gallon spray rig mounted on a 4WD truck with a boom sprayer or pull hose to reach infestations. The spray is directed only to the infested areas of the property.**
What factors were considered in choosing the pesticide application method?	The size of the noxious weed infestation and its location are the most important factors in considering the application method. The Department has limited resources and staff, and a limited window in the spring when treatment is most effective. The Department also considers safety to the applicator, to the environment, to non-target species and to threatened and endangered species. It also considers the effectiveness of the method and the cost to the Department.
What weather concerns must be checked prior to application?	Wind is the primary concern. It can carry the herbicide off-site to non-target or sensitive areas. Mitigations such as using a very coarse spray and holding the backpack spray nozzle into the plant are used when wind is a concern. Materials used are rainfast in a relatively short time: one to two hours for Milestone® and Clarity® and about four hours for Roundup®. For Milestone®, rain anywhere from a few hours to a few weeks after treatment is desirable as it sets the material in the soil, which is needed to take advantage of the pre-emergent qualities of this product.
References	DiTomasso, Joseph M., et al. 2013. Weed control in Natural Areas in the Western United States. Univ. of CA WRIC. DiTomasso, Joseph M., and Healy,Evelyn A.2007. Weeds of California and Other Western States. Univ. of CA Bossard, Carla C., J.M. Randall, and M.C. Hoshovsky. 2000. Invasive Plants of California's Wildlands. U.C. Press, Berkeley. Cal IPC Artichoke thistle plant profile. http://www.cal-ipc.org/ip/management/plant_profiles/Cynara_cardunculus.php. Web page accessed 3/31/14.

Mature Plants



Rosettes

Pesticide Profile for: Aminopyralid (Milestone®)

Note: Environmental fate and ecological toxicity studies are all performed with the technical grade active ingredient (as opposed to formulated product). Technical grade active ingredient is also used in evaluating carcinogenic potential. Human health-related acute toxicity studies [toxicity via ingestion, dermal exposure, and inhalation and eye irritation, skin irritation, and skin sensitization (allergic response)] are performed using the formulated product typically on rats or rabbits.

Active Ingredient	Aminopyralid Triisopropanolamine salt (40.6% in formulated product, Milestone)
Injunction Restrictions	None
Signal Word	Caution
Federally, State, or Locally Restricted Use Material	No
Cancer	Not listed
Prop 65	Not listed
Known Groundwater Contaminant (DPR 6800a list)	No Has the potential to move into groundwater (6800b list); however, it has never been detected in groundwater when used as labeled, and field experiments showed limited movement in the soil profile.
Mammalian Hazard	Tests were done with technical grade aminopyralid acid Acute oral LD_{50}: >5000 mg/kg in rats (practically non-toxic)
Bird Hazard	Tests were done with technical grade aminopyralid acid Acute oral LD_{50}: >2250 mg/kg (practically non-toxic) Subacute dietary LC50: >5496 mg/kg (practically non-toxic)
Aquatic Organism Hazard	Tests were done with technical grade aminopyralid acid Fish: 96-hr LC_{50} >100 mg/l (practically non-toxic) Amphibian: 96-hr LC_{50} >95.2 mg/l (practically non-toxic) Crustacean: 96-hr LC_{50} >100mg/l (practically non-toxic) Mollusk: 96-hr LC_{50} >89 mg/l (slightly toxic)
Bee Hazard	Tests were done with technical grade aminopyralid acid Acute contact LD_{50}: >100 ug/bee (practically non-toxic) Acute oral LD_{50}: >117 ug/bee (practically non-toxic)
Persistence	Moderate; half-life of 35 to >103 days. EPA notes that their modeling using the longest half-lives did not result in aquatic concentrations that approach levels-of-concern for aquatic animals and plants.
Soil Mobility	Aminopyralid is soluble in water and adheres poorly to soils with or without organic matter. Mobility hazard for aminopyralid is considered high (Thurston Co, WA aminopyralid review)
Use in County by the Agriculture Department	Noxious Weed Program
Method of Application	Back pack; Power sprayer with hand held hose and in certain situations using a boom
Cautions	Use precautions are general (protective gloves, eye protection, long sleeves)
Rate Used in Co.	0.5oz/3gallon backpack; 5-7oz/acre for spray rig applications
Sources	Label, MSDS, EPA registration and re-registration documents, carcinogen lists (from EPA, International Agency for Research on Cancer, National Toxicology Program), Prop. 65, California Department of Pesticide Regulation, Oregon State University Pesticide Properties Database, National Pesticide Information Center (Oregon State), Thurston Co. WA Terrestrial Pesticide Reviews, European Union, University of Hertfordshire, U.K. Pesticide Properties Database

Pesticide Profile for: Clarity®

Note: Environmental fate and ecological toxicity studies are all performed with the technical grade active ingredient (as opposed to formulated product). Technical grade active ingredient is also used in evaluating carcinogenic potential. Human health-related acute toxicity studies [toxicity via ingestion, dermal exposure, and inhalation and eye irritation, skin irritation, and skin sensitization (allergic response)] are performed using the formulated product typically on rats or rabbits.

Active Ingredient	diglycolamine salt of 3,6-dichloro-*o*-anisic acid (58.6% in formulated product: Clarity®) This is a dicamba type herbicide.
Injunction Restrictions	None
Signal Word	Caution
Federally, State, or Locally Restricted Use Material	Yes, for hazard to desirable plants
Cancer	US EPA Group D: Not classifiable as to human carcinogenicity
Prop 65	No
Known Groundwater Contaminant (DPR 6800a list)	Dicamba has not been found in ground water in California; however, it has the potential to move into groundwater (6800 b list). (see also Soil Mobility, below) The US Geological Survey monitored ground water at 2,305 sites in the US from 1992-1996 and dicamba was detected in 0.13% of sites. The highest concentration detected was 0.21ug/L. [from Pesticides in Ground Water of the United States, 1992-1996 in *Ground Water.* 2000. 38(6):858-863]
Mammalian Hazard	Acute oral LD_{50}: >2740 mg/kg in rats(practically non-toxic)
Bird Hazard	Acute oral LD_{50} = 968 mg/kg in bobwhite quail (slightly toxic)
Aquatic Organism Hazard	LC_{50}: 130 – 516 mg/L for formulated dicamba products with 24 to 96 hr exposure times for various fish (practically non-toxic) Clarity is high in hazard for aquatic plants.
Bee Hazard	>LD_{50} >100 ug/bee (practically non-toxic)
Persistence	Biotic or aerobic half-life is between 4 and 31 days (low to moderate persistence). Anaerobic half-life is 141 days (high persistence) Dicamba may volatilize slightly from plants and ground surface but that is not considered the major route of chemical dissipation or breakdown. Microbial activity is the primary route of degradation from soil. Laboratory and field studies show that dicamba is likely to break down in soil to half of its application concentration between one and 5 weeks. Dicamba is expected to degrade in aquatic systems even faster. The persistence hazard of dicamba is considered moderate. (Thurston Co, WA review of dicamba diglycolamine salt)
Soil Mobility	Low to medium leaching potential. Dicamba is mobile in soil but degrades rapidly. Low potential for runoff due to rapid degradation. (*Herbicide Handbook*, 9th Ed., Weed Science Society of America)
Use in County by the Agriculture Department	Noxious Weed Program
Method of Application	Back pack; Power sprayer with hand held hose and in certain situations using a boom
Cautions	Use precautions are general (protective gloves, eye protection, long sleeves) Respirator if used in a non-ventilated area
Rate Used in Co.	2oz/gallon for backpack sprayer; 3 pints/acre for spray rig applications
Sources	Label, MSDS, EPA registration and re-registration documents, carcinogen lists (from EPA, International Agency for Research on Cancer, National Toxicology Program), Prop. 65, California Department of Pesticide Regulation, Oregon State University Pesticide Properties Database, National Pesticide Information Center (Oregon State), Thurston Co., WA Terrestrial Pesticide Reviews, European Union, University of Hertfordshire, U.K. Pesticide Properties Database, *Herbicide Handbook*, 9th Ed. (2007) from the Weed Science Society of America

Pesticide Profile for: Roundup Pro Concentrate®

Note: Environmental fate and ecological toxicity studies are all performed with the technical grade active ingredient (as opposed to formulated product). Technical grade active ingredient is also used in evaluating carcinogenic potential. Human health-related acute toxicity studies [toxicity via ingestion, dermal exposure, and inhalation and eye irritation, skin irritation, and skin sensitization (allergic response)] are performed using the formulated product typically on rats or rabbits.

Active Ingredient	Glyphosate (50.2% in formulated product, Roundup Pro Concentrate)
Injunction Restrictions	60 ft. buffer around California red-legged frog habitat; 15ft buffer for noxious weed programs
Signal Word	Caution
Federally, State, or Locally Restricted Use Material	No
Cancer	Evidence of non-carcinogenicity in humans
Prop 65	Not listed
Known groundwater contaminant (6800a list)	No
Mammalian Hazard	Acute oral LD_{50} >5,000 mg/kg in rats and mice (practically non-toxic)
Bird Hazard	Acute oral LD_{50} >1,000 mg/kg (slightly toxic)
Aquatic Organism Hazard	Fish: LC_{50} 86mg/L (slightly toxic) Crustacean: LC_{50} 281 mg/L (practically non-toxic) Mollusk: LC_{50} >10 mg/L (slightly toxic)
Bee Hazard	LD_{50}>100 ug/bee (practically non-toxic)
Persistence	A typical field half life is 47 days. The median half life in water varies from a few days to 91 days. Glyphosate is expected to degrade to half of the applied concentration within 60 days.
Soil Mobility	K_{oc} = 24,000 (potential to leach into groundwater is low), from OSU Pesticide Properties Database
Use in County by the Agriculture Department	Noxious Weed Program
Method of Application	Spot treatment with a backpack sprayer.
Cautions	Normal applicator precautions include wearing a long-sleeved shirt and long pants, chemical-resistant gloves made of any water proof material.
Rate Used in Co.	2-3 oz/gallon for back pack sprayers (except 10.5oz/gallon for pampas grass); 2.4-3.2quart/acre for power spray rig
Sources	Label, MSDS, EPA registration and re-registration documents, carcinogen lists (from EPA, International Agency for Research on Cancer, National Toxicology Program), Prop. 65, California Department of Pesticide Regulation, Oregon State University Pesticide Properties Database, National Pesticide Information Center (Oregon State), Thurston Co., WA Terrestrial Pesticide Reviews, European Union, University of Hertfordshire, U.K. Pesticide Properties Database

Pesticide Profile for: Pro-tron® (adjuvant)

Note: Environmental fate and ecological toxicity studies are all performed with the technical grade active ingredient (as opposed to formulated product). Technical grade active ingredient is also used in evaluating carcinogenic potential. Human health-related acute toxicity studies [toxicity via ingestion, dermal exposure, and inhalation and eye irritation, skin irritation, and skin sensitization (allergic response)] are performed using the formulated product typically on rats or rabbits.

Active Ingredient	Vegetable oil ethoxylates, tall oil fatty acids (95% as formulated)
Injunction Restrictions	No
Signal Word	Caution (the lowest hazard level in EPA's labeling system)
Federally, State, or Locally Restricted Use Material	No
Cancer	No
Prop 65	Not Listed
Known Groundwater Contaminant (DPR 6800a list)	Not listed on the Department of Pesticide Regulation's Groundwater Protection list.
Mammalian Hazard	Acute oral LD_{50} >5,000 mg/kg (practically non-toxic). Direct skin contact irritation potential.
Bird Hazard	Not Found
Aquatic Organism Hazard	Not Found
Bee Hazard	Not Found
Persistence	Low
Soil Mobility	Not expected to occur in use situations.
Use in County by the Agriculture Dept.	Generally used in all herbicide applications by the Department. Pro-tron® helps to break water tension and thus increase the efficacy of the herbicide on the plant surface. It also helps with plant and soil penetration and drift reduction.
Method of Application	Generally, backpack directed spot treatment. Some uses are by power sprayer using directed hand-held spray nozzles or boom spray to directed target area.
Cautions	Applicator is required to use gloves and eye protection when mixing and applying; do not spray desired vegetation
Rate Used in Co.	0.33 ounce of formulated product/gallon of water
Sources	Label, MSDS, EPA registration and re-registration documents, carcinogen lists (from EPA, International Agency for Research on Cancer, National Toxicology Program), Prop. 65, California Department of Pesticide Regulation

Contra Costa County

DECISION DOCUMENTATION for WEED MANAGEMENT: Japanese Knotweed

Date: 8/4/14

Department: Agriculture

Location: Lafayette and El Sobrante

Situation: Two Japanese knotweed (*Fallopia japonica;* syn. *Polygonum cuspidatum*) infestations were found in summer 2012. This is a CDFA "B" rated noxious weed.

What are the management goals for the site or weed?	To control and eradicate two Japanese knotweed infestations that exist in the County.
Were the sites monitored and what was found?	Yes, and the following isolated infestations were found: • Lafayette (SW Corner of Village Parkway & Mt Diablo Blvd.) When this site was first found in 2012, it covered a solid area about 15' x 40'. In addition, there was a very small outlying patch, about 8' x 4', sixty feet to the west of the main infestation. The main infestation was growing mostly in concrete rip-rap on the bank of the creek with some sprouts pushing through a concrete reinforcement wall and between the wall and hard packed decomposed granite. Bloom occurs from late June through early August and is heavily visited by the European honeybee. • El Sobrante (5691 Circle Drive) This site was discovered in 2012. It is on a 45-degree slope and sprouts were coming up next to and through the roadway asphalt. There were also some sprouts coming up adjacent to old concrete areas that existed from a previous structure. The infestation covered about 10' x 18'. Bloom occurs from mid June through early September. It was noted that early to full bloom is visited heavily by the European honeybee and late bloom is heavily visited by native bees.
Weeds have been identified as the following:	**Weed**: Japanese knotweed (*Fallopia japonica;* syn. *Polygonum cuspidatum*) There are two known sites in CCC: 1) Beth Slate, Agricultural Biologist with the Department, discovered the Lafayette site on June 29, 2012. A sample was taken, and the California Department of Food and Agriculture (CDFA) identified it as *Fallopia japonica* (CDFA pdr number 1649771) on July 2, 2012. 2) On July 16, 2012, Ralph Fonseca, Agricultural Biologist with the Department, discovered a second small site in El Sobrante during a Japanese dodder delimitation survey. CDFA identified the plant as *F. japonica* (CDFA pdr number 1641164) on July 19, 2012. On July 26, 2012, Vince Guise, Agricultural Commissioner, visited both sites with CDFA Botanist, Dean Kelch, who later identified the plant at the El Sobrante site as a Japanese knotweed/giant knotweed hybrid. Both Japanese knotweed and giant knotweed are CDFA "B" rated noxious weeds and are listed in the California Code of Regulations, section 4500, which is the California designated noxious weed list. As a "B" rated weed, treatment/eradication is the prerogative of the county agricultural commissioner. **Photos**: See page 5 **Family**: Polygonacae **Habitat**: Riparian areas/floodplains, forest edges, meadows, rights-of-way, and parks **Origin**: Native to Japan, China, and eastern Asia—apparently escaped from cultivation. It was introduced to the United Kingdom as an ornamental in 1825 and from there to North American in the same century. **Weedy characteristics**: This fast growing, herbaceous perennial can form dense thickets up to 9 feet high, and so thick that virtually all other plants are shaded out. These stands can significantly alter natural habitat. The plant has an extensive system of thick rhizomes that store large quantities of carbohydrates, and spread aggressively. Rhizomes are often 5-6 m long and have been documented to 20 m long. Japanese knotweed can reproduce from even just fragments of these rhizomes or from stem sections that can root at the nodes. The

	rhizomes and stem fragments can move great distances in flowing water and can be transferred in soil. Rhizomes can sprout through 2 inches of asphalt and rhizomes buried in soil to 1 m can regenerate. Seed production is rare in California, and seedlings generally do not survive well. If left unchecked, this plant can be very difficult to remove.	
Are populations high enough to require control? **Explain**	Yes, the Department's goal is eradication and therefore, the tolerance level is zero. It is important to eradicate these infestations while they are still small and relatively easy to treat in order to prevent their spread. Reasons for undertaking eradication: • The plant is considerably invasive (it receives a "moderate" rating for invasiveness by the California Invasive Plant Council). • It can cause harm to natural areas as well as horticultural areas by displacing native and horticultural species. • It presents a threat to rare and endangered plant species that may be growing in the vicinity and can alter the environment, thereby threatening vertebrate and invertebrate species. • Unless eradicated, there is the potential that plant enthusiasts could collect and propagate the plant thus contributing to the spread and environmental and horticultural harm. • The two infestations are very limited. • The Department has the resources and effective management tools to pursue eradication.	
Is this a sensitive site?	**Does this include highly sensitive areas?**	No
	Is this area part of any of the court-ordered endangered species injunctions? Note: The Lafayette site is adjacent to Las Trampas Creek and is part of the salmonid injunction.	Yes
	Is this a known or potential habitat for any endangered or threatened species?	No
	Is it on or near an area where people walk or children play? The Lafayette site is near a walking path. Treatment will not occur on the path or where the public is expected to have contact.	Yes
	Is it near a drinking water reservoir?	No
	Is it near a creek or flood control channel?	Yes
	Is it near crops?	No
	Is it near desirable trees or landscaping?	Yes
	Is the soil highly permeable, sandy, or gravelly?	No
	Is the ground water near the surface?	Unknown but not expected.
	Are any of the sites near well heads?	No
Which cultural controls were considered?	**Mulching, weed barrier**: Mulching with plastic sheets or fabric weed barriers for at least 2 years may provide some control, though success using this method has been reported to be poor. Weed barrier fabric has been reported to work better when laid loosely over the colony and walking on or otherwise crushing the stalks as they push up the fabric. Mendocino County reported that sprouts grew through tarps. This method is neither effective enough nor reliable enough for the Department's purposes. **Planting Desirable Species**: This plant is an aggressive competitor, and establishing desirable vegetation that would out-compete Japanese knotweed would probably be impossible. The literature does not mention this as a viable control method. In addition, the County has no control over plantings in the areas where it is found. **Burning**: This is not mentioned in the literature as a viable method. It is not practical in these areas and County has no control over infested sites. **Comments**: In Mendocino County, CalTrans decided to try a combination of digging out rhizomes, tarping the area, and then repeated mowing. This combination is on-going although it has not been very effective and has been supplemented with stem injection of glyphosate. Stassia Samuals, Plant Ecologist with the National Park Service, and Ray Harries with the Mendocino County Department of Agriculture, both have experience with digging, mowing, and tarping. They informed the Department that they had not had acceptable success with any of these methods. Joe DiTomaso, California weed expert and UC Davis Weed Research Institute researcher, in personal conversation with Vince Guise, has said that grubbing and tarping will not work. Digging encourages spread and heavy growth because of the plant's ability to regenerate from small fragments.	

	CONCLUSIONS: None of these strategies is effective or practical.
Which physical/mechanical controls were considered?	**Hand pulling/digging**: Japanese knotweed cannot be controlled this way because the extensive rhizomes are impossible to remove intact and fragments quickly resprout. In addition, the plants are growing adjacent to or in concrete or asphalt structures. **Mowing/cultivation by machine**: Mowing can reduce growth, but seldom, if ever, will it control the plant. Mowing that is repeated at least every 4 weeks and at least 7 weeks before senescence can suppress the plant. This method is highly labor intensive and would not eradicate the plants. **Grazing**: Neither Japanese knotweed nor giant knotweed is known to be poisonous to livestock, and they are, in fact, edible for humans. Grazing could provide some reduction on growth, but has not been shown to eliminate plants. Note: See also Cultural Controls, above. **CONCLUSIONS: None of these strategies is effective or practical for our purpose of eradication.**
Which biological controls were considered?	**Biological controls available:** There are no biological control agents available in the U.S. A sap-sucking psyllid (*Aphalara itadori*) has been released on Japanese knotweed in Europe. In the future this insect may be cleared for release in the U.S. There are other biological control agents under investigation, including a leaf spot pathogen in the genus *Mycosphaerella*. **CONCLUSIONS**: **No biological controls are available.**
Which chemical controls were considered?	**Pre-emergent (residual) herbicide?** There is no evidence of seed production at either of the two sites. Without a seed bank, pre-emergent herbicides are not appropriate. **Post emergent (contact) herbicide?** Yes **Possible herbicide choices:** After researching the literature and consulting with researchers and colleagues about materials that are labeled for Japanese knotweed, the Department has determined that the following are possible options: **2,4-D**—The Department does not use this material anymore and although it is somewhat effective for Japanese knotweed, it is not considered an option to use again. Also, it is enjoined for salmonids. **Dicamba**—Consultation with colleagues and the literature indicate that this material is not effective. **Triclopyr**—We prefer not to use this product because of the volatility of the material (especially the ester form) and the possible effects on nearby non-target plants. **Glyphosate Stem Injection**—Michelle Forys with California State Parks has used the injection method and said to us that injection is **not** her method of choice because it used what she felt were large amounts of glyphosate concentrate and it was very difficult to get to and treat each shoot. Though she found this method somewhat effective, she does not recommend it. The injection equipment cost was about $200, but she was willing to loan it to the Department if we chose to try this method. Joe DiTomaso was in agreement with Michelle Forys. Stassia Samuals and Ray Harries indicated to us that they had had some success with glyphosate stem injection and foliar spray. The Department decided against stem injection because of the large amounts of concentrate necessary, the staff time involved, and the marginal effectiveness. **Glyphosate Foliar Spray—**This is not as effective as other materials that could be used. Joe DiTomasso did not feel that this method was effective. **Chlorsulfuron—**This is not a good choice considering that a portion of the Lafayette site is very near the water. Also, though it would be legal to use, Japanese knotweed is not specifically mentioned on the label. **Imazapyr**—Joe DiTomaso and Chuck Morse, Agricultural Commissioner for Mendocino County, both recommended imazapyr as a more effective treatment. Japanese knotweed is specifically listed on the label. By label, the Habitat® formulation of imazapyr can be used near water at the Lafayette site. The Stalker® formulation of imazapyr is an oil-based product. Either Stalker® or Habitat® can be used at the El Sobrante site. Imazapyr is labeled "Caution" with that being the safest chemical category. It has very low nontarget animal/mammal toxicity.

	CONCLUSIONS: The Department has concluded that imazapyr is the safest and most effective material. **UC-IPM literature recommends a summer or fall treatment. This is when the plant juices will tend to move into the roots resulting in better translocation of the herbicide.** **Although there is no temperature restriction on the use of imazapyr, the Department feels that better results will be obtained if the temperature is below 90 degrees Fahrenheit. The Department also considers mandated Title 3 California Code of Regulations section 6614 restrictions that are intended to prevent drift, off-site movement and exposure to humans.** **Knotweed flowers are used heavily by honeybees and native bees, and though imazapyr is of very low toxicity to bees, the Department decided to delay the initial knotweed treatment in 2012 until after the bloom was over, and to treat in future years either before the bloom begins or wait until the bloom is over.** **<u>Lafayette</u>: In 2012, the Lafayette site was treated with Habitat on August 6. Bloom was 99% over and no honeybees were present. The daytime temperature was not projected to exceed 90 degrees and at the time of treatment (11 AM), the temperature was about 75 degrees. The high temperature for the day was recorded at 88 degrees. Two-thirds of a backpack sprayer of mixed Habitat was used.** **In 2013 the infestation was greatly reduced through the success of the previous year's treatment. There were only about six small runners of the plant in scattered areas of the original infestation. These were treated pre-bloom with Habitat on June 2.** **Monitoring in spring and summer of 2014 found no visible plant growth indicating that the goal of eradication at this site may have been achieved. There will be further site monitoring in future years.** **<u>El Sobrante</u>: In 2012 the site was monitored on August 6. The bloom on the main infestation was declining but still at about 50% with honeybees working the flowers. A small area in heavy shade that was not blooming was treated along with sprouts that were breaking through the road asphalt. One-tenth of a backpack sprayer of mixed Habitat® was used.** **The site was monitored again on August 16. Bloom was at approximately 30%. European honeybees were no longer visiting the flowers, but native bees were actively using them. Our speculation was that the flowers were no longer producing pollen, but were still producing nectar that is attractive to native bees. The application was postponed.** **On August 30, the plant was still in about 30% bloom with significant numbers of native bees visiting the flowers. The application was again postponed.** **On September 6, 2012 the site was monitored again. No flowers were present, so the site was sprayed with ½ of a mixed backpack of Stalker.** **In 2013 there were only about four runners under three feet long in scattered areas of the original infestation, including shoots that were pushing through the roadway asphalt. These were treated pre-bloom with Stalker on June 24.** **Monitoring in spring of 2014 found only a couple of sprout stalks breaking through the asphalt. The spray application was postponed until more emergent foliage was present, which allowed greater translocation of the herbicide to the underground rhizomes that are still present. Treatment occurred on July 11, 2014 with only 0.05 ounce of Stalker used on the non-blooming sprouts that were emerging through the asphalt.** **Further monitoring of both sites revealed that fruits were not forming on the plants. This indicates that seeding has not occurred in the past and that eradication may be implemented much more quickly because of the lack of a seedbank reservoir.**
Were adjuvants (drift retardants, surfactants, water conditioners, etc.) used with any of the herbicides? If so, explain the choices.	Pro-tron®, a hydrolyzed vegetable oil adjuvant product, is added to the herbicide mix. Pro-tron® helps to break water tension and thus increase the efficacy of the herbicide on the plant surface. It also helps with plant and soil penetration and drift reduction.
Which herbicide application methods are available for this chemical?	**Methods available:** Directed spot spray or injection. **CONCLUSIONS: A directed spot spray using a backpack sprayer is the most appropriate method considering the size of the infestations and the surrounding environment. As noted above, injection is difficult, uses large quantities of herbicide, would require new equipment, and is of questionable efficacy.**

What factors were considered in choosing the herbicide application method?	The size of the noxious weed infestations and their location are the most important factors in considering the application method. We also consider safety to the applicator, the environment, and nontarget species; endangered species; the effectiveness of the method; and the cost to the Department.
What weather concerns must be checked prior to application?	Wind that could cause non-target drift and the presence of bees are the Department's primary concerns. Though imazapyr is not known to be harmful to bees, it is prudent not to spray when they are actively working the blossoms. Wind can carry the herbicide off-site to sensitive native and ornamental plant areas so treatments occur when there is little or no wind.

State Botanist, Dean Kelch, with Japanese Knotweeed, El Sobrante, CA, July 26, 2012

Japanese Knotweed Leaves and Flowers, El Sobrante, CA, July 26, 2012 (This plant has been identified by Dean Kelch

State Botanist, Dean Kelch, with Japanese Knotweed, Lafayette, CA, July 26, 2012

Japanese Knotweed Leaves and Flowers, Lafayette, CA,

Pesticide Profile for: Imazapyr (Habitat® and Stalker®)

Note: Environmental fate and ecological toxicity studies are all performed with the technical grade active ingredient (as opposed to formulated product). Technical grade active ingredient is also used in evaluating carcinogenic potential. Human health-related acute toxicity studies [toxicity via ingestion, dermal exposure, and inhalation and eye irritation, skin irritation, and skin sensitization (allergic response)] are performed using the formulated product typically on rats or rabbits.

Active Ingredient	Imazapyr isopropylamine salt (28.7% in formulated product, Habitat; 27.6% in formulated product, Stalker)
Injunction Restrictions	Yes, for California red legged frog. However, neither of the two sites is within CRLF designated habitat.
Signal Word	Caution (the lowest hazard level in EPA's labeling system)
Federally, State, or Locally Restricted Use Material	No
Cancer	Evidence of non-carcinogenicity for humans
Prop 65	Not Listed
Known Groundwater Contaminant (DPR 6800a list)	Not listed on the Department of Pesticide Regulation's Groundwater Protection list.
Mammalian Hazard	Acute oral LD_{50} >5,000 mg/kg (practically non-toxic). Direct skin contact irritation potential. (Stalker MSDS)
Bird Hazard	Acute oral LD_{50} >5,000 mg/kg (practically non-toxic) for mallard duck (Stalker MSDS) Bobwhite quail acute oral LD_{50} >2150mg/kg (practically non-toxic) and 8-day dietary LC_{50} >5000 (practically non-toxic) (Stalker MSDS)
Aquatic Organism Hazard	LC_{50} >100mg/l (practically non-toxic) for both tested fish (96 hours) and tested aquatic invertebrates (48 hours) (Stalker MSDS)
Bee Hazard	Acute contact LD_{50} >100ug/l (practically non-toxic)
Persistence	Field half-life ranges from 25-142 days, depending on soil characteristics and environmental conditions. (*Herbicide Handbook* 9th Ed. from the Weed Science Society of America) The primary route of degradation of imazapyr is by photolysis. Light can break down this chemical in a few days but, if it is kept out of sunlight the chemical is broken down very slowly by microbial degradation. If imazapyr is applied to sandy soils and leaches down below 18 inches (where microbial activity is limited) the chemical can be expected to persist for more than a year. (Thurston Co., WA pesticide review of imazapyr, 4/13/09) In aquatic environments imazapyr is expected to be low to moderately persistent, likely due to dispersion and chemical breakdown by sunlight. (Thurston Co., WA pesticide review of imazapyr, 4/13/09)
Soil Mobility	Imazapyr generally remains within the top 50 cm of soil in field dissipation studies. In forest dissipation studies, imazapyr did not run off into streams, and no evidence of lateral movement was observed. (2007 *Herbicide Handbook*-Weed Science Society of America) Imazapyr is considered very water soluble, adheres poorly to soil and organic matter, and has been found to leach into soils after terrestrial applications. Imazapyr is considered high in mobility hazard after terrestrial applications (Thurston Co., WA pesticide review of imazapyr, 4/13/09) Note that because imazapyr is highly soluble in water and is weakly sorbed to soil, the risk of its impacting surface water is low, unless excessive runoff exists.
Use in County by the Agriculture Dept.	Specific and focused spot applications for purple loosestrife and Japanese knotweed.
Method of Application	Generally, backpack directed spot treatment.
Cautions	Applicator is required to use gloves and eye protection when mixing and applying; do not spray desired vegetation; avoid potable and irrigation intakes (do not treat into water if within ½ mile upstream of such intakes)
Rate Used in Co.	1.3 ounce of formulated product/gallon of water
Sources	Label, MSDS, EPA registration and re-registration documents, carcinogen lists (from EPA, International Agency for Research on Cancer, National Toxicology Program), Prop. 65, California Department of Pesticide Regulation, Oregon State University Pesticide Properties Database, National Pesticide Information Center (Oregon State), Thurston Co., WA Terrestrial Pesticide Reviews, European Union, University of Hertfordshire, U.K. Pesticide Properties Database, *Herbicide Handbook*, 9th Ed. (2007) from the Weed Science Society of America

Pesticide Profile for: Pro-tron® (adjuvant)

Note: Environmental fate and ecological toxicity studies are all performed with the technical grade active ingredient (as opposed to formulated product). Technical grade active ingredient is also used in evaluating carcinogenic potential. Human health-related acute toxicity studies [toxicity via ingestion, dermal exposure, and inhalation and eye irritation, skin irritation, and skin sensitization (allergic response)] are performed using the formulated product typically on rats or rabbits.

Active Ingredient	Vegetable oil ethoxylates, tall oil fatty acids (95% as formulated)
Injunction Restrictions	No
Signal Word	Caution (the lowest hazard level in EPA's labeling system)
Federally, State, or Locally Restricted Use Material	No
Cancer	No
Prop 65	Not Listed
Known Groundwater Contaminant (DPR 6800a list)	Not listed on the Department of Pesticide Regulation's Groundwater Protection list.
Mammalian Hazard	Acute oral LD_{50} >5,000 mg/kg (practically non-toxic). Direct skin contact irritation potential.
Bird Hazard	Not found
Aquatic Organism Hazard	Not found
Bee Hazard	Not found
Persistence	Low
Soil Mobility	Not expected to occur in use situations.
Use in County by the Agriculture Dept.	Generally used in all herbicide applications by the Department. Pro-tron® helps to break water tension and thus increase the efficacy of the herbicide on the plant surface. It also helps with plant and soil penetration and drift reduction.
Method of Application	Generally, backpack directed spot treatment. Some uses are by power sprayer using directed hand-held spray nozzles or boom spray to directed target area.
Cautions	Applicator is required to use gloves and eye protection when mixing and applying; do not spray desired vegetation
Rate Used in Co.	0.33 ounce of formulated product/gallon of water
Sources	Label, MSDS, EPA registration and re-registration documents, carcinogen lists (from EPA, International Agency for Research on Cancer, National Toxicology Program), Prop. 65, California Department of Pesticide Regulation

Contra Costa County

DECISION DOCUMENTATION for WEED MANAGEMENT: Airports

Date: 6/17/2014

Department: Public Works Vegetation Management

Location: Buchanan and Byron Airports

Situation: Weeds on and off of pavement at airports

What are the management goals for the weed?	The management goals are to maintain the definition of the runways and to maintain security, safety and visibility at the airports. The Vegetation Manager and the airport staff work together to determine priorities. 1. Keep weeds out of pavement cracks and seams on runways (where planes land and take off) and taxiways (other pavement that planes use to move around the airport) 2. Maintain bare ground 50 to 75 ft on either side of runways (if a plane needs to leave the runway, it must be able to do so unimpeded) 3. Maintain bare ground approximately 20 ft on either side of taxiways (if a plane needs to leave the taxiway, it must be able to do so unimpeded) 4. Keep weeds out of parking areas for planes 5. Maintain bare ground on dirt aprons (road shoulders), 50 to 75 ft on each side 6. Maintain bare ground around signs, runway lights, windsocks, and instrumentation for safety and guidance. 7. Treat infields (non-paved areas between pavement) for broadleaf weeds to prevent any tall plants from growing above 2 to 3 ft; the airports regularly mow the infields with their own equipment to reduce wildlife habitat (wildlife can be a hazard to planes landing and taking off) 8. Maintain bare ground around perimeter fence lines for security (in order to be able to easily see the fence) 9. Leave grass in the infields tall enough to impede the germination and growth of broadleaf weeds and decrease the attractiveness to wildlife	
How often is the site monitored?	The airport staff continually monitor weed conditions and alert the Vegetation Manager of any incipient problems. The Vegetation Manager drives by from time to time to look at the airport from the outside, but no Public Works staff can enter or work at the airports without being escorted by airport personnel in an airport support vehicle. This increases costs and is not done unnecessarily.	
Weeds have been identified as the following:	Any broadleaf weeds or grasses.	
Are populations high enough to require control? Explain	Any vegetation in areas where safety is concerned must be eliminated. Vegetation can reach 2 to 3 ft in the infields as long as it is of uniform height.	
Is this a sensitive site? Note that the area *around* the Byron airport is sensitive—red-legged frog, kit fox & burrowing owl habitat; vernal pools	Are any of the sites under management considered highly sensitive sites?	No
	Are any sites under management part of any of the court-ordered injunction?	No
	Are any of the sites known or potential habitat for any endangered or threatened species?	No
	Are any of the sites on or near an area where people walk or children play?	No
	Are any of the sites near a drinking water reservoir?	No

	Are any of the sites near a creek or flood control channel? Buchanan is next to Walnut Creek with a levee between the airport and the flood control channel. Byron is near Brushy Creek, a seasonal creek.	Yes
	Are any of the sites near crops?	No
	Are any of the sites near desirable trees or landscaping?	No
	Are any of the sites on soil that is highly permeable, sandy, or gravelly?	No
	At any of the sites, is the ground water near the surface?	No
	Is there a well head near the site? It is outside the immediate fenceline of the airport, about ¼ mile away. Restrictions are 100 ft around well heads.	Yes
Which cultural controls were considered?	**Mulching, weed barrier:** Not practical at an airport because weeds would still grow in the soil that will inevitably collect on top of the mulch or weed barrier, and the mulch would blow off onto the pavement. Airport staff regularly sweep the pavement to remove anything that could compromise safety for the planes. **Paving the whole airport**: There would still be cracks and seams where weeds could grow. It would make more work for the Vegetation Management Crew and increase herbicide use. The cost of maintaining and replacing the additional pavement would be significant for the airport staff. **Planting Desirable Species:** Overseeding with ryegrass in the infields could eventually shift the plant population to something that wouldn't have to be mowed, but would probably not significantly change the amount of herbicide used since the ryegrass would still be susceptible to invasion by broadleaf weeds. Currently, the airports are actually slowly selecting for certain grasses in the infields by mowing and only treating for broadleaf weeds. **Burning:** Burning cannot be used at the airports. **CONCLUSIONS: Mulching, weed barriers, paving, and burning are not practical for the level of weed control needed or for the safety concerns at the airports. Overseeding with ryegrass is not an option at this time.**	
Which physical controls were considered?	**Mowing by machine:** Airport staff currently mow the infields; however, at the Byron Airport, they will be experimenting with not mowing the infields to try to reduce problematic weeds. By mowing, they have been selecting for difficult weeds, and last year, a dirty mower brought in more weeds, including *Dittrichia* (stinkwort). When they resume mowing, they will be careful to clean any mowers that are moved from one site to another. **Mowing by hand:** This is not economical because it would be slower, cost more money, and require that the runways be closed longer. **Discing or plowing:** Discing or plowing disturbs the soil and opens areas up to wind and water erosion and continued weed reinfestation. Discing when seed is present increases infestation size. Dust would blow onto the pavement during and after discing and might pose a visibility concern for aircraft during windy weather. Mowing is a better choice. **Grazing:** Grazing would be too slow and costly (requiring runways to be closed too long) and too hazardous (goats might get loose on the runways). **Crack sealing**: This is done to maintain the structure of the pavement, but budget and the issue of having to close runways prohibits doing this for weed abatement. **CONCLUSIONS: Mowing is used regularly by airport staff, but other physical controls are too costly and/or not appropriate at the airports.**	
Which biological controls were considered?	**CONCLUSIONS: No effective biological controls are available**.	

Which chemical controls were considered?	Pre-emergent (residual) herbicide? Yes, for runway shoulders, signs, lights, and fencelines. Post emergent (contact) herbicide? Yes, as-needed in areas treated with pre-emergents, for weeds in pavement cracks, and for broadleaf weeds in the infields. Note that the Vegetation Management crew tries not to treat more than 2 seasons in a row with herbicides that have the same mode of action as indicated by their "herbicide resistance management group" as noted on the label. This is to prevent weed resistance and to prevent selecting for weeds that the particular herbicide does not affect. Possible herbicide choices After research, extensive experience, consultation with colleagues, and reviewing labels, the herbicides below are chemical options the Department considers effective and economical. These are always under review to determine if there are better products available. Note that pesticide labels contain a range of rates at which the material can be used. The rates in the chart below are generally in the middle of that range. Pesticides can be used below the label rate, but it is illegal to exceed the label rate. There is increasing research evidence that recurrent exposure to herbicides at rates below those on the label (rates that allow a portion of the weed population to survive) promotes herbicide resistance. Rates are chosen to be sufficient to kill the target weeds, but not to waste herbicide. **How Herbicide Combinations Are Used**

Herbicide Combinations	Rates	Use	Application Method	Notes
Esplanade Roundup	5 oz/A 1.6 pt/A	In fall and winter for lights and fencelines and for aprons (road shoulders)	Large truck with boom or small pickup truck with OC-40 on the side	This combination is sprayed at 20 gal/A.
Polaris Roundup	50 oz/A 6 pt/A	Year around for cracks in pavement	Spot spraying while walking and pulling hose with a pin stream nozzle attached to a handgun	This combination is applied at 100 gal/A.
Oust ProClipse Roundup	4 oz/A 2 lbs/A 6 pt/A	In fall and winter around utilities, signs, wind socks, guidance lights and other areas that must be done by hand	Spot spraying while walking pulling hose	This combination is applied at 100 gal/A.
Oust Milestone	4.8 oz/A 5 oz/A	In fall and winter for aprons (road shoulders)	Large truck with boom	This combination is applied at 20 gal/A.
ProClipse Pendulum Telar	2 lbs/A ½ g/A 20 oz/A	In fall and winter for signs and lights	Large truck with boom	This combination is applied at 50 gal/A.
Milestone Vanquish	5 oz/A 1/8 pt/A	Generally in late spring/early summer for broadleaf weeds	Large truck with a rear fan spray	This combination is applied at 20 gal/A.

Herbicide Characteristics

Herbicide/ Signal Word*	Active Ingredient	Characterization	Enjoined for Endangered or Threatened Species?	Herbicide Resistance Mgmt Group
Esplanade/ Caution	Indaziflam	Pre-emergent herbicide for broadleaves and annual grasses	No	(29)
Milestone/ Caution	Aminopyralid	Broadleaf post-emergent herbicide	No	O(4)
Oust/Caution	Sulfometuron methyl	Pre-emergent herbicide for many annual grasses and certain broadleaf weeds	No	K_1(3)
Pendulum/ Caution	Pendimethalin	Pre-emergent or early post-emergent herbicide primarily for grass weeds but also certain broadleaf weeds	Yes, 100 ft buffer for bay checkerspot butterfly, 60+ft buffer for California red-legged frog and 60ft buffer for Salmonids	K_1(3)
Polaris/ Caution	Imazapyr, isopropylamine salt	Broadleaf and grass herbicide with pre-emergent and post-emergent capabilities; it has long soil residual activity	Yes, 60+ft buffer for California red-legged frog	B(2)
ProClipse/ Caution	Prodiamine	Pre- and post-emergent herbicide for many annual and perennial broadleaf and grass weeds	No	B(2)
Roundup/ Caution	Glyphosate	Non-selective post-emergent herbicide	Yes, 60+ft buffer for California red-legged frog	G(9)
Telar/Caution	Chlorsulfuron	Broadleaf post-emergent herbicide with long soil residual activity	No	B(2)
Vanquish/ Caution	Dicamba	Broadleaf post-emergent herbicide	No	O(4)

* A signal word is a description of the acute (short-term) toxicity of a *formulated pesticide product.* Formulated pesticide products contain both active and inert ingredients. Active ingredients kill or control the pest the product is designed for, while inert ingredients allow the pesticide to be effectively applied against the pest. Examples of inerts are solvents, carriers, stickers, and adjuvants. The acute toxicity is the toxicity of a chemical after a single or short-term exposure.

	CONCLUSIONS: The herbicide combinations above are used as appropriate. Pre-emergents are used preventively where no weeds can be tolerated (aprons, signs, lights, and fencelines). Cracks in the pavement are not treated preventively. These are treated as-needed and the crew waits until there is some green before treating with herbicides that kill on contact and have some pre-emergent effect. Infields are treated in late spring to early summer for winter annual broadleaves. The timing depends on the weather the previous year, the current weather, and what is already growing in the area. Throughout the year the airport staff and the Vegetation Manager monitor the property. Weeds that have broken through are treated as-needed with post-emergent contact herbicides.
Which herbicide application methods are available for this chemical?	**Methods available:** • Large truck (800 gal spray tank) with side boom used primarily for aprons—sprays an adjustable swath of up to 60 ft • Large truck (800 gal spray tank) with rear fan sprayer for infields—sprays a swath of 30 ft • Large truck (800 gal spray tank) with side arm sprayer that covers ~70 ft for fencelines and runway lights that are in a straight row • Small truck (100 gal spray tank) with side boom that sprays a swath of 8-12 ft for fencelines and runway lights that are in a straight row • Small truck (100 gal spray tank) with hose and handgun with fan nozzle for spot spraying signs, windsocks, utilities, weather equipment, etc; and for spot spraying cracks (pin stream nozzle) **CONCLUSIONS: All these methods are used in the appropriate situations.**
What factors were considered in choosing the pesticide application method?	Cost and effectiveness are the main considerations for work at the airports. Other factors are always considered, such as toxicity, signal word, environmental considerations (what is adjacent to the treatment area), odor, and mode of action (resistance management group).
What weather concerns must be checked prior to application?	Wind is more important when using the large truck with the arm or rear fan. At wind speeds of 4 to 5 mph, it is still possible to spray safely with a handgun. In general, a coarse spray can be used to reduce drift. Drift control products can also be added to the herbicide mix. Temperature is important for herbicides such as Vanquish that could volatilize and drift off-target. Crews look up wind speeds, temperatures and whether there is an inversion layer (that could also carry herbicides off-target). For pre-emergent herbicides, rainfall is very important. Pre-emergents are used preventively where no weeds can be allowed to grow, e.g., aprons, signs, lights, and fencelines. The crew aims to apply the herbicide in fall after the 1st rain but before the rain really starts to saturate the ground. Ideally there would be 1 to 1 ½ inches of rain in the previous month and a minimum of 1/2 inch of rain in the first 2-3 weeks following the application to set the pre-emergent in the seed germinating zone of the soil. Timing is critical for spraying infields. The soil must be dry enough to support the weight of a vehicle and dry enough to prevent the vehicle from tracking mud or rocks onto the runway. All runways must be free of debris and are regularly swept.
References	Weed Science Society of America: 2007. Herbicide Handbook, 9th Edition Jason K. Norsworthy, et al. 2012. Reducing the Risks of Herbicide Resistance: Best Management Practices and Recommendations. Weed Science Special Issue:31-62

Pesticide Profile for: Aminopyralid (Milestone®)

Note: Environmental fate and ecological toxicity studies are all done with the technical grade active ingredient (as opposed to formulated product). Technical grade active ingredient is also used in evaluating carcinogenic potential. Human health-related acute toxicity studies [toxicity via ingestion, dermal exposure, and inhalation and eye irritation, skin irritation, and skin sensitization (allergic response)] are performed using the formulated product typically on rats or rabbits.

Active Ingredient	Aminopyralid Triisopropanolamine salt (40.6% in formulated product, Milestone)
Injunction Restrictions	None
Signal Word	Caution
Federally, State, or Locally Restricted Use Material	No
Cancer	Not listed
Prop 65	Not listed
Known Groundwater Contaminant	No Has the potential to move into groundwater; however, it has never been detected in groundwater when used as labeled, and field experiments showed limited movement in the soil profile.
Mammalian Hazard	Acute oral LD_{50}: >5000 mg/kg in rats (practically non-toxic)
Bird Hazard	Acute oral LD_{50}: >2250 mg/kg (practically non-toxic) Subacute dietary LC50: >5496 mg/kg (practically non-toxic)
Aquatic Organism Hazard	Fish: 96-hr LC_{50} >100 mg/l (practically non-toxic) Amphibian: 96-hr LC_{50} >95.2 mg/l (practically non-toxic) Crustacean: 96-hr LC_{50} >100mg/l (practically non-toxic) Mollusk: 96-hr LC_{50} >89 mg/l (slightly toxic)
Bee Hazard	Acute contact LD_{50}: >100 ug/bee (practically non-toxic) Acute oral LD_{50}: >117 ug/bee (practically non-toxic)
Persistence	Moderate; half-life of 35 to >103 days. EPA notes that their modeling using the longest half-lives did not result in aquatic concentrations that approach levels-of-concern for aquatic animals and plants.
Soil Mobility	Aminopyralid is soluble in water and adheres poorly to soils with or without organic matter. Mobility hazard for aminopyralid is considered high (Thurston Co, WA aminopyralid review)
Use in County by the Public Works Dept.	Various (see decision-making documents)
Method of Application	Various (see decision-making documents)
Cautions	Use precautions are general (protective gloves, eye protection, long sleeves)
Rate Used in Co.	Various (see decision-making documents)
Sources	Label, MSDS, EPA registration and re-registration documents, carcinogen lists (from EPA, International Agency for Research on Cancer, National Toxicology Program), Prop. 65, California Department of Pesticide Regulation, Oregon State University Pesticide Properties Database, National Pesticide Information Center (Oregon State), Thurston Co. WA Terrestrial Pesticide Reviews, European Union, University of Hertfordshire, U.K. Pesticide Properties Database

Pesticide Profile for: Dicamba (Vanquish®)

Note: Environmental fate and ecological toxicity studies are all done with the technical grade active ingredient (as opposed to formulated product). Technical grade active ingredient is also used in evaluating carcinogenic potential. Human health-related acute toxicity studies [toxicity via ingestion, dermal exposure, and inhalation and eye irritation, skin irritation, and skin sensitization (allergic response)] are performed using the formulated product typically on rats or rabbits.

Active Ingredient	diglycolamine salt of 3,6-dichloro-*o*-anisic acid (58.6% in formulated product: Vanquish®) This is a dicamba type herbicide.
Injunction Restrictions	None
Signal Word	Caution
Federally, State, or Locally Restricted Use Material	Yes, for hazard to desirable plants
Cancer	US EPA Group D: Not classifiable as to human carcinogenicity
Prop 65	No
Known Groundwater Contaminant	Dicamba has not been found in ground water in California; however, it has the potential to move into groundwater (6800 b list). (see also Soil Mobility, below) The US Geological Survey monitored ground water at 2,305 sites in the US from 1992-1996 and dicamba was detected in 0.13% of sites. The highest concentration detected was 0.21ug/L. [from Pesticides in Ground Water of the United States, 1992-1996 in *Ground Water.* 2000. 38(6):858-863]
Mammalian Hazard	Acute oral LD_{50}: >2740 mg/kg in rats(practically non-toxic)
Bird Hazard	Acute oral LD_{50} = 968 mg/kg in bobwhite quail (slightly toxic)
Aquatic Organism Hazard	LC_{50}: 130 – 516 mg/L for formulated dicamba products with 24 to 96 hr exposure times for various fish (practically non-toxic) Clarity is high in hazard for aquatic plants.
Bee Hazard	>LD_{50} >100 ug/bee (practically non-toxic)
Persistence	Biotic or aerobic half-life is between 4 and 31 days (low to moderate persistence). Anaerobic half-life is 141 days (high persistence) Dicamba may volatilize slightly from plants and ground surface but that is not considered the major route of chemical dissipation or breakdown. Microbial activity is the primary route of degradation from soil. Laboratory and field studies show that dicamba is likely to break down in soil to half of its application concentration between one and 5 weeks. Dicamba is expected to degrade in aquatic systems even faster. The persistence hazard of dicamba is considered moderate. (Thurston Co, WA review of dicamba diglycolamine salt)
Soil Mobility	Low to medium leaching potential. Dicamba is mobile in soil but degrades rapidly. Low potential for runoff due to rapid degradation. (*Herbicide Handbook*, 9th Ed., Weed Science Society of America)
Use in County by the Public Works Dept.	Various (see decision-making documents)
Method of Application	Various (see decision-making documents)
Cautions	Use precautions are general (protective gloves, eye protection, long sleeves) Respirator if used in a non-ventilated area
Rate Used in Co.	Various (see decision-making documents)
Sources	Label, MSDS, EPA registration and re-registration documents, carcinogen lists (from EPA, International Agency for Research on Cancer, National Toxicology Program), Prop. 65, California Department of Pesticide Regulation, Oregon State University Pesticide Properties Database, National Pesticide Information Center (Oregon State), Thurston Co., WA Terrestrial Pesticide Reviews, *Herbicide Handbook*, 9th Ed. (2007) from the Weed Science Society of America

Pesticide Profile for: Glyphosate (Roundup®)

Note: Environmental fate and ecological toxicity studies are all done with the technical grade active ingredient (as opposed to formulated product). Technical grade active ingredient is also used in evaluating carcinogenic potential. Human health-related acute toxicity studies [toxicity via ingestion, dermal exposure, and inhalation and eye irritation, skin irritation, and skin sensitization (allergic response)] are performed using the formulated product typically on rats or rabbits.

Active Ingredient	Glyphosate (50.2% in formulated product, Roundup Pro Concentrate)
Injunction Restrictions	60 ft. buffer around California red-legged frog habitat; 15ft buffer for noxious weed programs
Signal Word	Caution
Federally, State, or Locally Restricted Use Material	No
Cancer	Evidence of non-carcinogenicity in humans
Prop 65	Not listed
Known groundwater contaminant	No
Mammalian Hazard	Acute oral LD_{50} >5,000 mg/kg in rats and mice (practically non-toxic)
Bird Hazard	Acute oral LD_{50} >1,000 mg/kg (slightly toxic)
Aquatic Organism Hazard	Fish: LC_{50} 86mg/L (slightly toxic) Crustacean: LC_{50} 281 mg/L (practically non-toxic) Mollusk: LC_{50} >10 mg/L (slightly toxic)
Bee Hazard	LD_{50}>100 ug/bee (practically non-toxic)
Persistence	A typical field half life is 47 days. The median half life in water varies from a few days to 91 days. Glyphosate is expected to degrade to half of the applied concentration within 60 days.
Soil Mobility	K_{oc} = 24,000 (potential to leach into groundwater is extremely low) from the OSU Pesticide Properties Database
Use in County by the Public Works Dept.	Various (see decision-making documents)
Method of Application	Various (see decision-making documents)
Cautions	Normal applicator precautions include wearing a long-sleeved shirt and long pants, chemical-resistant gloves made of any water proof material.
Rate Used in Co.	Various (see decision-making documents)
Sources	Label, MSDS, EPA registration and re-registration documents, carcinogen lists (from EPA, International Agency for Research on Cancer, National Toxicology Program), Prop. 65, California Department of Pesticide Regulation, Oregon State University Pesticide Properties Database, National Pesticide Information Center (Oregon State), Thurston Co., WA Terrestrial Pesticide Reviews, European Union, University of Hertfordshire, U.K. Pesticide Properties Database

Pesticide Profile for: Chlorsulfuron (Telar XP®)

Note: Environmental fate and ecological toxicity studies are all performed with the technical grade active ingredient (as opposed to formulated product). Technical grade active ingredient is also used in evaluating carcinogenic potential. Human health-related acute toxicity studies [toxicity via ingestion, dermal exposure, and inhalation and eye irritation, skin irritation, and skin sensitization (allergic response)] are performed using the formulated product typically on rats or rabbits.

Active Ingredient	Chlorsulfuron (75% active ingredient in formulated product Telar XP)
Injunction Restrictions	This chemical is not part of any of the court injunctions.
Signal Word	Caution (the lowest hazard level in EPA's labeling system)
Federally, State, or Locally Restricted Use Material	No
Cancer	No evidence of human carcinogenicity
Prop 65	Yes, listed for developmental, female. Note that developmental toxicity was seen at concentrations above the maternally toxic doses. (from Thurston Co., WA review of chlorsulfuron)
Known Groundwater contaminant	No
Mammalian Hazard	Acute oral LD_{50} for formulated product (75% chlorsulfuron) is 2493 mg/kg to 4147 mg/kg (practically non-toxic). "No observable effect levels of 100 ppm in the diet of rats (3 months) and 2500 ppm in the diets of mice (3 months) and dog (6 months). No observable effect levels of 100 ppm in the diet of rats for 2 years and 500 ppm in the diet of mice for 2 years." (from Cornell Chlorsulfuron – Herbicide Profile 3/85) The no observable effect level of 100 ppm in the diet of a rat is equivalent to ¼ oz. of chlorsulfuron per day in the diet of a 160 lb. human.
Bird Hazard	"Chlorsulfuron is practically non-toxic to birds and mammals on an acute exposure basis and is also practically non-toxic to birds on a subacute dietary exposure basis. (from EPA R.E.D. Facts for Chlorsulfuron May 30, 2005)
Aquatic Organism Hazard	"Chlorsulfuron is practically non-toxic to both freshwater and estuarine/marine fish on an acute exposure basis and is slightly toxic to estuarine/marine invertebrates." (from EPA R.E.D. Facts for Chlorsulfuron May 30, 2005)
Bee Hazard	"Chlorsulfuron is also practically non-toxic to honeybees on an acute contact basis." (from EPA R.E.D. Facts for Chlorsulfuron May 30, 2005)
Persistence	"Degradation by hydrolysis appears to be the most significant mechanism for degradation of chlorsulfuron, but is only significant in acidic environments (32 day half-life at pH = 5); it is stable to hydrolysis at neutral to high pH. Degradation half-lives in soil environments range from 14 to 320 days. (from EPA R.E.D. Facts for Chlorsulfuron May 30, 2005) Under growing season conditions, the half-life is 4-6 weeks. (from Cornell Chlorsulfuron – Herbicide Profile 3/85) "Terrestrial Field Test Half-life (days) = 36" (from Thurston Co., WA review of chlorsulfuron)
Soil Mobility	"Chlorsulfuron is likely to be persistent and highly mobile in the environment. It may be transported to nontarget areas by runoff and/or spray drift." (from EPA R.E.D. Facts for Chlorsulfuron May 30, 2005)
Use in County by the Public Works Dept.	At the airports it is used mainly as a spot treatment around signs and lights. It is not used on runways and infields.
Method of Application	Various (see decision-making documents)
Cautions	Do not use on irrigation canal banks due to sensitivity of crops. Normal applicator precautions include wearing gloves and eye protection and avoiding direct skin contact.
Rate Used in Co.	Various (see decision-making documents)
Sources	Label, MSDS, EPA registration and re-registration documents, carcinogen lists (from EPA, International Agency for Research on Cancer, National Toxicology Program), Prop. 65, California Department of Pesticide Regulation, Oregon State University Pesticide Properties Database, National Pesticide Information Center (Oregon State), Thurston Co., WA Terrestrial Pesticide Reviews

Pesticide Profile for: Imazapyr (Polaris®)

Note: Environmental fate and ecological toxicity studies are all performed with the technical grade active ingredient (as opposed to formulated product). Technical grade active ingredient is also used in evaluating carcinogenic potential. Human health-related acute toxicity studies [toxicity via ingestion, dermal exposure, and inhalation and eye irritation, skin irritation, and skin sensitization (allergic response)] are performed using the formulated product typically on rats or rabbits.

Active Ingredient	Imazapyr isopropylamine salt (28.7% in formulated product, Habitat; 27.6% in formulated product, Stalker)
Injunction Restrictions	Yes, for California red legged frog. However, neither of the two sites is within CRLF designated habitat.
Signal Word	Caution (the lowest hazard level in EPA's labeling system)
Federally, State, or Locally Restricted Use Material	No
Cancer	Evidence of non-carcinogenicity for humans
Prop 65	Not Listed
Known Groundwater Contaminant	Not listed.
Mammalian Hazard	Acute oral LD_{50} >5,000 mg/kg (practically non-toxic). Direct skin contact irritation potential. (Stalker MSDS)
Bird Hazard	Acute oral LD_{50} >5,000 mg/kg (practically non-toxic) for mallard duck (Stalker MSDS) Bobwhite quail acute oral LD_{50} >2150mg/kg (practically non-toxic) and 8-day dietary LC_{50} >5000 (practically non-toxic) (Stalker MSDS)
Aquatic Organism Hazard	LC_{50} >100mg/l (practically non-toxic) for both tested fish (96 hours) and tested aquatic invertebrates (48 hours) (Stalker MSDS)
Bee Hazard	Acute contact LD_{50} >100ug/l (practically non-toxic)
Persistence	Field half-life ranges from 25-142 days, depending on soil characteristics and environmental conditions. (*Herbicide Handbook* 9th Ed. from the Weed Science Society of America) The primary route of degradation of imazapyr is by photolysis. Light can break down this chemical in a few days but, if it is kept out of sunlight the chemical is broken down very slowly by microbial degradation. If imazapyr is applied to sandy soils and leaches down below 18 inches (where microbial activity is limited) the chemical can be expected to persist for more than a year. (Thurston Co., WA pesticide review of imazapyr, 4/13/09) In aquatic environments imazapyr is expected to be low to moderately persistent, likely due to dispersion and chemical breakdown by sunlight. (Thurston Co., WA pesticide review of imazapyr, 4/13/09)
Soil Mobility	Imazapyr generally remains within the top 50 cm of soil in field dissipation studies. In forest dissipation studies, imazapyr did not run off into streams, and no evidence of lateral movement was observed. (2007 *Herbicide Handbook*-Weed Science Society of America) Imazapyr is considered very water soluble, adheres poorly to soil and organic matter, and has been found to leach into soils after terrestrial applications. Imazapyr is considered high in mobility hazard after terrestrial applications (Thurston Co., WA pesticide review of imazapyr, 4/13/09) Note that because imazapyr is highly soluble in water and is weakly sorbed to soil, the risk of its impacting surface water is low, unless excessive runoff exists.
Use in County by the Public Works Dept.	Various (see decision-making documents)
Method of Application	Various (see decision-making documents)
Cautions	Applicator is required to use gloves and eye protection when mixing and applying; do not spray desired vegetation; avoid potable water and irrigation intakes (do not treat into water if within ½ mile upstream of such intakes)
Rate Used in Co.	Various (see decision-making documents)
Sources	Label, MSDS, EPA registration and re-registration documents, carcinogen lists (from EPA, International Agency for Research on Cancer, National Toxicology Program), Prop. 65, California Department of Pesticide Regulation, Oregon State University Pesticide Properties Database, National Pesticide Information Center (Oregon State), Thurston Co., WA Terrestrial Pesticide Reviews, European Union, University of Hertfordshire, U.K. Pesticide Properties Database, *Herbicide Handbook*, 9th Ed. (2007) from the Weed Science Society of America

Pesticide Profile for: Indaziflam (Esplanade®)

Note: Environmental fate and ecological toxicity studies are all performed with the technical grade active ingredient (as opposed to formulated product). Technical grade active ingredient is also used in evaluating carcinogenic potential. Human health-related acute toxicity studies [toxicity via ingestion, dermal exposure, and inhalation and eye irritation, skin irritation, and skin sensitization (allergic response)] are performed using the formulated product typically on rats or rabbits.

Active Ingredient	Indaziflam (19.05% in formulated product)
Injunction Restrictions	No
Signal Word	Caution (the lowest hazard level in EPA's labeling system)
Federally, State, or Locally Restricted Use Material	No
Cancer	Not likely to be carcinogenic for humans
Prop 65	Not Listed
Known Groundwater Contaminant	Not listed.
Mammalian Hazard	Acute oral LD_{50} >2,000 mg/kg (practically non-toxic on an acute and chronic basis). No skin or eye irritation; non-sensitizing
Bird Hazard	Acute oral LD_{50} >2000 mg/kg (practically non-toxic both on an acute oral and subacute dietary exposure basis)
Aquatic Organism Hazard	Indaziflam is highly toxic (EC_{50}= 0.1 – 1 mg a.i./L) to freshwater and estuarine/marine fish, moderately toxic (EC_{50}= 1 -10 mg a.i./L) to highly toxic (EC_{50}= 0.1 – 1 mg a.i./L) to estuarine invertebrates, and slightly toxic (EC_{50}= 10 - 100 mg a.i./L) to moderately toxic (EC50= 1 -10 mg a.i./L) to freshwater invertebrates on an acute exposure basis. However, due to the use of indaziflam in the County and the chemical's subjectivity to aqueous photolysis, exposure to freshwater and estuarine/marine fish and invertebrates is expected to be limited.
Bee Hazard	Practically non-toxic (from the EPA Indaziflam Pesticide Fact Sheet, July 26, 2010)
Persistence	Indaziflam is moderately persistent to persistent in aerobic soil (half-lives > 150 days), persistent in anaerobic soil (stable), and persistent in aerobic (half-lives > 200 days) and anaerobic (stable) aquatic environments. Indaziflam is subject to aqueous photolysis in clear shallow waters (half-life < 5 days).
Soil Mobility	Indaziflam is expected to be moderately mobile to mobile in the soil (Koc < 1000 mL/g oc).
Use in County by the Public Works Dept.	Various (see decision-making documents)
Method of Application	Various (see decision-making documents)
Cautions	Applicator is required to wear a long-sleeved shirt and long pants, shoes plus socks, and chemical resistant gloves made of any waterproof material such as natural rubber >14 mils. Do not apply directly to water, or to areas where surface water is present or to intertidal areas below the mean high water mark.
Rate Used in Co.	Various (see decision-making documents)
Sources	Label, MSDS, EPA Pesticide Fact Sheet, carcinogen lists (from EPA, International Agency for Research on Cancer, National Toxicology Program), Prop. 65, California Department of Pesticide Regulation, Oregon State University Pesticide Properties Database, National Pesticide Information Center (Oregon State)

Pesticide Profile for: Sulfometuron methyl (Oust®)

Note: Environmental fate and ecological toxicity studies are all performed with the technical grade active ingredient (as opposed to formulated product). Technical grade active ingredient is also used in evaluating carcinogenic potential. Human health-related acute toxicity studies [toxicity via ingestion, dermal exposure, and inhalation and eye irritation, skin irritation, and skin sensitization (allergic response)] are performed using the formulated product typically on rats or rabbits.

Active Ingredient	Sulfometuron methyl (75% in formulated product)
Injunction Restrictions	No
Signal Word	Caution (the lowest hazard level in EPA's labeling system)
Federally, State, or Locally Restricted Use Material	No
Cancer	Toxicity testing indicates that sulfometuron methyl is not carcinogenic, mutagenic, neurotoxic, or known to cause developmental toxicity. Reproductive toxicity testing indicate that sulfometuron methyl is not a reproductive toxicant. (Thurston Co. pesticide review)
Prop 65	Not Listed
Known Groundwater Contaminant	Not listed.
Mammalian Hazard	Acute oral LD_{50} >5,000 mg/kg (practically non-toxic). Slight skin and eye irritation; non-sensitizing
Bird Hazard	Acute oral LD_{50} >5000 mg/kg (practically non-toxic)
Aquatic Organism Hazard	LC_{50} >140mg/l (practically non-toxic) for both tested fish (96 hours) and tested aquatic invertebrates (48 hours)
Bee Hazard	Acute contact LD_{50} >100ug/l (practically non-toxic)
Persistence	Aquatic Field Test Half-life = 9 to 187 days Terrestrial Field Test Half-life = 44 to 128 days Biotic or Aerobic Half-life = 52 to 58 days Anaerobic Half-life = 283 days in soil The persistence of sulfometuron methyl varies in aquatic environments due to the faster rate of dissipation in acidic water and slower degradation in neutral or alkaline water. In soil, sulfometuron methyl is very mobile; field testing only took into account the chemical found in the upper 15cm of soil, which could account for the differences in degradation rates. When sulfometuron methyl leaches deeply into soil where there is little oxygen, it is expected to degrade very slowly. The persistence hazard for sulfometuron methyl is conservatively rated high. (Thurston Co. pesticide review)
Soil Mobility	Sulfometuron methyl is fairly water soluble, but does not bind well to soil with or without organic matter. The hazard for sulfometuron methyl to move off the site of application (or to leach into soil) with rain or irrigation water is rated moderate (OSU Extension Pesticide Properties Database).
Use in County by the Public Works Dept.	Various (see decision-making documents)
Method of Application	Various (see decision-making documents)
Cautions	Applicator is required to wear a long-sleeved shirt and long pants, shoes plus socks, and chemical resistant gloves. Do not apply directly to water, or to areas where surface water is present or to intertidal areas below the mean high water mark.
Rate Used in Co.	Various (see decision-making documents)
Sources	Label, MSDS, EPA Pesticide Fact Sheet, carcinogen lists (from EPA, International Agency for Research on Cancer, National Toxicology Program), Prop. 65, California Department of Pesticide Regulation, Oregon State University Pesticide Properties Database, National Pesticide Information Center (Oregon State), Thurston Co., WA Terrestrial Pesticide Reviews

Pesticide Profile for: Prodiamine (ProClipse®)

Note: Environmental fate and ecological toxicity studies are all performed with the technical grade active ingredient (as opposed to formulated product). Technical grade active ingredient is also used in evaluating carcinogenic potential. Human health-related acute toxicity studies [toxicity via ingestion, dermal exposure, and inhalation and eye irritation, skin irritation, and skin sensitization (allergic response)] are performed using the formulated product typically on rats or rabbits.

Active Ingredient	Prodiamine (65% in formulated product)
Injunction Restrictions	No
Signal Word	Caution (the lowest hazard level in EPA's labeling system)
Federally, State, or Locally Restricted Use Material	No
Cancer	Prolonged overexposure to prodiamine may affect liver and thyroid. In animal studies with prodiamine, benign thyroid tumors were seen in rats, but none were observed in mice. Inhalation of excessive amounts of kaolin dust may produce coughing, sneezing and nasal irritation. This product contains clay. Crystalline silica (e.g., quartz) is a naturally occurring component of clay. Inhalation of crystalline silica may cause pulmonary fibrosis (silicosis). Crystalline silica has been classified by EPA as a possible human carcinogen, by IARC as carcinogenic to humans, by the U.S. National Toxicology Program as a known human carcinogen and by ACGIH as a suspected human carcinogen.(ProClipse MSDS)
Prop 65	Not Listed
Known Groundwater Contaminant	Not listed.
Mammalian Hazard	Acute oral LD_{50} >5,000 mg/kg (practically non-toxic). Non-irritating to skin and mild eye irritation; sensitizer
Bird Hazard	8-day dietary LC_{50} >10,000 ppm (practically non-toxic)
Aquatic Organism Hazard	LC_{50} >140mg/l (practically non-toxic) for both tested fish (96 hours) and tested aquatic invertebrates (48 hours)
Bee Hazard	Acute contact LD_{50} >100ug/l (practically non-toxic)
Persistence	Prodiamine does not bioaccumulate. It is persistent in soil and has an average half-life of approximately 120 days.
Soil Mobility	K_{oc} = 13,000 (potential to leach into groundwater is extremely low) from the OSU Pesticide Properties Database
Use in County by the Public Works Dept.	Various (see decision-making documents)
Method of Application	Various (see decision-making documents)
Cautions	Applicator is required to wear a long-sleeved shirt and long pants, shoes plus socks, and waterproof gloves. Do not apply directly to water, or to areas where surface water is present or to intertidal areas below the mean high water mark.
Rate Used in Co.	Various (see decision-making documents)
Sources	Label, MSDS, EPA Pesticide Fact Sheet, carcinogen lists (from EPA, International Agency for Research on Cancer, National Toxicology Program), Prop. 65, California Department of Pesticide Regulation, Oregon State University Pesticide Properties Database, National Pesticide Information Center (Oregon State), Thurston Co., WA Terrestrial Pesticide Reviews

Attachment B. Subcommittee Reports

Report of the Decision-Making Subcommittee
to the Contra Costa County IPM Committee.

Prepared by Tanya Drlik, IPM Coordinator

September 2014

Members
Carlos Agurto
Terry Davis—chair
Doug Freier
Vince Guise/Chad Godoy
Michael Kent
Cece Sellgren

The Decision-Making Subcommittee met five times in 2014: February 24, March 17, May 19, July 21, and August 11.

In conjunction with the Departments, the subcommittee discussed which pests or pest management situations should be documented this year.

Decision-making documents were developed for

- Japanese knotweed (Agriculture Department)
- Artichoke thistle (Agriculture Department)
- Purple starthistle (Agriculture Department)
- Weed management on Buchanan and Byron Airports (Public Works)

The subcommittee reviewed each document with the appropriate Department and made requests for a number of changes, clarifications, and improvements. Some of the improvements that were added are as follows:

- A box for the question, "Is there a well head nearby?"
- A statement under "Possible herbicide choices" that indicates that the Department has used research, experience, consultation with colleagues, and review of pesticide labels to determine which options it considers effective and economical.
- An additional statement under "Possible herbicide choices" that indicates that herbicide choices are always under review to find more effective and less hazardous products.
- An indication of the signal word on the label of each pesticide and an explanation of what a signal word is.
- Information about adjuvants and why they are added to the herbicide mix.
- Maps where possible and appropriate.

It was decided that any improvements would be added to documents going forward, and previous documents would be updated in the future. Decision-making documents are considered current as of the date on the document.

The current versions of the decision-making documents that were reviewed this year are attached.

Report of the Cost Accounting Subcommittee
to the Contra Costa County IPM Committee.

Prepared by Tanya Drlik, IPM Coordinator

September 2014

Members
Vince Guise/Matt Slattengren/Chad Godoy
Susan Heckly
Michael Kent
Allison Knapp/Joe Yee
Marj Leeds—Chair
Cece Sellgren

The Cost Accounting Subcommittee met five times in 2014: February 20, March 18, April 15, June 17, and August 19.

After considerable discussion during the first two meetings about the areas on which to focus the committee's attention, the committee agreed to investigate the cost of a long-term transition to more sustainable landscaping around County buildings that would require less maintenance, energy and water, and minimal or no pesticide use. The committee researched the costs of turf vs. ornamentals and the cost of artificial turf. Over the 5 meetings, the committee learned the following:

- The Grounds Division uses most of its herbicide on the Marsh Creek Firing Range where they must maintain bare ground because of fire and other safety regulations.
- The Grounds Division has quite a diverse portfolio of landscapes around County buildings as well as other sites to maintain—over 100 sites. It is extremely difficult to make generalizations about County landscapes because they are so varied, and the amount of funding is so different from one site to another.
- When Kevin Lachapelle took the position as Grounds Manager, he made the decision to stop using insecticides, miticides, or fungicides. The Grounds Crew tries to keep the landscapes healthy enough that these pests are not a problem, but if plants succumb to damage from insects, mites or fungus, they are removed.
- The Grounds Division uses only herbicides, and the majority of the herbicide is Roundup® (glyphosate) that is used in spot treatments around County buildings. These spot treatments are primarily in cracks and crevices in pavement. Cracks can be sealed in pavement, but this is expensive, has environmental consequences, and will always provide spaces for soil to collect and allow weeds to germinate. Pre-emergent herbicides are no longer used around buildings, so the amount of pre-emergent used is small.
- The Grounds Division has been de-landscaping buildings and medians (and covering the soil with mulch where feasible) over the last few years because of lack of funds for maintenance. Summit Center on Arnold Drive in Martinez is one site where this has been used extensively.
- Artificial turf is costly to install (around $25K for 1000 sq ft). Conversion to artificial turf would entail the substantial use of herbicide to kill any vegetation at the site. Artificial turf is a petroleum product, it still uses some water (for cleaning), it must be vacuumed and raked, weeds can grow on top of it when enough soil accumulates, in the summer it can increase the heat in the immediate vicinity, and it could pose environmental problems at the end of its life. In the best case, the return on investment is 20 years.
- Artificial turf might be appropriate at sites with tiny, odd-shaped pieces of turf that are difficult and expensive to maintain, if there is some pressing reason the turf is needed. Artificial turf has been used at some Head Start sites where they like to use it for play areas.
- The costs of maintaining different kinds of landscapes is complicated:
    - So much depends on the site, how it is planted, and with what.
        - Formal ornamental plantings with high water needs and fast-growing plants can take just as much or more water and maintenance as a similar area of turf.
        - Informal plantings with moderate water-use plants need less maintenance and water.

        - Informal plantings with drought-tolerant plants use much less water and need less maintenance.
        - If plants are chosen properly (right plant/right place) and are planted properly (enough room for each plant to reach its natural size), they can be left alone and require maintenance perhaps only 2 times per year.
        - Drought tolerant plants will need water for around 3 years to get established, but then should be able to make it on their own (although in severe drought, they may need supplemental water)
    - Other factors contribute to the cost of maintenance:
        - Deferring plant maintenance (which the County started doing during the recession) can greatly increase maintenance time when the decision is made to resume maintenance. Often plants have grown into a jungle that can take a huge amount of work to tame, and the site looks unattractive once the work is done.
        - Overplanted sites take much more maintenance and water because there are more plants to maintain, and often more kinds of plants that must be treated differently.
        - Plants in the wrong place increase maintenance—for example, if plants are too close together or too close to the building or the sidewalk, they will need constant pruning.
        - No-mow turf that is allowed to go dormant during the summer can use much less water and need much less maintenance, but people will have to accept brown grass in summer.
        - Old irrigation systems need much more maintenance because there are so many more problems as they age.
        - Drip irrigation can require much more attention than traditional sprinklers because the lines are delicate and vulnerable to vandalism, chewing from animals, clogging, or being accidentally cut by shovels or other tools.
- Determining the maintenance costs and herbicide use on any particular County site would be time consuming and would have to be done by hand. The Public Works accounting system would be unable to produce such a report electronically, and the data available in current reports are not suited to understanding the cost of maintenance, water, and equipment.
- People's expectations for the kind of landscapes around County buildings, and the way those landscapes will look, need to change.
- There are many County sites with dead and dying plant material. These are prime sites to examine for re-landscaping with drought-tolerant plants. The irrigation systems at those sites are designed for the old plant material, and the cost of fixing the irrigation would have to be factored in.

Suggestions from the committee

- The County could look for opportunities to change people's expectations regarding landscaping:
    - People cannot expect perfect turf, or any turf.
    - People cannot expect County landscapes to be weed-free.
    - During the dry season, and especially during times of drought, people cannot expect lush, green landscapes.
- The Grounds Division could find opportunities to educate building occupants and citizens, for instance, by using a sign at de-landscaped sites or areas with brown turf explaining that the County is saving water in time of severe drought.
- The County could consider developing a strategic plan for sustainable landscapes around County buildings.
- The County could adopt a policy specifying that any new landscapes that are created or any landscapes that are renewed should be planted with drought-tolerant plants that are appropriate to the site and planted with minimizing water use and lowering maintenance in mind. The policy would have to be general enough to accommodate the diverse uses of County landscapes.
- Since we are in the midst of a several year drought and the prospect for ample rain this winter is poor, this is not the time to begin extensive renovation projects.

Report of the Transparency Subcommittee
to the Contra Costa County IPM Committee.

Prepared by Patti TenBrook

September 2014

Members
Cheng Liao
Vince Guise/Chad Godoy
Scott Cashen
Cece Sellgren
Patti TenBrook—chair

The Transparency Subcommittee met four times in 2014: February 26, April 2, June 4, and August 6. Three main topics were addressed:

1) **Demonstration of the new pesticide use posting website**. At the April 2 meeting, Dan Jordan of Public Works demonstrated the web site. He noted that Public Works is hosting the website and currently there is no way for the Grounds Division, Pestec, or the Agriculture Department to add information. As of the last Transparency Subcommittee meeting on August 6, the website was not live.

2) **Separating Public Works pesticide use reports.** Parents for a Safer Environment (PfSE) had requested that Public Works divide their Pesticide Use Reports that are submitted to the California Department of Pesticide Regulation into use on roads, flood control channels, and real property.

   History
   - For a number of years, up until FY 2011-12, Public Works had submitted 3 separate hard copy use reports each month under these 3 categories.
   - Pesticide Use Reports are required by the state and are submitted to the state through the County Department of Agriculture.
   - All pesticide use reporting to the state is now done electronically. The state does not require Public Works to separate their pesticide use into categories, and in fact the data cannot be separated in the new system unless the Agriculture Department were to issue 3 separate permit numbers to Public Works for them to report under.
   - Reformatting of information is not required for public records requests.

   For the Department, separating their pesticide use into 3 categories would entail extra work for their very limited staff. The Department feels that separation into categories serves no practical purpose for them. Public Works has no need to separate the data on the Pesticide Use Reports because the Department collects separate data in Maintstar, the Department's computerized maintenance database.

   Maintstar is a work planning tool. Pesticide use information is collected by 4 different "Activity Codes" for weed spraying:
   a. Access (access roads along creek channels)
   b. Creek (banks of creeks and flood control channels)
   c. Aquatic (herbicides used for weeds growing in the water)
   d. Road (County roads other than those along channels)

   Joe Yee provided PfSE a copy of a 72-page Maintstar report on pesticides used in calendar year 2013 by the Public Works Road and Flood Control Maintenance Division. The report divides pesticide use by the Activity Codes mentioned above.

   Maintstar records the name of the pesticide used and the quantity but cannot report on the units for that quantity. It was not intended as a pesticide use reporting program.

The subcommittee would like to hear back from PfSE as to whether this report meets their needs.

3) **Process for addressing public concerns.** Jill Ray of Supervisor Andersen's office explained to the subcommittee that the IPM Advisory Committee takes concerns from the public at each meeting, and frequently works on them. If the public brings concerns that are not on the meeting agenda, the Committee can ask staff to research the topic and report to the Committee, and/or the Committee can add the topic to a future Committee agenda for discussion. The IPM Coordinator reports to the Transportation, Water and Infrastructure Committee (TWIC) about IPM Committee activities and public comment is allowed before and after that report. The Supervisors may direct the IPM Coordinator to do certain things and report back to TWIC, or they may ask the IPM Committee to review or work on an issue. Some issues might only be heard before TWIC; others might go to the full Board. The public is not always satisfied, but the Board of Supervisors is the final decision-making body. The Public can always go to the full Board of Supervisors with their concerns.

   Jill Ray also noted that in regard to the IPM ordinance vs. policy/administrative bulletin issue, both TWIC and the full Board of Supervisors were kept informed and followed the issue. The Board has accepted the IPM Administrative Bulletin and has not asked for more research on an ordinance. In Contra Costa County, Administrative Bulletins are the law.

   The committee discussed the meaning of "transparency" and, based on that discussion, has drafted a short reference document for IPM Committee participants (members, staff, and public). The document is attached to this report. It is intended as a reminder of why transparency is important, what is required by law, and what the CC County IPM Program is doing to implement those requirements.

Transparency for Contra Costa County IPM

Tools currently used to implement transparency:

1) IPM website
    a. Policies
    b. Reports in friendly formats
    c. Meeting agendas and minutes
2) E-mail
3) Public meetings
4) Decision documents
5) Posting at application sites
6) Responding to public records requests

Tools in the works:

1) Posting website

Challenge is to meet legal requirements within resource limitations.

California Law

California Public Records Act: http://www.leginfo.ca.gov/cgi-bin/displaycode?section=gov&group=06001-07000&file=6250-6270

Brown Act: http://www.leginfo.ca.gov/cgi-bin/displaycode?section=gov&group=54001-55000&file=54950-54963

Bagley-Keene Open Meeting Act: http://www.leginfo.ca.gov/cgi-bin/displaycode?section=gov&group=11001-12000&file=11120-11132

Sunshine Amendment (Article I, Section 3(b)): http://www.leginfo.ca.gov/.const/.article_1

Attachment C. Pesticide Use Reporting

(See separate PDF for Contra Costa County Operations Pesticide Use Data Spreadsheet)

History of Pesticide Use Reporting

Since the 1950s, the State of California has required at least some kind of pesticide use reporting, but in 1990, the comprehensive reporting program we have now went into effect.

California was the first state in the nation to require full reporting of all agricultural and governmental agency pesticide use. The current reporting system exempts home use pesticides and sanitizers, such as bleach, from reporting requirements. (Sanitizers are considered pesticides.)

What does "pesticide" mean?

The California Department of Pesticide Regulation (DPR) defines pesticide as "any substance or mixture of substances intended for preventing, destroying, repelling or mitigating insects, rodents, nematodes, fungi, weeds, or other pests. In California plant growth regulators, defoliants, and desiccants, as well as adjuvants, are also regulated as pesticides."

"Adjuvants" increase pesticide efficacy and include emulsifiers, spreaders, foam suppressants, wetting agents, and other efficacy enhancers. In FY 13-14, Contra Costa County operations used a total of 5,686 lbs. of pesticide active ingredient, which included 2,186 lbs. of spray adjuvant and growth regulator active ingredients that were used to prevent foaming, to reduce pesticide drift, and slow plant growth or were used as a surfactant.

How Pesticide Use is Reported to the State

Pesticide use data is reported monthly to the County Agriculture Commissioner. The data is checked and sent on to DPR, which maintains a database of pesticide use for the entire state. Although pesticide use is reported to DPR as pounds, ounces, or gallons of pesticide product, DPR reports pesticide use in its database as pounds of active ingredient.

DPR defines active ingredient as "[a]n agent in a product primarily responsible for the intended pesticidal effects and which is shown as an active ingredient on a pesticide label." (Since adjuvants are regulated as pesticides in California, the active ingredients of adjuvants are also included in DPR's database.)

How Pesticide Use is Reported by Contra Costa County Operations

The attached spreadsheet records pesticide use data <u>only for County operations</u> and not for any other agency, entity, company, or individual in the County.

Since DPR reports California pesticide use in pounds of active ingredient, Contra Costa County does the same. The County uses the same formula for converting gallons of pesticide product into pounds of active ingredient that the state uses:

Pounds of Active Ingredient =

gallons of product used X 8.33 lbs/gallon of water X the specific gravity of the product X the % of active ingredient in the product

CONTRA COSTA COUNTY OPERATIONS - PESTICIDE USE SUMMARY COMPARISON FY 00-01 to FY 13-14, Revised 11-17-14

PESTICIDES OF CONCERN ARE SHADED (Pesticide Action Network defined "Bad Actors")

Contra Costa County Public Works

	Name of Product Applied	EPA or Calif. Registration #	Specific Gravity	% A. I.	Total Lbs A.I. Used FY 00-01	Total Lbs A.I. Used FY 04-05	Total Lbs A.I. Used 07-08	Total Lbs A.I Used 08-09	Total Lbs A.I. Used 09-10	Total Lbs A.I. Used 10-11	Total Lbs A.I. Used 11-12	Total Lbs A.I. Used 12-13	Amt Used FY 13-14	Total Lbs A.I. Used 13-14
	Liquid Materials		Formula for liquid materials:		Gal. used x 8.33 lbs/gal H20 x sp. Grav. x % AI								(gallons)	
Adjuvant	Activator 90	36208-50014	1.040	90.000	4786.31	3592.41	4248.36	3381.90	0.00					
Glyphosate, isopropylamine salt	AquaMaster	524-343	1.205	53.800	0.00	0.00	814.09	662.88	487.37	322.67	446.22	301.06	47.25	255.16
	Chemtrol	36208-50015	0.995	1.000	1.16	0.00	0.00	0.00	0.00		1.82		8.50	0.70
Sodium salt of Imazxamox	Clearcast	241-437-AA-67690	1.049	12.100									5.00	5.29
Copper ethanolamine complexes, mixed	Cutrine Plus	8959-10-AA	1.206	9.000	58.78	0.00	40.69	0.00	0.00			6.78	5.00	4.52
Indaziflam	Esplanade 200 SC	432-1516	1.050	19.050								4.17	25.00	41.66
Adjuvant	Foam Fighter F	36208-50015	0.995	5.000	0.52	0.00	0.52	0.00	0.00					
Dimethyl silicone fluid emulsion	Foam Fighter F	36208-50003, 72-50005-AA	1.000	10.000	0.00	0.00	0.00	0.94	0.62	0.62	0.42	0.73	0.63	0.52
Triclopyr triethylamine salt	Garlon 3A		1.135	44.400	268.66	459.66	1862.78	1547.95	2048.03	1165.94	757.71	1008.02	119.69	502.44
Triclopyr BEE	Garlon 4	62719-40	1.060	61.600	278.76	67.28	155.02	106.77	111.50	1.36	2.72	10.88	3.50	19.04
Oxyfluorfen	Goal	707-174	0.990	19.400	3.20	0.00	0.00	0.00	0.00					
Oxyfluorfen	Goal Tender	62719-447	1.170	41.000	0.00	0.00	0.00	0.00	7.99		16.50	2.00		
Oxyfluorfen	Goal	707-243	1.120	22.000	0.00	0.00	13.34	0.00	0.00					
Imazapyr, isopropylamine salt	Habitat	241-426	1.068	28.700	0.00	0.00	0.00	5.75	17.08	34.40	13.10	5.75	0.88	2.25
Aminopyralid, tri isopropanolamine salt	Milestone VM	62719-537	1.140	40.600	0.00	0.00	173.26	238.42	241.39	229.05	225.43	120.12	14.88	57.36
	No Foam A	11656-50086-ZA	1.050	90.000	0.00	0.00	0.00	253.87	2731.53	2292.68	2267.57	2290.71	230.85	1817.22
Pendimethalin	Pendulum Aquacap	241-416	1.175	38.700	0.00	121.21	0.00	0.00	0.00		28.41			
Sethoxydim	Poast	7969-58	0.935	18.000	0.00	5.61	20.33	0.00	0.00					
Imazapyr, isopropylamine salt	Polaris	228-534-AA	1.057	27.700								26.83	12.02	29.32
Triclopyr TEA	Renovate 3	62719-37-67690	1.140	44.400	0.00	277.27	324.71	309.95	171.84	137.05	183.44	145.49	87.00	366.88
Glyphosate,	Rodeo	524-343	1.205	53.800	1193.46	660.83	0.00	0.00	0.00					
	Roundup Pro	524-475-ZB	1.170	41.000	2041.43	0.00	0.00	0.00	0.00			0.00		
Glyphosate, isopropylamine salt	Roundup Pro Conc.	524-529	1.199	50.200	0.00	2352.35	588.28	1153.95	937.84	1006.75	1092.55	1496.00	273.16	1369.00
Glyphosate, isopropylamine salt	Roundup Tough Weed Formula	239-2636	1.070	18.000								98.07		
Maleic hydrazide	Royal Slo Gro	400-94-AA	1.135	21.700								41.03		
Imazapyr, isopropylamine salt	Stalker	241-398	1.050	27.600	13.58	318.05	20.98	9.05	0.00					
Adjuvant	Silicone Super Wetter	17545-50029-AA	0.994	100.000									0.19	1.57
Adjuvant	Silwet L-77	36208-50025	1.007	100.000	14.26	0.00	8.39	0.00	0.00			15.77		
Oryzalin	Surflan A.S.	62719-113	1.188	40.400	56.97	39.98	0.00	0.00	0.00					
Oryzalin	Surflan A.S.	70506-44	1.236	40.400	0.00	0.00	112.33	87.36	47.84	33.28	2.08			
Adjuvant/Surfactant	Surphtac	68891-50001-AA	1.118	53.400	197.06	189.57	0.00	0.00	0.00					
Adjuvant/Surfactant	Surphtac	11656-50093	1.180	53.400	0.00	0.00	112.85	190.95	181.77	129.28	168.65	173.90	29.00	152.22
Clopyralid	Transline	62719-259	1.161	40.900	89.00	286.77	48.81	6.17	0.00					
	Vanquish	55947-46	1.250	56.800	1360.29	0.00	0.00	0.00	0.00					
	Vanquish	100-884	1.250	56.800	0.00	1293.75	0.00	0.00	0.00					
Dicamba, diglycolamine salt	Vanquish	228-397	1.250	56.800	0.00	0.00	906.37	707.53	97.59		40.69	333.45	0.75	4.44
	Weedar 64	71368-1-264	1.160	38.900	1979.96	357.09	18.79	0.00	0.00					

CONTRA COSTA COUNTY OPERATIONS - PESTICIDE USE SUMMARY COMPARISON FY 00-01 to FY 13-14, Revised 11-17-14

Contra Costa County Public Works (continued)

	Name of Product Applied	EPA or Calif. Registration #	Specific Gravity	% A. I.	Total Lbs A.I. Used FY 00-01	Total Lbs A.I. Used FY 04-05	Total Lbs A.I. Used FY 07-08	Total Lbs A.I Used 08-09	Total Lbs A.I. Used 09-10	Total Lbs A.I. Used 10-11	Total Lbs A.I. Used 11-12	Total Lbs A.I Used 12-13	Amt Used FY 13-14	Total Lbs A.I. Used 13-14
	Dry Materials				Amt . Used x %AI					(pounds)			**(pounds)**	
Dithiopyr	Dimension Ultra 40 WP	62719-445	N/A	40.000	0.00	0.00	1.00	0.00	0.00					
	Diuron 80DF	66222-51	N/A	80.000	0.00	0.00	960.00	640.00	0.00					
	Direx 80DF	352-508-1812	N/A	80.000	2300.00	0.00	0.00	0.00	0.00					
	Direx 80DF	1812-362	N/A	80.000	0.00	1240.00	0.00	0.00	0.00					
	Endurance	55947-43	N/A	65.000	983.45	52.00	0.00	0.00	0.00					
	Endurance	100-834ZB	N/A	65.000	0.00	1008.80	0.00	0.00	0.00					
Prodiamine	Endurance	228-398	N/A	65.000	0.00	0.00	1194.05	789.75	855.40	689.00				
Isoxaben	Gallery 75DF	62719-145	N/A	75.000	40.50	39.00	51.75	59.25	54.75	2.63	3.00	15.75	15.00	11.25
Sulfumeturon methyl	Oust	352-401	N/A	75.000	20.53	137.25	152.25	108.12	76.55					
	Oust XP	352-601	N/A	75.000						75.85	96.61	14.25	12.74	9.56
	Predict	55947-78	N/A	78.600	389.07	0.00	0.00	0.00	0.00					
	Predict	100-849	N/A	78.600	0.00	7.86	0.00	0.00	0.00					
Prodiamine	ProClipse 65 WDG	228-434		65.000						201.50	361.40	448.50	48.00	31.20
	Ronstar 50WSP	264-538	N/A	50.000	60.00	0.00	0.00	0.00	0.00					
	Simtrol 90DF	35915-12-60063	N/A	90.000	387.00	0.00	0.00	0.00	0.00					
Tebuthiuron	Spike 80DF	62719-107	N/A	80.000	48.00	72.00	48.00	96.00	96.00	105.60				
	Telar XP	352-654		75.000						4.88	5.16	6.00	9.01	6.76
Chlorsulfuron	Telar	352-404	N/A	75.000	19.031	10.448	13.313	10.88	0.00	6.38				
				TOTAL:	**16590.97**	**12589.20**	**11890.25**	**10367.44**	**8165.12**	**6438.92**	**5713.48**	**6565.25**		**4688.34**
	"Bad Actors" w/May 2013 changes				5764.53	2653.88	3493.47	2883.09	2545.49	1582.41	1117.04	1340.19		1032.82

CONTRA COSTA COUNTY OPERATIONS - PESTICIDE USE SUMMARY COMPARISON FY 00-01 to FY 13-14, Revised 11-17-14

Contra Costa County Public Works, Special Districts

	Name of Product Applied	EPA or Calif. Reg #	Specific Gravity	% A.I.	Total Lbs A.I. Used FY 07-08 & before	Amt Used FY 08-09	Total Lbs A.I. Used 08-09	Total Lbs A.I Used 09-10	Total Lbs A.I. Used 10-11	Total Lbs A.I. Used 11-12	Total Lbs A.I. Used 12-13		Amt Used FY 13-14	Total Lbs A.I. Used 13-14
	Liquid Materials	Gal. used x 8.33 lbs/gal H20 x sp. Grav. x %AI											(gallons)	
Glyphosate	Roundup ProMax	524-579	1.36	48.7	no data	0.00	0.00	0.00	26.45					
	Dry Materials	Amt. used x % AI			no data	(pounds)							(pounds)	
Bromethelin	Talpirid Mole Bait	12455-101	N/A	0.025	no data					0.0000008				
Chlorphacinone	Chlorophacinone	11071-CA-001	N/A	0.005	no data						0.00220			
Chlorphacinone	Chlorophacinone Treated Grain Rodent Bait	10965-50004ZA	N/A	0.005	no data	0.00	0.00	0.00	0.000190	0.0014375				
Diphacinone	Diphacinone Treated Grain Rodent Bait	10965-50003	N/A	0.010	no data					0.0001500				
Diphacinone	Diphacinone Treated Grain Rodent Bait	10965-5001-ZA	N/A	0.005	no data						0.00375		45.00	0.00225
Diphacinone	Eaton's Answer	56-57	N/A	0.005	no data	46.50	0.002325	0.00210		0.0009750	0.00095		39.00	0.00195
Diphacinone	Eaton's Bait Blocks	56-42	N/A	0.005	no data	2.00	0.0001	0.000250		0.00020	0.00060		4.00	0.00020
Aluminum phosphide	Fumitoxin	72959-1-5857	N/A	55.000	no data	0.00	0.00	0.00	0.81					
Strychnine Alkaloid	Gopher Getter AG Bait	36029-7	N/A	0.500	no data	0.00	0.00	0.00	0.0020					
Diphacinone	Gopher Getter Type 2 AG Bait	36029-23	N/A	0.005	no data	0.00	0.00	0.00	0.0002					
Diphacinone	Gopher Getter Type 2 AG Bait	36029-24	N/A	0.005	no data					0.0004025	0.00009			
Diphacinone	P.C.Q. Pelleted Rodent Bait	12455-50003-AA	N/A	0.010	no data					0.0005000	0.00365			
Aluminum phosphide	Phostoxin	72959-4	N/A		no data	19.62	10.79	9.20						
Oxadiazon	Ronstar G	432-886	N/A	2.000	no data				6.00					
Chlorphacinone	Rozol	7173-242	N/A	0.005	no data						0.00010			
Aluminum phosphide	Weevil-cide	70506-13	N/A	60.000	no data	0.00	0.00	0.66	11.64	6.7320000	7.140		2.65	1.59000
Zinc phosphide	ZP Rodent Bait AG	12455-17	N/A	2.000	no data	0.000	0.000	0.000	0.02					
				TOTAL			**10.79**	**9.86**	44.92	**6.735666**	**7.151343**			**1.594400**
		"Bad Actors" w/May 2013 changes					10.79	9.86	12.47	6.73	7.14			1.59

Contra Costa County Department of Agriculture

	Name of Product Applied	EPA or Calif. Registration #	Specific Gravity	% A. I.	Total Lbs A.I Used FY 00-01	Total Lbs A.I Used FY 04-05	Total Lbs A.I Used FY 07-08	Total Lbs A.I Used 08-09	Total Lbs A.I. Used 09-10	Total Lbs A.I. Used 10-11	Total Lbs A.I. Used 11-12	Total Lbs A.I. Used 12-13	Amt Used FY 13-14	Total Lbs A.I. Used 13-14
	Liquid Materials				Gal. used x 8.33 lbs/gal H20 x sp. Grav. x %AI								(gallons)	
glyphosate	Aquamaster	524-343	1.205	53.80								5.29	3.12	16.85
glyphosate	Aqua Neat	228-365-AA	1.224	53.80	0.00	1.15	0.00	0.00	0.00					
glyphosate	Aqua Neat	228-365-4581	1.201	53.80							26.91			
esfenvalerate	Asana XL	352-515	0.930	8.40	0.00	0.00	0.00	0.09	0.01					
Dicamba & 2.4 D	Banvel	55947-1	1.211	48.20	72.51	0.00	0.00	0.00	0.00					
	2,4-D	34704-5	1.163	46.50	24.78	87.30	0.00	0.00	0.00					
	Bivert	2935-50157-AA	0.790	100.00	6.12	0.00	0.00	0.00	0.00					
	Carbaryl ("7")	54705-4	1.100	41.20	30.01	0.00	0.00	0.00	0.00					
dicamba, diglycolamine salt	Clarity	7969-137	1.250	56.80	0.00	703.80	416.43	170.92	280.46	391.70	275.43	225.45	25.20	149.04
Triclopyr, butoxyethyl ester	Garlon 4	464-554	1.082	61.60	13.88	0.00	0.00	0.00	0.00					
imazapyr isopropylamine salt	Habitat	241-426	1.068	28.70	0.00	0.00	1.33	1.20	0.72	1.35	0.26	0.92	0.09	0.23
surfactant	Hasten	2935-50160	0.900	100.00						1.20	0.15			
Adjuvant	Herbicide Activator (First Choice)	11656-50024-ZC	0.900	100.00	0.00	0.00	0.00	0.94	0.00					
Drift retardant--oils	In Place	2935-50169	0.880	100.00								59.45	6.25	45.82
Aminopyralid, triisopropanolammonium salt	Milestone	62719-519	1.140	40.60	0.00	0.00	33.74	10.60	38.06	43.42	17.70	21.52	6.27	24.18
Aminopyralid, triisopropanolammonium salt & triclopyr, triethylamine salt	Milestone VM Plus	62719-572	1.140	18.44	0.00	0.00	0.00	7.88	8.91	0.09	6.57			
surfactant	Pro-Tron	71058-50008-AA	0.984	95.00						195.84	51.47	137.75	21.30	165.86
Adjuvant	R-11	2935-50142-AA	1.020	90.00	389.99	216.48	180.09	71.80	170.14	1.76				
Clopyralid, triethylamine salt & triclopyr, triethylamine salt	Redeem	62719-337	1.140	45.10	0.00	19.28	0.00	0.00	0.30					
Glyphosate, isopropylamine salt	Rodeo	524-343	1.205	53.80	13.50	0.00	0.00	0.00	0.00					
Glyphosate, isopropylamine salt	Roundup Pro	524-475	1.170	41.00	276.35	75.90	104.04	195.97	182.66					
Glyphosate, isopropylamine salt	Roundup Pro Conc.	524-529	1.199	50.20						152.67	149.51	63.88	17.12	85.84
imazapyr isopropylamine salt	Stalker	241-296	1.060	27.60	0.00	0.00	0.00	0.30	0.56					
imazapyr isopropylamine salt	Stalker	241-398	1.060	27.60							1.61	0.71		
Picloram potassium salt	Tordon 22K	464-323	1.140	24.40	3.55	0.00	0.00	0.00	0.00					
Clopyralid, monoethanolamine salt	Transline	62719-259	1.161	40.90	277.99	13.92	0.00	0.03	0.01					
Adjuvant	Tri-Fol Buffer	2935-50152-AA	1.120	34.00	0.00	0.00	0.00	0.25	0.00					
dicamba, diglycolamine salt	Vanquish	55947-46	1.250	56.80	299.20	0.00	0.00	1.83	0.24					
dicamba, diglycolamine salt	Vanquish	100-884	1.250	56.80					0.35					
Triclopyr, butoxyethyl ester	Remedy	62719-552	1.080	61.60	0.00	0.00	16.63	0.00	0.00					

CONTRA COSTA COUNTY OPERATIONS - PESTICIDE USE SUMMARY COMPARISON FY 00-01 to FY 13-14, Revised 11-17-14

Contra Costa County Department of Agriculture (continued)

	Name of Product Applied	EPA or Calif. Registration #	Specific Gravity	% A. I.	Total Lbs A.I Used FY 00-01	Total Lbs A.I Used FY 04-05	Total Lbs A.I Used FY 07-08	Total Lbs A.I Used 08-09	Total Lbs A.I. Used 09-10	Total Lbs A.I. Used 10-11	Total Lbs A.I. Used 11-12	Total Lbs A.I. Used 12-13	Amt Used FY 13-14	Total Lbs A.I. Used 13-14
	Dry Materials				Amt . Used x %AI								**(pounds)**	
Diphacinone	Diphacinone .005%	10965-50001-ZA	N/A	0.005	0.04	0.01	0.03	0.04	0.03	0.00	0.23	0.09	1335.00	0.07
Diphacinone	Diphacinone .01%	10965-50003-ZA	N/A	0.01	1.57	2.56	2.58	2.34	2.78	3.37	3.10	2.75	13055.50	1.31
Sodium nitrate, charcoal	Gas Cartridge	56228-2	N/A	81.00	0.00	0.00	2.58	0.00	1.94	2.07	4.56	5.47		
Imidacloprid	Merit 75WSP	3125-439	N/A	75.00	10.19	0.00	0.00	0.00	0.00					
Chlorsulfuron	Telar	352-522	N/A	75.00	0.00	0.77	0.14	0.29	0.18	0.89	0.93	5.84	10.79	8.09
Picloram potassium salt	Tordon 10K	464-320	N/A	11.60	0.99	0.23	0.00	0.00	0.00	0.36	0.06			
Aluminum phosphide	Weevil-cide	70506-13	N/A	60.00	0.00	0.00	0.00	0.59	0.00		0.95		0.50	0.30
				TOTAL:	**1420.66**	**1121.42**	**757.58**	**465.09**	**687.35**	**794.73**	**539.44**	**529.11**		**497.57**
		"Bad Actors" w/May 2013 changes			131.84	107.58	0.14	0.88	0.48	1.26	1.94	5.84		8.39

CONTRA COSTA COUNTY OPERATIONS - PESTICIDE USE SUMMARY COMPARISON FY 00-01 to FY 13-14, Revised 11-17-14

Contra Costa County General Services - Grounds

	Name of Product Applied	EPA or Calif. Registration #	Specific Gravity	% A. I.	Total Lbs A.I Used FY 00-01	Total Lbs A.I Used FY 04-05	Total Lbs A.I Used FY 07-08	Total Lbs A.I Used 08-09	Total Lbs A.I. Used 09-10	Total Lbs A.I. Used 10-11	Total Lbs A.I. Used 11-12	Total Lbs A.I. Used 12-13	Amt Used FY 13-14	Total Lbs A.I. Used 13-14
	Liquid Materials				Gal. used x 8.33 lbs/gal H20 x sp. Grav. x %AI								(gallons)	
Chlorantraniliprole	Acelepryn	352-731	1.094	18.40				0.00	0.24					
Dikegulac sodium	Atrimmec	2217-776	1.095	18.50				0.00	2.21		0.32			
Prodiamine	Barricade	100-1139						35.01						
Dicamba, MCPA, Triclopyr	Cool Power	228-317						9.27						
Adjuvant	Crop Oil (Monterey Herbicide Helper)	54705-50001-AA	0.900	100.00									0.08	0.60
	Dursban 2E	464-586	1.000	24.10		3.87	0.00	0.00						
Myclobutanil	Eagle	62719-463						0.06						
	Embark	7182-7-AA	1.110	28.00		0.72	0.00	0.00						
Bifenazate	Floramite	400-508						0.03						
Ethephon	Florel	62719-145-AA	1.016	3.90		0.33	0.00	0.00						
Ethephon	Florel	264-543-54705						0.65						
NAA, ammonium salt	Fruit Stop	5481-66-65783						0.43						
Fluazifop-P-butyl	Fusilade II	100-1084	0.980	24.50				0.19		0.50	0.50		0.05	0.10
	Goal	707-174	0.990	19.40	19.34		0.00	0.00						
	Grass Getter (Poast)	7969-58-ZA-54705	0.935	18.00		0.55	0.00	0.00						
Hexythiazox	Hexygon	10163-208						0.11						
Petroleum distillates	Lesco Horticultural Oil	10404-66					0.00	2.13						
	Knox Out 2 FM	4581-335-449	1.036	23.00		0.89	0.00	0.00						
	Lindane	7001-279-AA	0.976	87.60		0.64	0.00	0.00						
Adjuvant	Magnify	17545-50018	1.220	51.50								0.47		
	Maintain A	400-396-AA	1.000	0.30		0.01	0.00	0.00						
	Malathion	655-598	1.032	0.50		0.06	0.00	0.00						
Adjuvant	No Foam A (Monterey)	54705-50004-AA	1.050	90.00									0.15	1.18
	Ornamec	2217-728-AA	0.880	6.75		0.18	0.00	0.00						
Glyphosate isopropylamine salt	Razor	228-366						91.73						
Glyphosate, diquat dibromide	Razorburn	228-446	1.146	43.10						4.11				
	Roundup Pro	524-445-ZB	1.020	41.00	156.00	158.75	0.00	0.00						
Glyphosate isopropylamine salt	Roundup Pro	524-475	1.170	41.00			23.98	0.00						
Glyphosate isopropylamine salt	Roundup Pro Conc.	524-529	1.199	50.20			33.89	50.92	41.56	94.11	363.50	351.72	36.41	182.55
Glyphosate potassium salt	Roundup Promax	524-579	1.356	48.70			0.00	0.00	1.87				52.72	290.01
Nonanoic acid	Scythe	62719-529					0.00	0.66						
	Sevin SL	464-586	1.000	24.10		0.12	0.00	0.00						
Bifenthrin	Talstar	279-3206						0.02						
	Triclopyr 4EC	81927-11	1.100	61.60							5.64	1.41		
Dicamba, MCPA, MCPP	Tri Power	228-262						3.79						
Triclopyr BEE	Turflon	62719-258	1.060	61.60	1.96	0.98	0.00	0.00						

CONTRA COSTA COUNTY OPERATIONS - PESTICIDE USE SUMMARY COMPARISON FY 00-01 to FY 13-14, Revised 11-17-14

Contra Costa County General Services - Grounds (continued)

	Name of Product Applied	EPA or Calif. Registration #	Specific Gravity	% A. I.	Total Lbs A.I Used FY 00-01	Total Lbs A.I Used FY 04-05	Total Lbs A.I Used FY 07-08	Total Lbs A.I Used 08-09	Total Lbs A.I. Used 09-10	Total Lbs A.I. Used 10-11	Total Lbs A.I. Used 11-12	Total Lbs A.I. Used 12-13	Amt Used FY 13-14	Total Lbs A.I. Used 13-14
	Dry Materials		Amt. Used x %AI										(pounds)	
Isoxaben	Gallery	62719-145-AA	N/A	75.00	97.08	102.38	0.00	44.42		14.25	4.88	8.25	3.00	2.25
Dithiopyr	Dithiopyr 40 WSB	73220-13	N/A	0.125 lbs ai/5 oz							1.63	2.72		
Flumioxazin	Payload	59639-120	N/A	51.00				0.30					9.31	4.75
	Lindane	20954-107-AA	N/A	99.50		1.00	0.00	0.00						
	Orthene	59639-88	N/A	75.00	0.52		0.00	0.00						
Acephate	Orthene	59639-26					0.00	0.13						
Sulfometuron methyl	Oust	352-401	N/A	75.00	3.85		0.00	0.17						
Oxadiazon	Ronstar WP	264-538	N/A	50.00	648.63	414.50	0.00	0.00						
Halosulfuron methyl	Sedgehammer	81880-1-10163	N/A	75.00			0.00				0.00			
Halosulfuron methyl	Sedgehammer	81880-24-10163	N/A	5.00									2.00	0.10
Flumioxazin	SureGuard	59639-120	N/A	51.00			0.00				1.27	12.20	21.16	10.79
Chlorsulfuron	Telar	352-522						0.06						
				TOTAL	**927.37**	**684.98**	**57.87**	**240.06**	**45.89**	**112.97**	**377.74**	**376.77**		**492.33**
		"Bad Actors" w/May	2013 changes		649.14	421.59	0.00	4.81	0.00	0.00	0.00	0.00		0.00

NOTE: The totals for 07-08 only account for Grounds Div. usaage and do not include Tru-Green usage.

CONTRA COSTA COUNTY OPERATIONS - PESTICIDE USE SUMMARY COMPARISON FY 00-01 to FY 13-14, Revised 11-17-14

Contra Costa **Facilities**

fl. oz. used x 1.04 dry oz/fl oz of H20 x sp. Grav. x %AI

	Name of Product Applied	EPA or Calif. Registration #	Specific Gravity	% A. I.	Total oz. A.I Used FY 07-08	Amt Used FY 08-09	Total oz. A.I. by wt. Used 08-09	Tot. oz. A.I. by wt. Used 09-10	Tot. oz. A.I. by wt. Used 10-11	Total OZ. A.I. Used 11-12	Total OZ. A.I. Used 12-13		Amt Used FY 13-14	Total OZ. A.I. Used 13-14
	Liquid Materials					**(fl. ounces)**				Oz. by Wt.	Oz. by Wt.		(fl. oz.)	Oz. by Wt.
Orthoboric acid	Drax Liquid Bait	9444-206			0.00	2.22	0.03	0.00						
Sodium Tetraborate Decahydrate (Borax	Advance Ant Gel	499-492	1.23	5.40					0.01	0.002				
Sodium Tetraborate Decahydrate	Advance Liquid Ant Bait	499-491	1.24	1.30	0.00	0.00	0.00	4.12	37.79	62.047	72.323		784.00	13.14360
Indoxacarb	Advion Ant Gel	352-746	1.2	0.05	0.00	0.00	0.00	0.00	0.03	0.021	0.0334		85.42	0.05330
Indoxacarb	Advion Cockroach Gel Bait	352-652	1.123	0.60					0.01	0.000561	0.08465		31.08	0.21779
Hydroprene	Gentrol IGR Concentrate	2724-351			0.08	0.00	0.00	0.00						
Hydroprene	Gentrol Point Source	2724-469		90.60					0.00	0.007	0.065			
Rosemary Oil	EcoExempt 1C	None			1.66	79.99	8.32	112.49						
2-phenethyl propionate	EcoPco Acu	67425-14			0.00	0.00	0.00	0.01						
Sodium Tetraborate Decahydrate (Borax	Intice Thiquid Ant Bait	73079-7	1.33	1.00									3128.00	43.26650
Fipronil	Maxforce Ant Killer Bait Gel	432-1264	1.27	0.00	0.00	17.04	0.00	0.00	0.000013					
Fipronil	Maxforce FC Select Roach Gel	432-1259	1.1414	0.01					0.000006					
Hydramethylnon	Maxforce Roach Bait Gel	432-1254		2.15	0.13	1.13	0.03	0.00						
sodium lauryl sulfate	Oh Yeah	Eco-018	1	0.70					9.47	18.731	9.57444		1072.00	7.80416
Note: product has 2 a.i. s	Precor 2000	274-483		0.5% permethrin						0.0208				
				0.09% methoprene						0.0000				
coyote & fox urine	Shake Away: Fox/Coyote	80917-5	1	5.00							20.488		44.50	2.31400
Sodium Tetraborate Decahydrate (Borax	Terro PCO Bait stations	149-8-64405	1	5.40					0.12	1.166	0.661			
	Dry Materials					**OZ. by Wt.**				**OZ. by Wt.**	**OZ. by Wt.**			
Note: product has 2 a.i. s	Alpine Dust	499-527		0.25% dinotefuran					0.00	0.000				
				95% DE					0.14	0.010				
Abamectin	Avert Dry Flowable Bait	499-294			0.00	0.18	0.00	0.00						
Indoxacarb	Advion Ant Bait Arena	352-664		0.10	0.00	0.00	0.00	0.00	0.00	0.077	0.0063		33 Each (Net wt of Arena is 0.07 oz)	0.00231

Contra Costa Facilities cont.

	Name of Product Applied	EPA or Calif. Registration #	Specific Gravity	% A. I.	Total oz. A.I Used FY 07-08	Amt Used FY 08-09	Total oz. A.I. by wt. Used 08-09	Tot. oz. A.I. by wt. Used 09-10	Tot. oz. A.I. by wt. Used 10-11	Total OZ. A.I. Used 11-12	Total OZ. A.I. Used 12-13		Amt Used FY 13-14	Total OZ. A.I. Used 13-14
	Dry Materials					OZ. by Wt.				Oz. by Wt.	OZ. by Wt.		OZ. by Wt.	OZ. by Wt.
Indoxacarb	Advion Cockroach Bait Arena	352-668		0.50					0.00	0.005	0.0014		8 Each (Net wt of Arena is 0.07 oz)	0.00280
Orthoboric acid	Borid	9444-129			0.00	7.00	6.93	0.99						
Amorphous silicon dioxide	Concern Diatomaceous Earth	73729-1-50932		85.00	0.00	0.00	0.00	0.02	2.09	1.700	0.680			
Bromodialone	Contrac Blox	12455-79			0.09	1252.00	0.06	0.02						
non-toxic rodent monitoring food bait	Detex Blox	Eco-019												
Note: product has 3 a.i. s	Eco PCO WP-X	None		3% phenethyl propionate						0.060	0.0792			
				5% Thyme oil						0.100	0.132			
				0.05% pyrethrins						0.001	0.00132			
Note: product has 2 a.i. s	Eco PCO DX	67425-16-655		1% 2-phenethyl propionate							0.00017			
				0.4% pyrethrins							0.000068			
Oil of black pepper	Havahart Critter Ridder	50932-10		0.48									804.00	3.8592
Orthoboric acid	Niban FG/Mother Earth Granules	64405-2 499-515		5.00	190.69	2150.56	107.53	62.64	35.98	56.875	156.300		375.00	18.75
Fipronil	Maxforce Ant Bait Stations	432-1256		0.05	0.00	4.66	0.00	0.00					3 Each (Net wt of bait station is 0.05)	0.00008
Fipronil	Maxforce FC Prof. Insect Cntrl Roach Bait Station	432-1257		0.05									8 Each (Net wt of bait station is 0.053)	0.00021
Fipronil	Maxforce Ant Bait Stations	64248-10		0.01					0.000005		0.000055			
Fipronil	Maxforce Roach Bait Stations	64248-11		0.05					0.00028	0.00016	0.000265			
Hydramethylnon	Maxforce Roach Bait Stations	432-1251			0.19	1.48	0.03	0.00						
Boric Acid	Perma Dust	499-384			142.71	682.00	242.11	94.08						
			OZ of A.I		**335.55**		**365.04**	**274.38**	**85.65**	140.823	260.431			89.414
			LBs of A.I.		**20.97**		**22.81**	**17.15**	**5.35**	**8.80**	**16.28**			**5.59**
			OZ of BA		0.41		0.12	0.03	0.00	0.02	0.0014			0