Tracking California's Trash Project

Evaluation of the On-land Visual Assessment Protocol as a Method to Establish Baseline Levels of Trash and Detect Improvements in Stormwater Quality

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1. INTRODUCTION

The State of California (State) has placed a high priority on the development and adoption of Total Maximum Daily Loads (TMDLs), National Pollutant Discharge Elimination System (NDPES) permit requirements and other policies designed to significantly reduce the levels of trash in freshwater creeks, rivers, lakes, bays and estuaries. Prioritization has spawned the development of baseline trash loading studies from stormwater and the implementation of enhanced control measures to reduce trash impacts in the Los Angeles region, San Francisco Bay Area, and other regions in the State. Information on the costs and benefits of these control measures, however, is limited and monitoring methodologies needed to accurately measure progress towards TMDL or NPDES permit reduction goals need further testing and evaluation.

In 2013, the Bay Area Stormwater Management Agencies Association (BASMAA) was awarded a grant by the State Water Resources Control Board (State Water Board) to implement the ***Tracking California's Trash (TCT)*** project. The project was designed to improve our collective knowledge about California's water quality concerns associated with trash and inform the actions that regulators, public agencies, and the concerned public can take to effectively resolve these concerns. Identified project outputs included the development of rigorous and repeatable trash monitoring methods, an assessment of the effectiveness and costs/benefits of specific trash control measures, and the development of a web-based portal that disseminates related information and recommendations to the public.

Specifically, the TCT project consisted of three major tasks:

1. Testing Trash Trends Monitoring Methods for:
   a. *Trash in Flowing Receiving Waters*
   b. *On-land Visual Trash Assessments*
2. Evaluating the Effectiveness and Costs of Trash Control Measures
3. Developing a Web-based Portal to Disseminate Related Information[1]

This report describes the results and conclusions of Task #1b - ***Evaluating the On-land Visual Trash Assessment Protocol as a Method to Establish Baseline Trash Levels and Detect Improvements in Stormwater Quality***. The study design and sampling and analysis methods for the TCT project were previously described in the Project's Monitoring Plan (Geosyntec and EOA 2014), submitted to the State Water Board in April 2014 and the Sampling and Analysis Plan (SAP) (Geosyntec et al. 2014) submitted to the State Water Board in December 2014. The detailed monitoring study design that was included in the SAP and described in this report was based on input from the Project's Technical Advisory Committee (TAC) members[2] and a review of worldwide literature on methods previously used by researchers to measure trash reductions from stormwater conveyance systems (EOA and 5 Gyres 2014).

[1] This task was later removed from the TCT project.
[2] TAC members included Dr. Robert Pitt (University of Alabama) and Dr. Eric Stein (Southern California Coastal Water Research Project), and staff from the State Water Resources Control Board and the City of Los Angeles, who are technical and scientific experts in the fields of stormwater control measure performance monitoring and trash monitoring/management. TAC members provided expert technical and scientific guidance on the design of the studies conducted via the TCT project.

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1.1. Background

1.1.1. Definition of Trash

Litter (synonymous with trash) is defined in the California Government Code [Title 7.9. Recycling, Resource Recovery, and Litter Prevention, Section 68055.1(g)] as follows:

> *"Litter means all improperly discarded waste material, including, but not limited to, convenience food, beverage, and other product packages or containers constructed of steel, aluminum, glass, paper, plastic, and other natural and synthetic materials, thrown or deposited on the lands and waters of the state, but not including the properly discarded waste of the primary processing of agriculture, mining, logging, sawmilling or manufacturing."*

For the purposes of the TCT project, trash includes litter as defined by the California Government Code, but excludes sediments, sand, vegetation, oil and grease, exotic species and litter that can pass through a 5mm mesh screen. This more limited definition is generally consistent with TMDLs and municipal stormwater NPDES permits in the Los Angeles and San Francisco Bay regions (LARWQCB 2007, SFBRWQCB 2015), and the trash amendments to California water quality control plans (i.e., Trash Amendments) that were recently adopted by the State Water Board (SWRCB 2015).

1.1.2. Water Quality Impacts of Trash

Trash has become an increasingly serious waste management and environmental problem in urbanized areas in the United States and around the world (Laist 1987; Bjorndal et al. 1994; Laist and Liffmann 2000; Islam and Tanaka 2004; Sheavly and Register 2007; Moore 2008; von Saal et al. 2008). In 2012 over 250 million tons of trash was generated in the U.S. (USEPA 2014). An estimated 3.5 million tons of trash are annually generated in the San Francisco Bay Area (Bay Area). Urban trash includes food and beverage containers (e.g., plastic bags and bottles) and packaging, cigarette butts, food waste, construction and landscaping materials, furniture, electronics, tires, and hazardous materials (e.g., paint and batteries). Successful municipal recycling and composting programs have recently decreased the per capita generation rate, however each person in the U.S. still generates an average of more than 4 pounds of trash each day.

The vast majority of trash generated in the U.S. is collected, transported and disposed of properly through solid waste management processes and facilities. A portion of the trash generated, however, ends up on the urban landscape and makes its way to local creeks, rivers, lakes, bays and estuaries, and is eventually transported to the Pacific or Atlantic Oceans. While in these water bodies trash can adversely affect humans, fish, and wildlife (Bjorndal et al. 1994; Laist and Liffmann 2000; Islam and Tanaka 2004; Moore 2008; von Saal et al. 2008; Boergera 2010; USEPA 2016).

1.1.3. Stormwater Trash Load Reduction Requirements in California

Stormwater conveyance systems are one pathway that can transport trash to receiving water bodies. Trash load reduction requirements for stormwater that are currently in place in California are generally associated with three regulations/policies:

1. **Trash TMDLs and the NPDES Municipal Stormwater Permit for the Los Angeles Region** - Trash load reductions from stormwater conveyances are required for many water bodies in the Los Angeles region via trash and debris TMDLs. TMDL implementation plans vary slightly but are generally based on phased percent reduction goals that can be achieved through the implementation of trash control measures consistent with NPDES permits. Reductions are

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documented based on the implementation of trash full capture systems and other types of control measures in combination with the assessment/quantification of trash reductions.

2. **San Francisco Bay Regional NPDES Municipal Stormwater Permit** - In the San Francisco Bay region, TMDLs for trash have not been established but through requirements included in the regional NDPES permit for municipal stormwater, Bay Area municipalities are required to achieve trash load reductions from stormwater conveyances over time. Reductions are based on phased percent reduction goals included in the permit, and are documented based on the implementation of trash full capture systems and other types of control measures in combination with the assessment/quantification of trash reductions.
3. **Statewide Trash Amendments** - On April 7, 2015, the State Water Board adopted the Trash Amendments that amend two statewide water quality control plans to include trash control requirements for owners/operators of municipal separate storm sewer systems. Beginning in 2017 and continuing through the next decade, applicable municipalities must comply with these requirements, which are designed to significantly reduce the discharge of trash to local water bodies from cities and counties throughout the State. Compliance strategies are similar to those employed in the Los Angeles and San Francisco Bay regions. Requirements will be administered through municipal stormwater NPDES permits (SWRCB 2015).

1.1.4. Trash Accumulation and Generation

Trash accumulation and trash generation are terms used throughout this report and therefore worth defining up-front to avoid confusion in terminology:

- **Trash Accumulation** - the amount (volume) of trash that accumulates on streets, sidewalks, parking lots, and other land areas and is potentially transported to stormwater conveyance systems via stormwater runoff, wind or through direct dumping into storm drain inlets.
- **Trash Generation -** the amount (volume) of trash that enters storm drain inlets and is believed to be discharged from stormwater conveyance systems to receiving water bodies.

Reductions in amount of trash generated (i.e., discharged) via stormwater conveyances is the ultimate goal of the trash reduction requirements summarized in the previous section. Reductions in the amount of trash that accumulates onto land areas, is transported to storm drain inlets, and/or is discharged from the stormwater conveyance system can assist municipalities and other public agencies in addressing these requirements. Figure 1.1 illustrates the relationship between trash accumulation, control measure implementation, and trash generation.

Figure 1.1. Relationship between trash accumulation, reduction and generation.

1.1.5. Established Levels of Trash Generation

In response to the stormwater trash load reduction requirements in the Los Angeles and San Francisco Bay regions, public agencies conducted trash monitoring studies over the last decade to identify the levels of trash that are generated into their stormwater conveyance systems. Factors that may affect trash generation (e.g., land use, income, sources) were also evaluated as part of these studies. Based on the trash monitoring data collected, these studies concluded that the levels of trash entering a stormwater system are dependent on levels of trash that accumulate on streets and sidewalks (and other impervious surfaces), which is furthermore dependent on the extent and magnitude of trash sources, types of land use, and income levels within the land area draining to stormwater system. Additionally, the degree and effectiveness of trash control measures such as street sweeping also impacted the levels of trash observed in storm drains during these studies. The studies in the Los Angeles and San Francisco Bay regions generally concluded that the average volumes of trash entering stormwater conveyances systems on an annual basis can range between 0.5 and 150 gallons/acre yr^{-1}, depending on the factors stated above (County of Los Angeles 2004a, 2004b; BASMAA 2014).

Because of the large range in trash generated into the stormwater conveyance system annually (i.e. ~3 orders-of-magnitude) and the need to geographically identify trash generating areas on maps, San Francisco Bay Area municipalities developed "Trash Generation Categories" using the data generated through the Los Angeles and SF Bay Area trash generation studies. Each trash generation category is assigned a "best" trash generation rate that is based on the mid-point of the range of rates for that category. Ranges and "best" trash generation rates for each category are included in Table 1.1. Each trash generation category is associated with a color to allow illustration of trash levels on maps. "Best" trash generation rates, along with other monitoring and asessment tools, are currently used to evaluate the progress of municipalities in the San Francisco Bay area in reaching trash load reduction goals.

Table 1.1. Trash generation categories and associated "best/midpoint" rates and ranges (gallons/acre yr^{-1}).

Category	Low	Moderate	High	Very High
Trash Generation Rate (gallons/acre yr^{-1})	**2.5** (0-5)	**7.5** (5-10)	**30** (10-50)	**100** (50-150)

1.2. Trash Control Measures

1.2.1. Trash Full Capture Systems

A trash full capture system is defined as a single device (or a series of devices) that traps all particles that are 5 mm or greater, and has a design treatment capacity that is either: a) of not less than the peak flow rate, Q, resulting from a one-year, one-hour, storm in the subdrainage area, or b) appropriately sized to, and designed to carry at least the same flows as, the corresponding storm drain (SWRCB 2015; SFBRWQCB 2015; LARWQCB 2007). In California, a number of full capture systems have been certified/approved by the Los Angeles Regional Water Quality Control Board (LA Water Board) and the San Francisco Bay Regional Water Quality Control Board (SF Bay Water Board) as part of their TMDL implementation program and grant-funded projects.[3] Systems

[3] Based on the information available at the time of this report (SWRCB 2015), future approvals of trash full capture systems will be administered by the State Water Board through the implementation of the statewide Trash Amendments.

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approved/certified to-date by these regulatory agencies include "end-of-pipe" and "in-line" netting and screening devices, and screening devices installed in storm drain vaults or catch basins.

To-date, municipalities and private entities have installed well over 50,000 full capture systems throughout California. Most of full capture systems are located in the Los Angeles and San Francisco Bay regions due to the stormwater trash regulations currently in place. Figure 1.2 illustrates one type of connector pipe screen (CPS) that screens trash before it exits the storm drain catch basin. This type of trash full capture system was utilized during the TCT project to evaluate the effectiveness of street sweeping and curb inlet screens as a trash control measure.

Figure 1.2. Example small full-capture device used as a monitoring site.

To avoid flooding and address hydraulic constraints, engineered stormwater treatment systems are generally designed to treat storm flows or volumes resulting from a certain size and intensity of storm event. Trash full capture systems are designed to trap all particles from the 1-year, 1-hour storm event that are >5mm in diameter. Although the rainfall depth associated with the 1-year, 1-hour storm event varies depending on geography, in California it equates to a storm size of between 0.1 and 0.6 inches in depth. Therefore, trash particles associated with storm events that generate rainfall depths greater than these are not generally treated by (i.e., bypass) full capture systems, nor are they required to by design.

1.2.2. Full Capture System Equivalency

Due to hydraulic constraints or configurations of stormwater conveyance systems, the installation of trash full capture systems may not be feasible in some instances. Additionally, municipalities may choose to implement alternative control measures due to community needs not aligned with full capture systems and/or unique situations regarding trash generation. The identification of alternatives to trash full capture systems that benefit water quality by reducing the trash discharged from stormwater conveyances are therefore desired by many municipalities.

Trash TMDLs, NDPES Permits, and the statewide Trash Amendments allow for the implementation of alternative control measures, so long as the trash reduction can be quantified with an acceptable level of scientific rigor. For example, the Trash Amendments allow for alternative equivalent controls (i.e., Track 2 Compliance Approach), only if the alternative controls can provide trash reduction equivalent

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to full capture systems. Additionally, the San Francisco Bay Water Board allows for trash loads reductions associated with alternative control measures to be claimed and credited towards load reduction goals if either on-land visual trash assessments or other credible evidence acceptable to the Water Board demonstrates that these control measures are indeed reducing trash at observable and quantifiable levels. Information on the trash load reduction benefits of alternative control measures, however, is limited.

Figure 1.3 illustrates the compliance tracks (i.e., Track 1 and 2) outlined in the State Water Board's Trash Amendments and the methods described in NPDES municipal stormwater permit for the San Francisco Bay region that municipalities currently utilize to determine the load reduction benefit of alternative trash control measures. Figure 1.3 also presents the trash reduction goals outlined in the Bay Area permit – trash full capture systems or equivalent alternative controls, or low trash generation (0-5 gallons/acre yr-1).

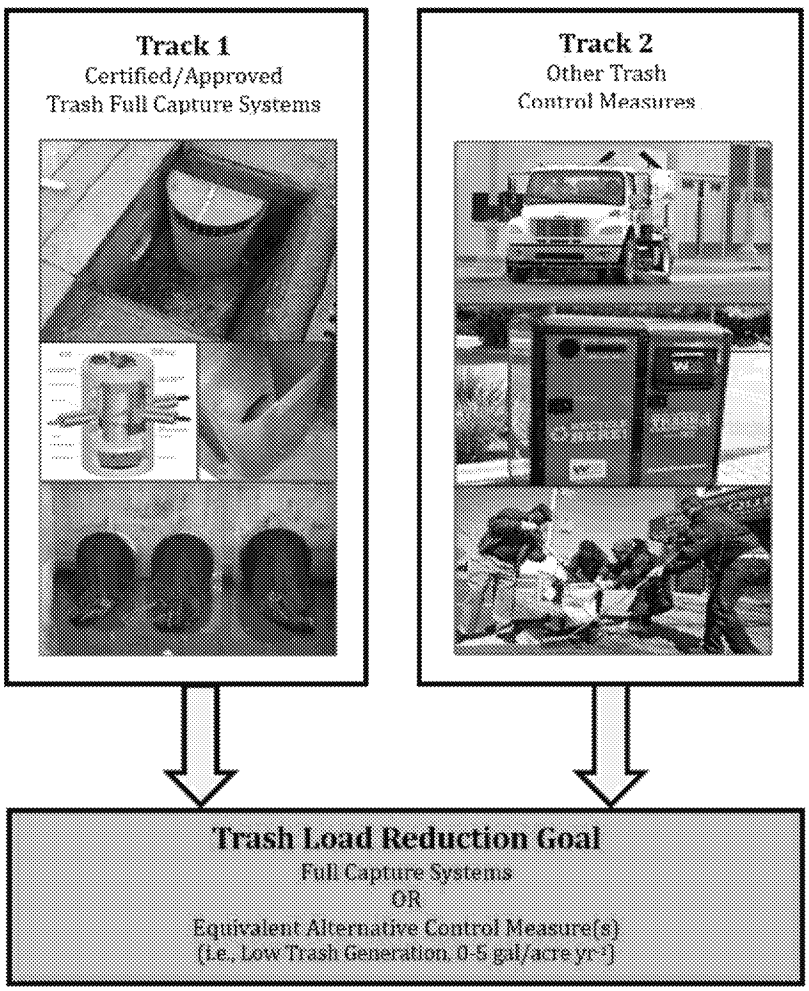

Figure 1.3. Compliance tracks outlined in the State Water Board's Trash Amendments and the trash load reduction goal for municipal stormwater in the the San Francisco Bay Area.

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1.3. Methods to Demonstrate Trash Reductions in Stormwater

Although several studies have predicted or quantified trash discharges from stormwater conveyance systems (Allison et al. 1998; Marias and Armitage 2003; Marias et al. 2004; Kim et al. 2004; County of Los Angeles 2004a, 2004b; Armitage 2007; BASMAA 2014), none appear to have attempted to empirically measure reductions over time from this specific trash transport pathway (EOA and 5 Gyres 2014). In the Los Angeles region, trash reductions are currently based on the geographical extent of trash control measure implementation and predetermined trash reduction values for each type of control measure implemented. Trash from areas treated by certified full capture systems are assumed to have been reduced to an acceptable level, as long as the systems are properly maintained. For institutional controls (e.g., street sweeping, inlet cleaning, etc.), trash reduction values are based on the results of agreed upon control measure specific studies, which are then extrapolated to areas where these specific control measures types are being implemented. In the San Francisco Bay Area, trash reductions in stormwater are calculated using three methods. The first two are equivalent to the two methods used in the Los Angeles region (i.e., areas treated by full capture systems and the results of agreed upon control measure specific studies).[4] The third, however, is currently Bay Area specific. The method requires municipalities to assess the levels of trash on-land (streets and sidewalks) that could reach storm drain inlets as a surrogate for trash discharged from stormwater conveyances.

The assessment methodology developed in response to the requirements in the San Francisco Bay regional NPDES permit is the *On-land Visual Trash Assessment* (OVTA) protocol (EOA 2015). The OVTA is a qualitative protocol that results in observations of trash levels on streets and sidewalks in specific assessment areas. Trash levels recorded as part of the OVTA can range from Low (A) to Very High (D). The protocol is currently used by most municipalities in the San Francisco Bay Area to establish baseline trash generation levels and to evaluate reductions in trash generation over time. The protocol assumes that the level of trash that is observed on streets and sidewalks is consistent with the level of trash discharged by stormwater conveyance systems. In the San Francisco Bay region, a consistent and stable OVTA score of "A" (Low) at a street/sidewalk location represents a low trash generation level, and therefore is considered equivalent to the performance of a trash full capture system.

1.4. Objectives of the On-land Visual Trash Assessment Protocol Evaluation

Task 1b of the TCT project, ***Evaluating On-land Visual Trash Assessments as Methods to Establish Baseline Trash Levels and Detect Improvements in Stormwater Quality,*** was conducted to further evaluate the OVTA protocol and its capability to confidently establish baseline levels of trash generation in urban areas, and detect improvements in the amount of trash that is discharged from stormwater conveyance systems to receiving water bodies. Monitoring questions that guided Task 1b included:

1. *What is the relationship between OVTA results and the amount of trash that accumulates on streets and sidewalks, or is observed in storm drain inlets?*
2. *To what degree are OVTA results impacted by street sweeping, seasons, or rainfall events?*
3. *To what degree do OVTA results vary between assessors working side-by-side?*
4. *How many OVTAs are needed to confidently establish baseline levels of trash generation?*
5. *How many OVTAs are needed to confidently detect improvements in trash generation over time?*

[4] Consistent with the Bay Area Municipal Regional NPDES Stormwater Permit, the SF Bay Water Board Executive Officer must approve the use of control measure specific study results to demonstrate trash reductions in broader geographical areas. To-date, approval has not been sought by Bay Area municipalities, nor granted by the Executive Officer.

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2. Monitoring Design and Methods

2.1. Summary of Study Design

The goals of the OVTA evaluation component of the TCT project informed the types, frequency, and number of quantitative monitoring and qualitative assessment events that were conducted. The quantitative monitoring and OVTA assessments conducted as part of the TCT project occurred between February 2015 and April 2016 (14 months). Monitoring and/or assessments were conducted at seven study areas located in the cities of Fremont, Oakland and San Jose, California. Each study area was comprised of two segments, which was an outgrowth of the street sweeping and curb inlet screen evaluation (BASMAA 2015) that was conducted in parallel to the OVTA evaluation.

Quantitative monitoring activities included the removal of trash from streets, sidewalks and storm drain inlets 8 to 16 times in 3 of the 7 quantitative TCT study areas - Fremont (FR-01), Oakland (OK-01) and San Jose (SJ-01). The trash collected was characterized in terms of weight, volume and item counts.

Quantification events were supplemented with qualitative OVTAs conducted before, after and between street sweeping, and before and after rainfall events (> 0.25 inches in 24hrs). OVTAs were conducted in both segments within each of the 7 TCT study areas. OVTAs conducted before, after and between street sweeping events were intended to evaluate the effects of street sweeping on assessment scores. OVTAs before and after rain events (> 0.25") were conducted to better understand how rainfall affects the levels of trash observed on streets and sidewalks.

In addition to OVTAs conducted as part of the TCT project, the results of approximately 3,100 OVTAs conducted at roughly 1,200 assessment sites by the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) and the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP)[5] were utilized to address the project monitoring questions. These two organizations (i.e., Project Partner Agencies) conducted these assessments between May 2014 and July 2016.

2.2. Monitoring and Assessment Methods

2.2.1. On-land Visual Trash Assessments

Qualitative OVTAs conducted as part of the TCT project were led by Project Team members trained in and considerable experience using, the OVTA protocol. To the extent possible, assessments were conducted side-by-side by two assessors. Consistent with the TCT Sampling and Analysis Plan (SAP) (Geosyntec et al. 2014), assessment scores of A, B, C or D were recorded independently by each assessor for streets and sidewalks in each segment or each study area. An overall assessment score (streets and sidewalks combined) was also provided for each segment within each study area. In total, 3 assessment scores (1 sidewalk + 1 street + 1 overall) were recorded by each assessor for each segment in each TCT study area. Each segment ranged from 250 to 500 feet in length.

For OVTAs conducted by Project Partners, assessment scores were only recorded for the overall assessment area. Separate sidewalk and street scores were not recorded for assessments led by Project Partners. Trained assessor teams of two assessors, each with considerable experience

[5] The Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) is comprised of is an association of thirteen cities and towns in Santa Clara Valley, the County of Santa Clara, and the Santa Clara Valley Water District. The San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) is a partnership of the City/County Association of Governments (C/CAG), each incorporated city and town in the county, and the County of San Mateo. SCVURPPP and SMCWPPP municipalities and agencies share a common National Pollutant Discharge Elimination System (NPDES) permit along with other public agencies in the San Francisco Bay Area.

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conducting OVTAs, were used. Consistent with the OVTA protocol (EOA 2015), team members must find agreement on the overall assessment score prior to recording. Project Partner assessment sites were approximately 1,000 feet in length.

Narrative descriptions for each OVTA scoring category are provided in Table 2.1 along with the predicted best/midpoint trash generation rate. Predicted generation rates are based on preliminary analyses conducted as an outgrowth of the *Baseline Trash Generation Rates for the San Francisco Bay Area* project (BASMAA 2014). Example photos illustrating each OVTA score are provided in Figure 2.1.

Table 2.1. On-land visual trash assessment (OVTA) scoring categories and associated trash generation rates.

Trash Generation Category	OVTA Score	Predicted Best/Midpoint Trash Generation Rates (gallons/acre yr^{-1})	Description
Low	A	2.5	Effectively no trash can be observed on a city block or the equivalent. There may be some small pieces in the area, but they are not obvious at first glance and one individual could quickly pick them up. A low trash generation levels is the goal of stormwater trash control programs and is considered equivalent to the performance of a full trash capture system.
Moderate	B	7.5	Predominantly free of trash except for a few pieces that are easily observed along a city block, or the equivalent. The trash could be collected by one or two individuals in a short period of time.
High	C	30	Trash is widely/evenly distributed and/or small accumulations are visible on the street, sidewalks, or inlets. It would take a more organized effort to remove the litter.
Very High	D	100	Trash is continuously seen throughout the area, with large piles and a strong impression of lack of concern for litter in the area. There is often significant litter even along gutters that are swept.

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Figure 2.1. Example photos of On-land Visual Trash Assessment scores.

2.2.2. Trash Characterization/Quantification

All trash collected from streets, sidewalks and storm drains before and after street sweeping events was characterized at the Alameda County Public Works Department Corporation Yard in Hayward, CA. Trash collected was characterized using procedures described in the Project's SAP (Geosyntec et al. 2014). The procedure consists of measuring the weight and volume of trash removed from inlets, streets and sidewalks, and counting the number of items within 13 trash categories (e.g., single use plastic carryout bags and plastic CRV beverage containers). The worksheet that documents the level of trash characterization that was implemented during the TCT project is included in the SAP. Table 2.2 includes the list of categories used to characterize trash during the street sweeping and curb inlet effectiveness evaluation.

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Table 2.2. Trash and debris characterization categories and types used during the TCT project.

Characterization Category	Characterization Type	
	Weight & Volume	Item Count
Debris (e.g., vegetation, sediment, leaves)	X	
Trash		
Plastic - Recyclable Beverage Containers (CRV-labeled)	X	X
Glass - Recyclable Beverage Containers (CRV labeled)	X	X
Single Use Plastic Carryout Bags	X	X
Expanded Polystyrene (EPS) Disposable Food & Beverage Ware	X	
Rigid Plastic Disposable Food and Beverage Ware	X	
Mylar (Non-recyclable) Film Food Wrappers	X	
Other Plastic Items	X	
Paper Food/Beverage Ware	X	
Bulk Paper and Cardboard	X	
Cigarette Butts	X	
Other Glass Items	X	
Metal Items	X	
Miscellaneous Items	X	

2.3. TCT and Partner Agency Study Areas

2.3.1. TCT Quantitative Monitoring Areas

The three quantitative monitoring areas (FR-01, OK-01 and SJ-01) and the four qualitative assessment areas (OK-02, OK-03, SJ-02 and SJ-03) that were monitored/assessed during the OVTA protocol evaluation portion of the TCT project are illustrated in Figure 2.2. Characteristics of each study area are described in Table 2.3. Brief descriptions for each TCT study area are provided in the section report section. Maps and images are provided in Appendix A.

All seven study areas were selected due to their relatively high or very high levels of trash generation. Because no quantitative trash monitoring was planned, full capture systems were not required in the four qualitative assessments areas. At the three quantitative monitoring sites, however, inlets were equipped with catch basin-based trash full capture systems (i.e., connector pipe screens) approved for use in the San Francisco Bay Area. Curb inlet screens[6] were also present at the SJ-01 site during the duration of the project, and were installed at the OK-1 site halfway through the project to assess the trash interception effectiveness of these devices. Although the types of curb inlet screens installed within these sites are designed to swing open (i.e., auto-retractable) when enough pressure from

[6] Curb inlet screens (i.e., fixed inlet screen and automated retractable screens) are perforated stainless steel screens that are designed to fit outside or immediately within the storm drain curb opening. They are either fixed screens or screens that manually or hydraulically open when storm flows of a predetermined rate are detected. Water passes through the screen, while debris, trash and litter are prevented from entering, unless predetermined storm flows are exceeded.

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stormwater runoff occurs, these devices keep trash on the street and thus reduce the volume of trash that enters the inlet.

Fremont Boulevard - Fremont (FR-01)

The study area in Fremont (FR-01) is located along the west side of Fremont Boulevard between Mowry Beacon Avenues. Segment #1 was located on the northern portion of the study area, and Segment #2 on the southern end. This busy arterial road is swept monthly and has many retail stores adjacent to the study area, includng a gas station, cell phone store and restaurants. The amount of foot traffic is somewhat low relative to other TCT study areas. Each of the two segments in the FR-01 study area , however, contains a bus stop that appears to be a large source of trash to the study area. Additionally, there are commonly homeless in the area, which may also be a source of trash. The FR-01 study area contains three inlets which combined, drain roughly 3.4 acres of land.

14th Street - Oakland (OK-01)

The OK-01 study area is located in Oakland on 14th Street between Webster Street and Alice Street. Segment #1 is between Webster and Harrison streets on both sides of the street, and segment #2 is located between Harrison and Alice streets on both sides of the street. The OK-01 study area is swept every weekday in the early morning. Quantitative monitoring events always occurred on Monday morning when the area had not been swept for 72 hours. Adjacent land uses include restaurants, convenience stores, bars and multifamily residential apartments. Trash sources include pedestrians, adjacent properties, and vehicles. Although no parking was posted, the site commonly had at least one car parking during monitoring events. The OK-01 study area contains three inlets which combined drain roughly 5.0 acres of land.

Tully Road - San Jose (SJ-01)

Study area SJ-01 is located along Tully Road from King Road to Huran Drive in San Jose. Segment #1 is between Huran and runs roughly halfway towards King Rd. Segment #2 begins where segment #1 ends and continues to King Rd. Tully Road is swept twice per month. Tully Road is a busy arterial road through the study area with adjacent land uses that include fast food restuarants, convenience stores, and automotive shops. Trash sources include pedestrians, vehicles and bus stops. Tully Road was re-paved on October 28th, 2015 leading to noticible improvement in the quality of the street surface. The two inlets in the study area drain roughly 1.6 acres of land.

2.3.2. TCT Qualitative Assessment Areas

17th Avenue, Oakland (OK-02)

Study area OK-02 is located along 17th Avenue between East 15th Street and East 12th Street. This area was selected because of the very high levels of trash consistently generated on the streets and sidewalks. Street sweeping occurs twice per month. Both segments have very poor pavement quality, and trash is commonly observed in the cracks and potholes.

23rd Avenue - Oakland (OK-03)

Study area OK-03 is located in Oakland along 23rd Avenue between East 15th Street and East 12th Street. Like OK-02, this site was selected because of the very high levels of trash consistently observed throughout both segments. This study area has relatively good pavement quality. Street sweeping occurs at a twice per month frequency.

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McKee Road - San Jose (SJ-02)

Study area SJ-02 is located in San Jose along the north side of McKee Road from King Road to North 33rd Street. Adjacent businesses include a grocery store, gas station, pharmacy, and several other retail establishments. The street has relatively high vehicle and foot traffic. A bus stop in the site appears to be a large source of trash. The SJ-02 study area is swept twice a month.

Leeward Drive - San Jose (SJ-03)

Study area SJ-03 in San Jose is located along the east side of Leeward Drive from Dumont Circle to Arden Way. The study area is in a residential area with an adjacent park and elementary school, both of which appear to produce a high volume of foot traffic of children in the neighborhood. The site was selected because of the high to very high levels of trash consistently observed. Sweeping occurred at a frequency of one time per month during the study.

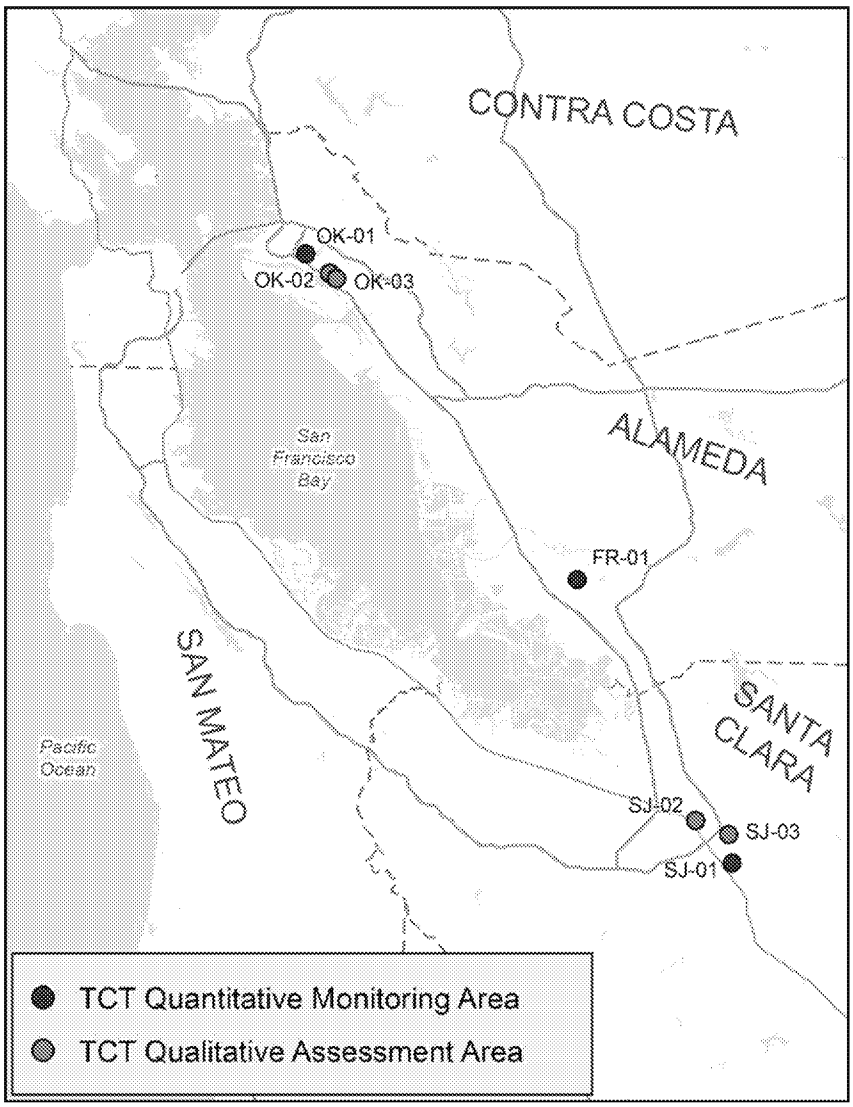

Figure 2.2. Study areas quantiatively monitored and/or qualitiatively assessed as part of the Tracking California's Trash OVTA evaluation.

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Table 2.3. Characteristics of the seven TCT study areas that were monitored/assessed as part of the OVTA evaluation.

Characteristic	TCT Study Area						
	FR-01	**OK-01**	**OK-02**	**OK-03**	**SJ-01**	**SJ-02**	**SJ-03**
City	Fremont	Oakland	Oakland	Oakland	San Jose	San Jose	San Jose
Type of Study Area	Quantitative	Quantitative	Qualitative	Qualitative	Quantitative	Qualitative	Qualitative
Location	Fremont Blvd	14th Street	17th Avenue	23rd Avenue	Tully Road	McKee Road	Leeward Drive
Land Use	Commercial	Commercial	Mixed	Mixed	Commercial	Commercial	Residential
Street/Sidewalk Characteristics							
Street Area Assessed (acres)	0.90	0.79	NA	NA	0.54	NA	NA
Sidewalk Area Assessed (acres)	0.30	0.41	NA	NA	0.17	NA	NA
Stormwater Conveyance System Characteristics							
# of Inlets	3	3	NA	NA	2	NA	NA
Area Draining to Inlet(s) in Study Area (acres)	3.44	4.96	NA	NA	1.55	NA	NA
Curb Inlet Screen Installed	No	Halfway through Study	No	No	Yes	No	No

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2.3.3. Partner Agency Qualitative Assessment Sites

A map of the Project Partner assessment sites utilzed during the OVTA evaluation is provided as Figure 2.3.From June 2014 to July 2016, SCVURPPP and SMCWPPP conducted OVTAs at over 1,200 assessment sites. These sites were randomly selected from all very high, high or moderate trash generating areas in the two counties and are planned to serve as indicators of trash reductions in stormwater discharges. Each site is comprised of approximately 1,000 curb feet in length. Although it can be site-specific, the width of the assessment area typically extends from the middle of the street to the location where the sidewalk and the adjacent property meet.

Project Partner assessments are timed to observe and detect changes in the "average" level of trash present on streets and sidewalks. Consistent with the OVTA protocol (EOA 2015), assessments are therfore conducted roughly halfway between street sweeping events to avoid under predicting trash generation levels. Additionally, assessments are conducted during both the wet and dry seasons, but are not conducted when more than 0.5 inches of rainfall occurs in a 24 hour period within 2 days prior to the scheduled assessment. Not assessing directly after a relatively large rainfall event helps avoid timeframes when trash may have been recently transported from streets and sidewalks to storm drain inlets by stormwater runoff.

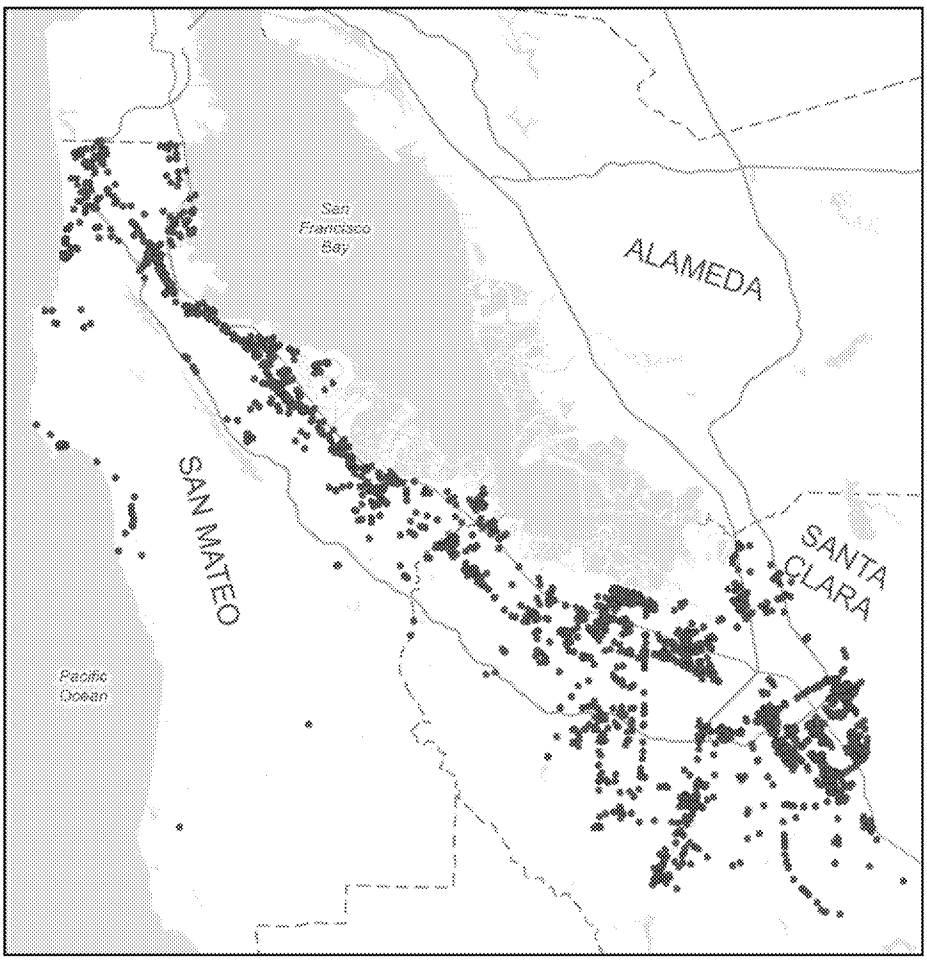

Figure 2.3. Location of over 1,200 OVTA sites assessed by Project Partners in Santa Clara and San Mateo Counties and utilized during the TCT evaluation.

2.4. Quality Assurance Controls

All quality assurance controls developed and implemented during the TCT project are described in the project's Quality Assurance Project Plan (QAPP) submitted to the State Water Board (Applied Marine Sciences 2014). The stringent procedures described in the QAPP were essential for obtaining unbiased, precise, and representative measurements and for maintaining the integrity of the trash samples during collection, handling, and analysis, as well and for measuring elements of variability that cannot be controlled. Stringent procedures were also applied to data management to assure that accuracy of the data is maintained.

Data Quality Objectives (DQOs) were established to ensure that data collected are sufficient and of adequate quality for the intended use. DQOs include both quantitative and qualitative assessment of the acceptability of data. The qualitative goals include representativeness and comparability, and the quantitative goals include completeness, precision, and accuracy. Specific DQOs were based upon Measurement Quality Objectives (MQOs) identified for the TCT project and included in the project QAPP.

Approaches used for data quality assurance for assessments and characterizations of trash do not have the same application as more commonly-used chemical analyses. Instead of using the repeatable physical and chemical properties of target constituents to assess accuracy and precision, information and data collected on trash are quantified using personnel trained in the characterization and classification of data. Compounding the challenge between chemistry and quantification of trash is the inherent spatial and temporal variability in trash accumulation on streets/sidewalks and transport to and from the stormwater conveyance system. Unlike chemical data where replicate sampling and analysis of samples are expected to be similar, no such expectation exists for trash data. Hence, DQOs in the QAPP have a strong emphasis on training and oversight, with intercomparisons between performance of individual field team members participating in the various assessment and characterization efforts. In addition, chemical approaches that focus on accuracy do not apply to trash monitoring. For example, matrix spikes used for chemistry have no parallel for trash samples. Thus, a new approach using intercalibration amongst personnel conducting assessments and characterizations was the primary mechanism for assuring accuracy and precision.

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3. Monitoring/Assessment Results and Discussion

3.1. Data Quality Summary

All quality assurance controls implemented during the TCT project for field monitoring/assessments, trash characterization, and data management tasks are described in the project's Quality Assurance Project Plan (QAPP). Approaches used to assure the quality of data collected as part of the TCT project do not have the same application as more commonly-used chemical analyses. Information and data collected on trash during the project were quantified using personnel trained in the assessment, characterization and classification of trash data.

A complete evaluation of the quality of data presented in this report is presented in Appendix B. In summary, the data presented in this report are of a quality that is consistent with the current state of the methodologies currently used to measure or assess trash from/on streets, sidewalks, and storm drain inlets. As part of the TCT project, recommendations are provided (see Section 4) on how to improve methodologies currently used to measure and assess trash. Due to the inherent variability in the sizes and structures of this "macro" water quality pollutant, however, the accuracy and precision of trash monitoring data may never adhere to Data Quality Objectives (DQOs) commonly used for chemical analytes. Appropriate considerations of the accuracy and precision of trash data presented in this report and trash data collected during future studies should therefore be taken when interpreting these data and drawing associated conclusions.

3.2. Overview of Results

3.2.1. TCT Quantitative and Qualitative Study Areas

The primary objective of this TCT task was to evaluate the ability of the OVTA protocol to establish baseline trash levels and detect improvements in stormwater quality. In the 14 months that data were collected (March 2015 – April 2016), 32 quantitative monitoring events were conducted at three study areas - Fremont (FR-01), Oakland (OK-01) and San Jose (SJ-01). During these events, trash and debris was removed and quantified from streets, sidewalks and storm drain inlets. In addition, qualitative OVTAs were conducted at both the quantitative study areas and four additional areas in San Jose (SJ-02 and SJ-03) and Oakland (OK-02 and OK-3) to supplement the quantitative monitoring. A total of 328 qualitative OVTA events were performed in these study areas. OVTAs were conducted:

- As part of quantitative events (i.e., before and after quantitative street sweeping monitoring),
- Before and after street sweeping events where quantitative monitoring was not conducted,
- Between street sweeping events, and
- Before and after significant storm events (>0.25 inches).

The numbers of quantitative monitoring and OVTA events conducted at each of the seven TCT study areas are presented in Table 3.1. The timeframes that monitoring and assessment events were conducted in comparison to storm events are presented in Figures 3.1 through 3.3.

The quantitative portion of the OVTA evaluation yielded the measurement of 939 gallons of material (i.e., trash and debris) weighing approximately 1,943 pounds (Table 3.2; Appendix C). This material was collected from a combination of streets, sidewalks and storm drain inlets in the three study areas where quantitative monitoring occurred. Of the material collected from storm drain inlets, 26% was trash by volume. The remaining portion was debris (e.g., vegetation, sand, sediment).

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Table 3.1. Number of quantitative and qualitative monitoring events conducted in each study area.

City	TCT Study Area	# of Paired Quantitative/ Qualitative Monitoring Events	# Additional Qualitative Monitoring Events		
			# Paired Events Directly Before & After Sweeping Events	# Events Between Street Sweeping	# Paired Events Directly Before & After Rain Events
Fremont	**FR-01**	8	3	20	4
San Jose	**SJ-01**	8	4	14	2
	SJ-02	NA	11	18	4
	SJ-03	NA	6	15	4
Oakland	**OK-01 (Pre-ARS)**	9	7[a]	3[1]	2
	OK-01 (Post-ARS)	7			
	OK-02	NA	10	22	4
	OK-03	NA	10	22	4

[a]OK-01 is swept every weekday morning, and at this frequency it was not possible to perform three assessments in betweer sweeping events plus the before/after sweeping, which would have required five assessments per day. Instead, two assessments were performed per day (morning and late afternoon), which were designated as before/after sweeping event

Table 3.2. Volume (gallons) of material collected from streets/sidewalks and storm drain inlets in the three quantitative TCT study areas.

TCT Study Area	Storm Drain Inlets			Streets & Sidewalks
	Trash	Debris	Total	Trash
Oakland (OK-01)	105.66	113.30	**218.96**	321.74
Fremont (FR-01)	31.20	244.41	**275.61**	52.28
San Jose (SJ-01)	4.71	35.36	**40.07**	30.54
Total	**141.57**	**393.07**	**534.64**	**404.56**

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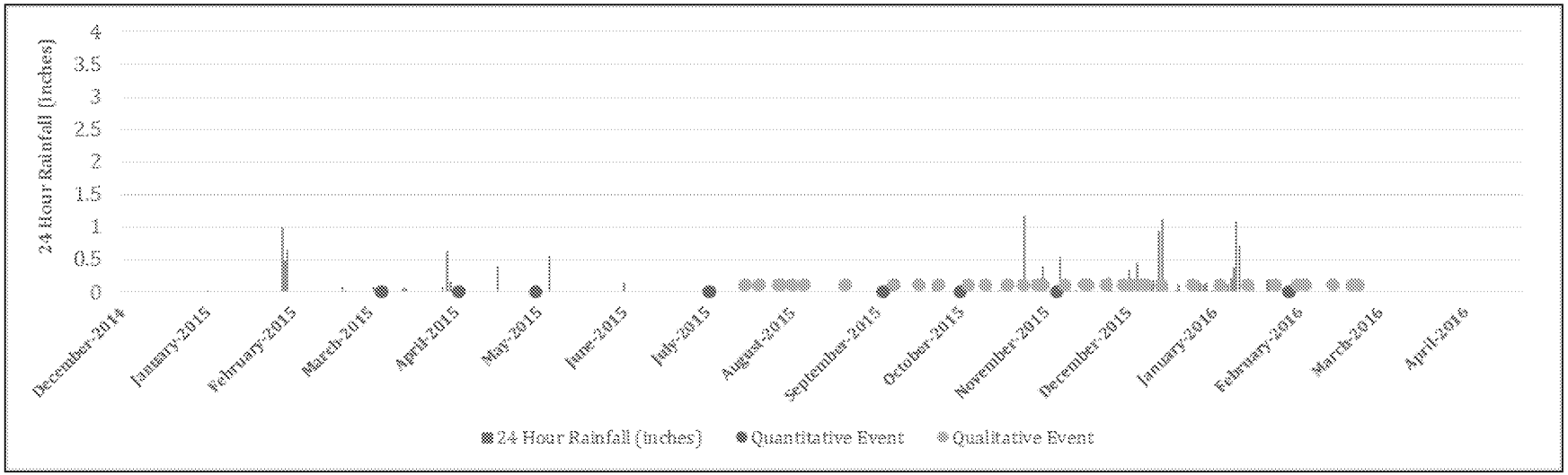

Figure 3.1. Timeframes of the quantitative and qualitative sampling/assessment events conducted at the **Fremont Study Area (FR-01)** and associated rainfall volumes (www.wunderground.com/personal-weather-station/dashboard?ID=KCAFREMO83).

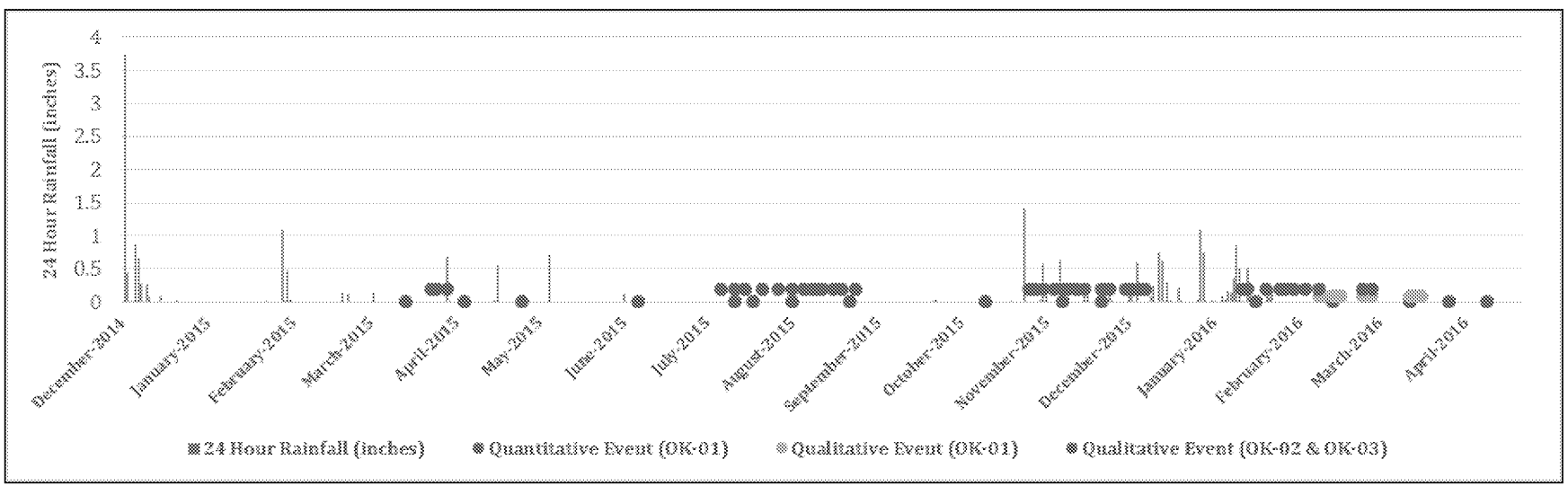

Figure 3.2. Timeframes of the quantitative and qualitative sampling/assessment events conducted at **Oakland Study Areas (OK-01, OK-02 and OK-03)** and associated rainfall volumes (www.wunderground.com/personal-weather-station/dashboard?ID=KCAOAKLA51).

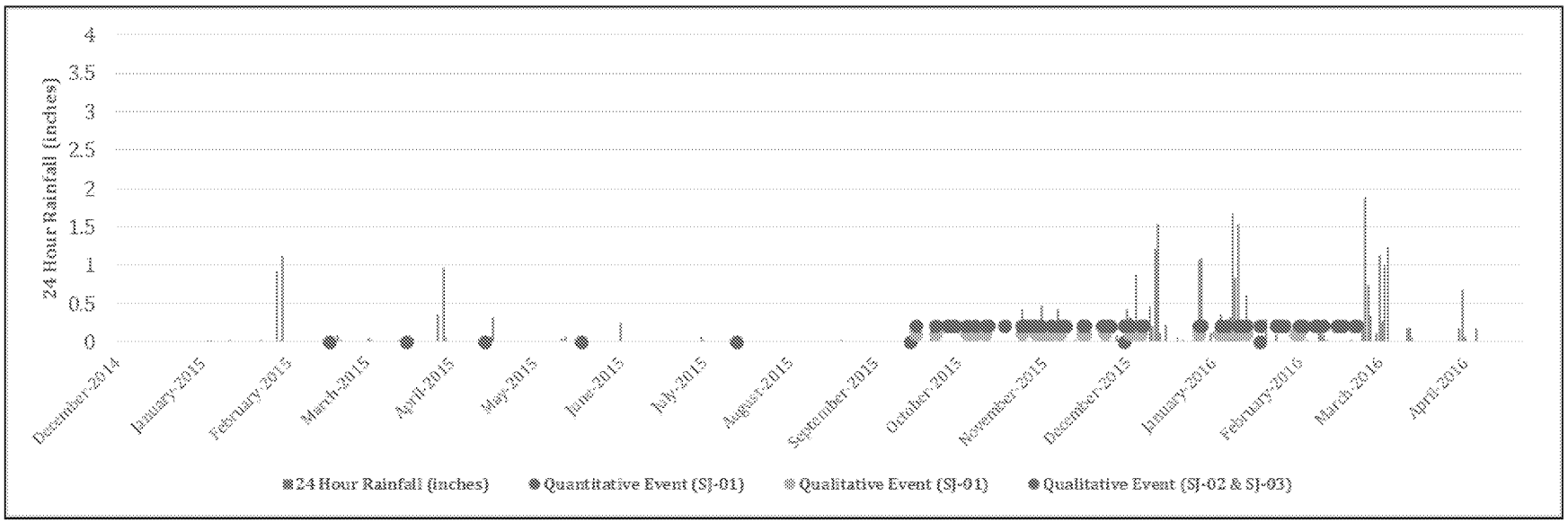

Figure 3.3. Timeframes of the quantitative and qualitative sampling/assessment events conducted at **San Jose Study Areas (SJ-01, SJ-02 and SJ-03)** and associated rainfall volumes (www.wunderground.com/personal-weather-station/dashboard?ID=KCASANJO17).

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3.2.2. Project Partner Assessments

Results from Project Partner assessments conducted in San Mateo and Santa Clara counties were compiled. The OVTA dataset contained results from 3,085 assessments conducted at 1,226 sites between May 2014 and July 2016. Between one and seven assessments were conducted at each site during this timeframe. Table 3.3 lists the number of Project Partner assessment sites by frequency of assessment events, and the total number of assessments in the dataset.

Table 3.3. Number of Project Partner assessment sites in San Mateo and Santa Clara Counties with different frequencies of assessment events conducted from May 2014 through July 2016.

# of Assessments Conducted at Each Site	# of Assessment Sites	Total # of Assessment Events
1	584	584
2	98	196
3	111	333
4	242	968
5	145	725
6	43	258
7	3	21
Total	**1,226**	**3,085**

Access to this large number of assessment results allowed the Project Team to conduct statistical analyses that could not be completed using the limited OVTA dataset generated through the TCT project. Depending on the specific monitoring question and the associated data analyses method, different subsets of the Project Partner OVTA dataset were utilized. Descrpitions of the subsets are provided, as applicable, in the following sections.

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3.3. Relationships between OVTA Scores, Trash Accumulation and Trash Generation

For the purpose of the TCT project, trash accumulation is defined as the amount of trash that accumulates on streets, sidewalks, and other land areas and could potentially be transported to stormwater conveyance systems via stormwater runoff, wind or through direct dumping into storm drain inlets. In contrast, trash generation is defined as the amount of trash that actually enters storm drain inlets and is believed to be discharged from stormwater conveyance systems to receiving water bodies.

In the San Francisco Bay Area, the amount of trash that has accumulated on streets and sidewalks and is observed at the time of the assessment event is categorically scored via qualitative On-land Visual Trash Assessments (OVTAs). Consistent with the Municipal Regional NDPES permit for stormwater in the Bay Area, the main purposes of conducting OVTA assessments are to establish baseline levels of trash generation and assist municipalities and the Regional Water Board in detecting improvements in the levels of trash generated (i.e., discharged) by stormwater conveyance systems (as opposed to the amounts of trash accumulated on streets and sidewalks). If cities, counties and water quality regulators plan to use OVTAs as the primary indicators of reductions in the amounts of trash generated from stormwater conveyances and discharged to receiving water bodies (i.e., creeks and rivers), better relationships between OVTA scores and the amounts of trash generated from these systems should be established. In an effort to evaluate this relationship, this section first describes the relationships between OVTA scores and the accumulated amounts (volumes) of trash that were collected and measured on-land (streets and sidewalks). Section 3.4 discusses the compares OVTA scores to the volumes of trash measured in storm drain inlets (i.e., generated). Because quantitative (measured) trash volumes were needed, only data from the three TCT quantitative monitoring areas were used for these analyses.

3.3.1. OVTA Scores and Trash Accumulation on Streets and Sidewalks

Trash was removed, measured and characterized from street and sidewalks during 32 separate events from each of two segments in the three TCT quantitative monitoring areas (OK-01, FR-01 and SJ-01). OVTAs were conducted directly before and after trash was removed from each segment. For each assessment event, the street, sidewalk and overall area (streets + sidewalks) in each segment were assessed and scored independently by two assessors. OVTA results were compared to the volume of trash measured on streets, sidewalks and overall (streets + sidewalks) to evaluate the relationship between OVTA scores and volumes of trash that had accumulated on-land. Because at times the two assessors gave different OVTA scores to either street, sidewalk or overall areas within the segments, scores can border two OVTA scoring categories (i.e., A/B, B/C or C/D).

Figures 3.4-A (streets), 3.4-B (sidewalks) and 3.6-C (overall) illustrate the range and median volumes of trash measured during the 32 quantitative TCT monitoring events, in comparison to the OVTA scores assigned to the different areas during these events. The figures illustrate a general relationship between OVTA scores and trash volumes measured on-land, especially for streets and overall. Trash volumes measured on sidewalks, however, do not demonstrate a consistent relationship with OVTA scores, although there is reasonably good agreement between lower and higher volumes of trash and scores. The lack of a strong relationship between OVTA scores on sidewalks and trash volumes is likely because the trash observed on sidewalks can be masked by vegetation in street tree wells or on adjacent landscaped areas and not noticed when conducting an assessment. Additionally, unlike typical assessments, OVTAs and quantitative monitoring (collection of trash) was conducted at night during the TCT project, which may have affect the ability of assessors to adequately see trash with flashlights that may have been present in vegetated areas around sidewalks.

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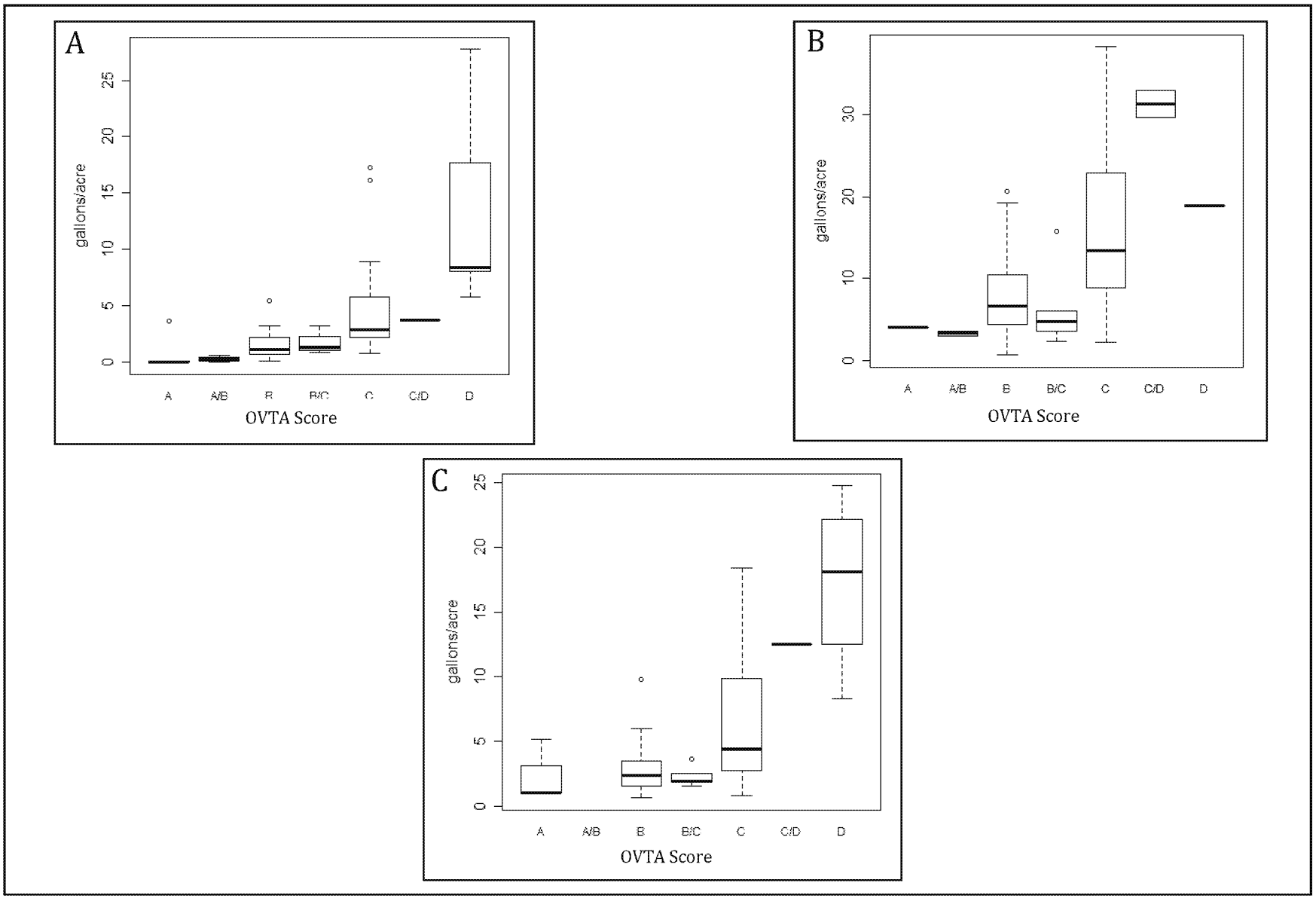

Figure 3.4. Box plots of trash accumulation (gallons/acre) and OVTA scores for the streets (A), sidewalks (B) and overall (C) within the three TCT quantitative study areas.

3.3.2. OVTA Scores and Trash Generation in Storm Drain Inlets

Trash generation is defined as the amount of trash that enters a storm drain inlet and is captured by an inlet-based full capture system that is maintained at a high frequency (i.e., 8-16 times per year). For the purpose of comparing trash generation and OVTA scores, it is assumed that the amount of trash that is captured by an inlet-based system would have been discharged to a receiving water body if the full capture system were not in place. Trash generation can vary based on a number of factors, including the level of trash accumulation on streets and sidewalks, and the magnitude, extent and effectiveness of trash control measures implemented in the area draining to the inlet (BASMAA 2014).

Curb inlet screens can impede the flow of trash into storm drain inlets (City of Los Angeles 2006). During the TCT study, curb inlet screens were present in the San Jose study area (SJ-01) during the entire study period. At the Oakland site (OK-01), curb inlet screens were added to inlets roughly half-way through the study. Curb inlet screens were not present on inlets in the Fremont study area (FR-01). Although the types of curb inlet screens installed within these sites are designed to swing open (i.e., auto-retractable) when enough pressure from stormwater runoff occurs, these devices keep trash on the street and thus reduce the volume of trash that enters the inlet. For that reason, the TCT monitoring events associated with curb inlet screens at the OK-01 and SJ-01 sites were not used when comparing OVTA scores to trash volumes measured in storm drain inlets (i.e., generated).

Predicted Trash Generation Rates (via OVTAs)

During the TCT project, total of 31 and 34 OVTAs were conducted in segments within the Fremont (FR-01) and Oakland sites (OK-01), respectively. OVTAs were conducted before or more than halfway between, street sweeping events that occurred at these sites. As described in Section 3.4, assessments conducted at these timeframes provide an "average" depiction of the amount of trash that accumulates on streets and sidewalks and is available for transport to storm drain inlets.

The percentages of the assessments conducted at the FR-01 and OK-01 sites that fell within each OVTA scoring category are listed in Table 3.4. For site FR-01, assessment scores generally fell within the moderate (B) and high (C) OVTA categories. Assessment scores for the OK-01 site were more consistently in the high (C) scoring category, with the occasional very high (D) score observed.

Table 3.4. Percentage qualitative assessment results in each OVTA category for assessments conducted between or directly before street sweeping events at the Fremont and Oakland quantitative study areas.

Study Area	Segment	# OVTAs	% of OVTA Scores in Each Category			
			A	B	C	D
Fremont (FR-01)	1	31	0%	55%	45%	0%
	2	31	3%	84%	13%	0%
Oakland (OK-01)[a]	1	34	0%	15%	74%	12%
	2	34	0%	26%	71%	3%

[a] Only OVTAs conducted prior to the installation of curb inlet screens were used for the OK-01 site.

Using the assessment scores observed OVTA events and the associated "mid-point/best" trash generation rates[7] for each score (see Table 3.5), the Project Team developed a set of predicted annual trash generation rates each TCT site (OK-01 and FR-01). Predicted annual rates for each site were developed using the following process:

1. For each OVTA event, assign a "best" annual trash generation rate to each assessor's score that was assigned to a segment within a site;
2. For each segment and event combination, average the rates assigned to each assessor's score for each event to develop an average annual trash generation rate;
3. For each event, average the rates calculated for each study area segment to develop a trash generation rate for each study area.

Descriptive statistics generated from this process for predicted trash generation rates from the two TCT sites are presented in Table 3.6.

Table 3.5. OVTA scoring categories and the associated "best/mid-point" annual trash generation rates (gallons/acre yr^{-1}).

OVTA Score	A	B	C	D
"Best" Annual Trash Generation Rate	**2.5**	**7.5**	**30**	**100**

Measured Trash Generation Rates (via Trash Monitoring and Characterization)

Trash generation rates were established for the OK-01 and FR-01 sites by measuring the volumes of the trash removed from storm drain inlets draining the sites. Each inlet was equipped with a full capture system. Trash was removed and characterized from each inlet during 8 monitoring events conducted at each site between February 2015 and April 2016 (14 months). For the purpose of comparing to predicted trash generation rates, annual (measured) trash generation rates for each site were calculated by first developing daily trash generation rates for each of the 8 monitoring events. Daily rates were developed by dividing the volume of trash measured from the inlet, by the number of days since the inlet was last cleaned. Each daily rate was then multiplied by 365 days to obtain a set of annual trash generation rates. Descriptive statistics generated from this process for measured trash generation rates from the two TCT sites are presented in Table 3.6.

[7] The trash generation rates used for each OVTA score are consistent with those derived by BASMAA (2014) and cited in the Municipal Regional NDPES permit for stormwater in the San Francisco Bay Area (SFBRWQCB 2015).

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Table 3.6. Descriptive statistics for predicted (via OVTAs) and measured (via storm drain inlets) trash generation rates (gallons/acre yr^{-1}) at the Fremont and Oakland quantitative study areas.

Descriptive Statistic	**Fremont** (FR-01)		**Oakland** (OK-01)	
	Predicted *via OVTAs* *(n=31)*	**Measured *via Inlets*** *(n=8)*	**Predicted *via OVTAs*** *(n=34)*	**Measured *via Inlets*** *(n=8)*
Maximum	30.0	14.3	82.5	50.8
75th Percentile	18.8	12.9	30.0	33.5
Median	7.5	11.1	30.0	28.7
Mean	13.8	8.9	32.4	25.0
25th Percentile	7.5	7.1	20.2	15.5
Minimum	5.0	1.2	7.5	13.4

Comparison between Predicted and Measured Trash Generation Rates

Predicted and measured annual trash generation rates for two TCT sites (OK-01 and FR-01) are presented in Table 3.6 and Figure 3.5. Average measured (mean) rates and average predicted (median) rates are similar and within the same trash generation/OVTA scoring category (Table 3.7).[8] Additionally, based on the results of the Mann-Whitney Rank Sum analyses that were used to compare the two datasets, no significant differences ($p<0.05$) were observed between the predicted and measured rates. These results support the use of OVTAs, in combination with mid-point/best trash generation rates, as methods to effectively estimate the volumes of trash generated by stormwater conveyance systems.

[8] Based on the results of Shapiro-Wilk normality tests conducted, the predicted trash generation dataset is not normally-distributed and therefore the median is the most appropriate statistic for measuring central tendency (average) for this dataset. Alternatively, the measured trash generation dataset is normally-distributed and therefore the mean is this most appropriate statistic for measuring central tendency (average) for this dataset.

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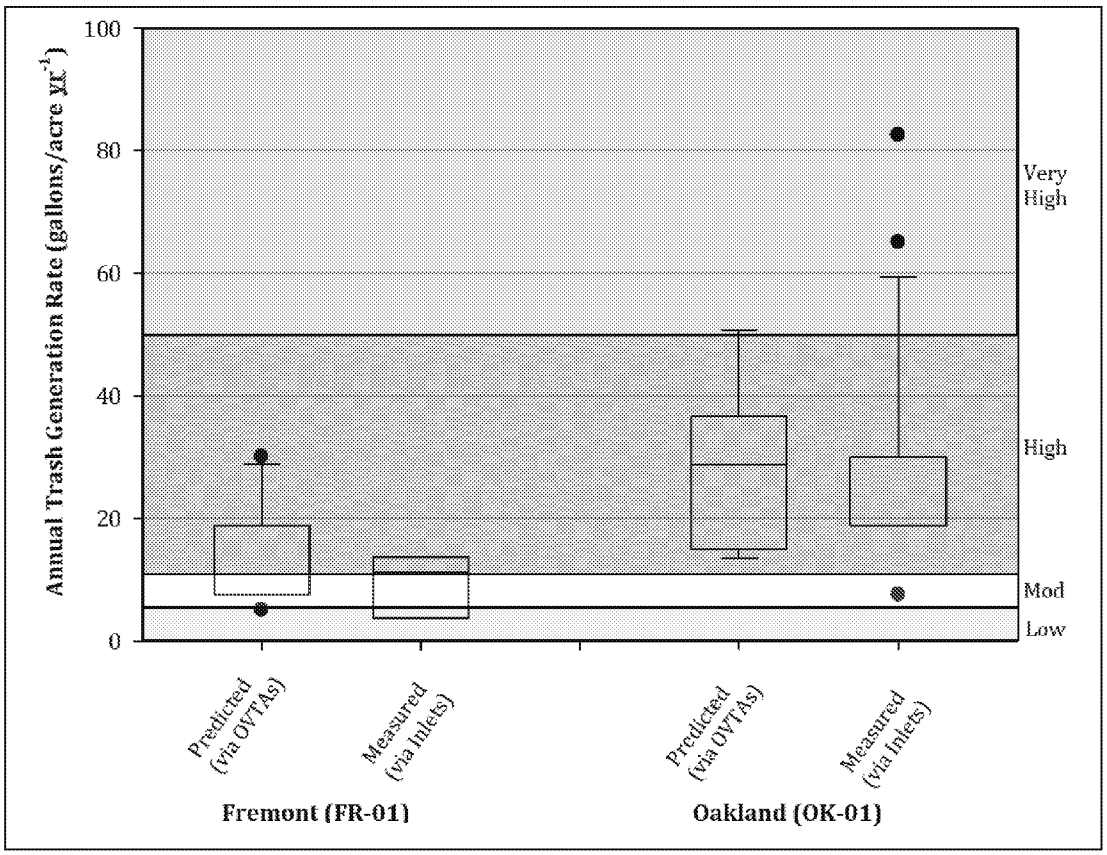

Figure 3.5. Box plots for predicted (via OVTAs) and measured (via storm drain inlets) trash generation rates (gallons/acre yr^{-1}) in two TCT quantitative study areas.

Table 3.7. Comparison between trash generation rates (gallons/acre yr^{-1}) that were predicted via OVTAs and measured via storm drain inlets in two TCT quantitative study areas.

	Fremont (FR-01)		**Oakland** (OK-01)	
	Median[a] Predicted via OVTAs	*Mean[b] Measured via Inlets*	*Median[a] Predicted via OVTAs*	*Mean[b] Measured via Inlets*
Trash Generation Rate (gal/acre yr^{-1})	7.5	8.9	30.0	25.0
Associated Trash Generation (OVTA Scoring Category)	*Moderate (B)*	*Moderate (B)*	*High (C)*	*High (C)*
Significant Difference ($p<0.05$) between Predicted and Measured Trash Generation	*No*		*No*	

[a] Based on the results of Shapiro-Wilk normality tests conducted, the predicted trash generation dataset is not normally-distributed and therefore the median is the most appropriate statistic for measuring central tendency (average) for this dataset.

[b] Based on the results Shapiro-Wilk normality tests conducted, the measured trash generation dataset is normally-distributed and therefore the mean is this most appropriate statistic for measuring central tendency (average) for this dataset.

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3.4. Effects of Seasons, Storm Events and Street Sweeping on OVTA Scores

The appropriate timing of OVTAs is an important question that was identified during the development of the TCT project's Sampling and Analysis Plan. Conceptually, OVTA scores can be affected by seasons, storm/runoff events, and reoccurring trash control such as street sweeping. Assessments are currently conducted by SF Bay Area Project Partners at times when the results are believed to depict the "average" level of trash present on streets and sidewalks. Specifically, assessments are currently conducted by Bay Area cities and counties:

- During wet and dry seasons;
- Roughly halfway between reoccurring street sweeping events; and
- Only when less than 0.5 inches of rainfall has occured in a 24 hour period within 2 days prior to the scheduled assessment event.

These timing criteria for conducting assessments are consistent with both the Municipal Regional NDPES permit for stormwater in the Bay Area (SFBRWQCB 2015) and the current version of the OVTA protocol (EOA 2015). This section presents the results of analyses conducted to assess the effects that seasonality, storms/runoff, and/or street sweeping events have on the amounts of trash (volumes) that are generated via stormwater conveyance systems. The relationships between these factors and trash generation were evaluated via trash volumes measured during the TCT project in storm drain inlets, or via OVTA scores conducted during the TCT project or by Project Partners.

3.4.1. Seasonal Effects

Previous studies concluded that trash is transported to storm drain inlets at similar rates during dry (May-September) and wet (October-April) weather seasons (BASMAA 2014; County of Los Angeles 2004a, 2004b). Results from monitoring inlets at TCT sites FR-01 and OK-01 support these conclusions (Table 3.8). Based on t-tests conducted using the means and overall wet and dry season dataset for each site, no statistically significant differences were observed between the daily trash generation rates for each season.

Table 3.8. Mean and median wet and dry season daily trash generation rates (gallons/acre day^{-1}) measured in storm drain inlets at Fremont (FR-01) and Oakland (OK-01) TCT Study Areas.

	Fremont (FR-01)		**Oakland (OK-01)**	
	Wet Season	***Dry Season***	***Wet Season***	***Dry Season***
# Quantitative Monitoring Events	*4*	*4*	*5*	*3*
Average (mean)	0.075	0.102	0.009	0.018
Median	0.076	0.104	0.010	0.012
Significant Differences (p<0.05) between Wet and Dry Season Daily Rates	*No*		*No*	

[a] Based on the results Shapiro-Wilk normality tests conducted, both wet and dry datasets are normally-distributed and therefore the mean is this most appropriate statistic for comparing these datasets. A t-test was therefore selected as the statistical comparison test.

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To further evaluate the seasonal effects on trash generation, the results of OVTAs conducted by Project Partners in Santa Clara and San Mateo Counties at the same assessment sites during dry and wet weather seasons were compared. Assessment sites where at least two assessments were conducted in each season (n=160) were selected for the comparison. For each site, the multiple assessment scores for each season were averaged before analyzing.

Based on the results of the paired t-test[9] used to compare the wet and dry season datasets, no statistically significant differences ($p<0.05$) in seasonal OVTA scores were observed. Figure 3.6 illustrates the ranges and median OVTA scores of the wet and dry season datasets.

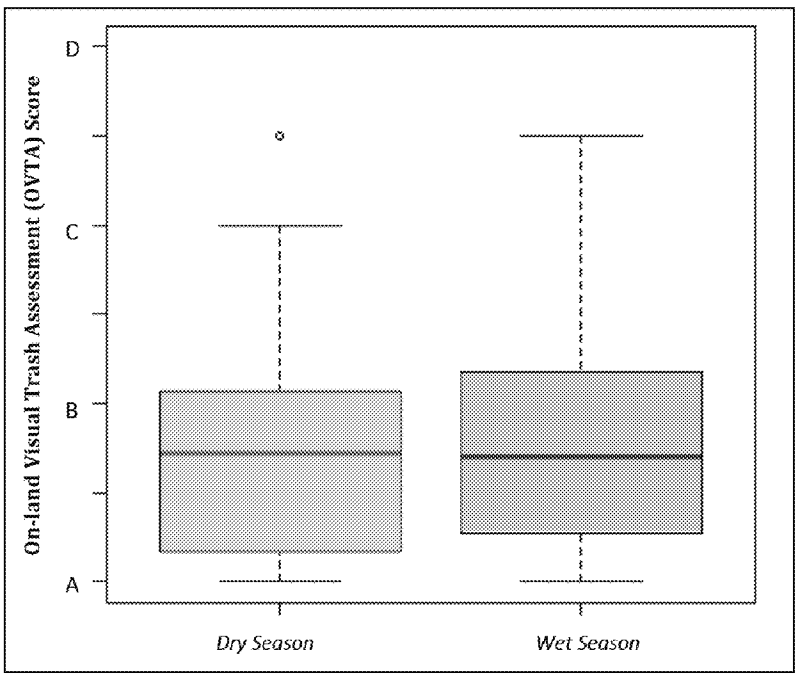

Figure 3.6. Comparison of OVTA scores at sites in Santa Clara and San Mateo Counties where assessments were conducted during dry and wet seasons (n=160).

The results of the seasonal effects analysis suggest that trash accumulates consistently on streets and sidewalks throughout wet and dry seasons. A portion of this trash is then blown via wind and/or dumped directly into inlets during timeframes with no stormwater runoff. It appears that on average, wind and/or direct dumping contribute a substantial portion (possibly one-half) of the trash that is observed in storm drain inlets. Because the dry and wet season transport mechanisms that move trash into storm drain inlets appear to be equally important, conducting OVTAs during both the dry and wet weather seasons would provide a more comprehensive view of the levels of trash reaching storm drain inlets and available for transport to receiving water bodies during the next stormwater discharge event.

[9] Based on the results Shapiro-Wilk normality tests conducted, both wet and dry datasets are normally-distributed and therefore the mean is this most appropriate statistic to compare datasets. A t-test was therefore selected as the statistical comparison test.

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3.4.2. Effects of Storm/Runoff Events

Based on the results of a number of studies, rainfall and associated stormwater runoff also play important roles in the transport of trash from land areas to storm drain inlets and receiving waters (Marais and Armitage 2003; Kim et. al 2004; Marais and Armitage 2003; County of Los Angeles 2004a, 2004b; BASMAA 2014). To evaluate the magnitude to which rainfall affects OVTA scores (as surrogates for trash generation), visual assessments were conducted during the TCT project directly before and after significant rainfall events (>0.25 inches in 24 hours) at six sites. Scores for streets, sidewalks and overall (streets + sidewalks) were compared for before and after rainfall event. Where two assessors conducted OVTAs, assessor scores were averaged before comparing results. Quantitative monitoring site OK-01 was left out of this analysis due to the installation of curb inlets screens halfway through the study, which could have affected the amount of trash observed on street and sidewalks.

Results from the before and after rainfall/storm event comparison are presented in Table 3.9. For the purpose of this analysis, OVTA scores were transformed into numerical values (A = 0, B=1, C=2, D=3). A decrease in a numerical value of 1.0 equates to an improvement in one OVTA scoring category, while any number lower than 1.0 equates to an improvement of less than one OVTA category.

OVTA scores on either streets, sidewalks or overall never improved more than one scoring category during the 20 paired assessments conducted before and after a rain event. Scores of the overall assessment area improved by 0.36 or roughly one-third of an OVTA score following a rain event. Scores observed on streets after rainfall events improved on average by 0.42 of a scoring category. With regard to sidewalks, improvements in OVTA scores were not consistently observed following rainfall. Sidewalk scores only improved on average by 0.14. These results suggests that rainfall does improve overall assessment scores and those assigned to streets alone. OVTA scores for sidewalks, however, rarely improve, suggesting that trash on sidewalks is not removed during storm events at noticeable amounts.

Table 3.9. Average OVTA scores observed on sidewalks, streets and overall at six TCT study areas directly before and after rainfall events.

City	Site ID	# of OVTAs	Streets		Sidewalks		Overall	
			Before	*After*	*Before*	*After*	*Before*	*After*
Fremont	FR-01	4	1.1	0.8	1.0	1.0	1.1	1.0
Oakland	OK-02	2	2.0	1.0	2.0	1.3	2.5	1.3
	OK-03	4	2.9	2.5	1.9	1.9	2.9	2.6
San Jose	SJ-01	4	2.6	2.3	1.8	1.9	2.6	2.4
	SJ-02	2	1.3	1.0	1.0	1.0	1.3	1.0
	SJ-03	4	2.4	2.0	2.4	2.0	2.5	2.2
Average Improvement in OVTA Score			*0.42*		*0.14*		*0.36*	

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3.4.3. Effects of Street Sweeping

More frequent and effective sweeping of roadways should also (conceptually) reduce the volumes of trash reaching storm drain inlets. Reductions should occur in similar, if not greater, levels compared to more traditional pollutants (e.g., sediment and metals) that have been studied by a number of researchers (Sartor and Gaboury 1984; Sutherland and Jelen 1997; USEPA 1999; Partland 2001; Pitt et al. 2004; Schilling 2005; SPU and Herrera 2009; Sutherland 2011; EOA and Geosyntec 2011). This is especially true in situations where streets are the primary source/pathway of trash in the area draining to the inlet (as opposed to wind or direct dumping into inlets).

OVTAs were conducted directly before, between, and directly after sweeping events at two of the three quantitative TCT study areas[10] and the four TCT qualitative assessment sites to evaluate the effects that street sweeping may have on assessment scores. Quantitative monitoring site OK-01 was again left out of this analysis due to the installation of curb inlets screens halfway through the study, which could have affected the amount of trash observed on street and sidewalks. Assessments conducted between sweeping events occurred at approximately one-quarter, halfway and three quarters on the way between sweepings. OVTA scores assigned during these timeframes were compared to evaluate how quickly and to what extent, trash re-accumulates following a sweeping event. Similar to the analysis presented in Section 3.4.2, OVTA scores were transformed into numerical values (A = 0, B=1, C=2, D=3) for the street sweeping analysis. A decrease in a numerical value of 1.0 equates to an improvement in one scoring category, while any number lower than 1.0 equates to an improvement in less than one OVTA score.

Appendix D includes the results of OVTAs conducted on sidewalks, streets and overall (streets and sidewalks combined) that occurred at each TCT study area directly after sweeping, at intervals between sweeping, and directly before sweeping. Average changes in OVTA scores observed for all six study areas combined are presented in Figure 3.7.

For the six sites where sweeping was conducted 1x or 2x per month, overall OVTA scores increased (worsened) on average by 0.5 (i.e., half a letter grade) within a few days (1 to 7) after sweeping. This increase was largely, if not entirely, a result of the re-accumulation of trash on the street (as opposed to the sidewalk). OVTA scores continued to worsen until roughly halfway between sweeping events (i.e., 7-14 days). At that time, street and overall OVTA scores stabilized until the next sweeping event occurred.

The level of trash on sidewalks, in contrast, remained relatively stable during nearly all street sweeping cycles assessed. This result suggests that (on average) the volumes of trash observed on sidewalks may not substantially change over the course of a street sweeping cycle, or possibly over the course of a year. Even if trash is blown into the street or removed via cleanups, new trash deposited on the sidewalk takes its place. This creates a consistent (steady state) level of trash on sidewalks, a portion of which is likely available for transport to streets and/or storm drain inlets under the necessary transport conditions (e.g., wind).

[10] OVTAs were not conducted one-quarter, half-way and three-quarters between sweeping events at the Oakland quantitative study area (OK-1) because sweeping occurred five times per week, making this frequency of OVTAs impossible.

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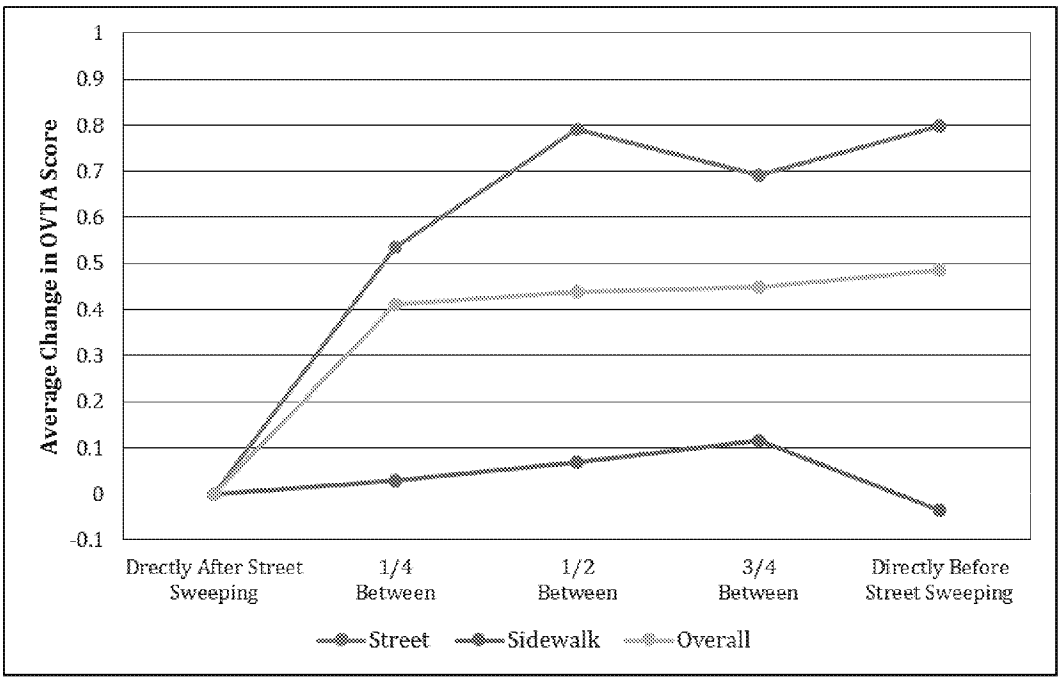

Figure 3.7. Average changes in OVTA scores over the course of a street sweeping cycle at two quantiative and four qualitative TCT study areas combined.

3.5. Differences in OVTA Scores between Assessors

The current version of the OVTA protocol requires a minimum of two assessors to work together when conducting an OVTA (EOA 2015). The area assessed by the assessors includes both sidewalks and streets, and one OVTA score is given collectively by the assessment team for the overall assessment area (streets and sidewalks combined). The purpose of requiring two assessors is to help reduce the inherent subjectivity in scoring that likely occurs between assessors conducting these qualitative visual assessments.

To evaluate the need for two OVTA assessors, differences in scores independently assigned by each team member (working side-by-side) were evaluated at for all seven TCT quantitative and qualitative study areas. OVTAs were conducted on each segment (2) within each study area (7), totaling 14 unique assessment areas. Each assessor assigned an overall score (street and sidewalk combined) for the entire assessment site, and separate scores for sidewalk and street portions to assess whether the variability in assessor scores is observed more often on sidewalks or streets.

A total of 341 OVTA results were used for this evaluation. Table 3.10 presents the results of the evaluation. Overall OVTA scores disagreed 17% of the time on average (range of 0% to 35%). Assessor scores never differed by more than one OVTA category. Assessor scores of trash on streets and sidewalks differed on average by 19% and 21%, respectively. Assessment site SJ-03 (by far) had the largest percentage of scoring differences at 71% for streets and 52% for sidewalks. This site was unique in that the street, sidewalk and overall area were often between C and D scores, which resulted in the assessors scoring the site differently on a consistent basis.

Differences in scores were most often due to an assessment area bordering an OVTA scoring category, as opposed to the lack of calibration between the two assessors. Often when there were

differences in scores, both the assessors would have assigned the same "in-between" scores (e.g. A/B, B/C, C/D) if the protocol would have allowed.[11]

Table 3.10. Comparison of OVTA scores assigned to the same street, sidewalk or overall assessment area by two assessors.

City	Study Area	Segment	# of OVTAs with Multiple Assessors	% of Disagreement Among Assessors		
				Street	Sidewalk	Overall
Fremont	FR-01	1	8	0%	38%	0%
		2	16	13%	0%	6%
Oakland	OK-01	1	26	4%	23%	4%
		2	49	10%	12%	16%
	OK-02	1	40	13%	30%	13%
		2	40	23%	28%	28%
	OK-03	1	40	25%	20%	15%
		2	40	28%	18%	10%
San Jose	SJ-01	1	13	8%	8%	23%
		2	21	29%	14%	29%
	SJ-02	1	17	18%	24%	35%
		2	17	35%	18%	18%
	SJ-03	1	7	29%	29%	29%
		2	7	71%	57%	29%
All Study Areas & Segments			**341**	**19%**	**21%**	**17%**

3.6. Establishing Baseline Levels of Trash Generation via OVTAs

In the San Francisco Bay Area, OVTAs (in combination with other information) have been used to establish baseline trash generation levels for all urban land areas applicable to the municipal regional NDPES permit for stormwater. Bay Area cities and counties have generally assigned OVTA scores to land areas via assessments conducted a few times on street and sidewalk segments adjacent to applicable lands. However, the number of OVTAs needed to confidently assign a land area a baseline OVTA score (and the associated trash generation category) via visual assessments has never been evaluated. The goal of the analysis presented in this section is to assist municipalities and water quality regulators in the Bay Area and throughout the State of California in determining the appropriate number of times that a land area should be assessed when establishing a baseline level of trash generation. The data generated from the agreed upon number of assessments should provide an adequate level of confidence that the correct baseline OVTA score and associated level of trash generation has been assigned to the area.

[11] Although the protocol does not allow "in between" scores, it does allow the "splitting" of an assessment site if significant trash level differences are observed on different portions of the site. By allowing the splitting of a site, assessors are afforded some flexibility during scoring which may (at least partially) address the need for assigning scores that fall in between the four standard OVTA scoring categories (i.e., A, B, C and D).

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3.6.1. Temporal Variability in Baseline Assessment Scores at the Site Level

Before the appropriate number of baseline OVTAs can be determined, the temporal variability in assessment scores at specific sites must first be considered because such variability can affect the type of statistical analyses that should be used. Variability in OVTA scores at a site occurs for two main reasons. First, for any given assessment site the baseline amount of trash present on streets and sidewalks can inherently vary over time due to changes in the amount of trash that accumulates and/or is transported to and from the site prior to the assessment event. Secondly, although the differences in OVTA scores assigned to a site by different assessment teams can be minimized via regular training and intercalibtation exercises, the OVTA protocol is a qualitative method and assessment teams do not agree 100% of the time. As described in Section 3.5, differences in scores between teams oftentimes occurs at sites that straddle two OVTA scoring categories, where one assessor team selects the higher score and the other team the lower score.

Regardless of the reasons for the temporal variability in baseline OVTA scores, calculating the level of variability at sites within each OVTA scoring category can help inform recommendations on the number of events needed to establish baseline trash levels, and specifically, whether the recommendation is (or is not) applicable to all sites, regardless of the level of trash at the site. A total of 444 sites assessed between May 2014 and July 2016 by Project Partners in San Mateo and Santa Clara Counties were used to evaluate temporal variability. Only sites that had a minimum of four assessment events were included in the analysis. Similar to the analyses previously presented in Sections 3.4.2 and 3.4.3, OVTA scores were transformed into numerical values (A = 0, B=1, C=2, D=3) to allow for averaging and statistical analyses to be performed.

For the purpose of this analysis, the degree of temporal variability observed at a site is based on the standard deviation in OVTA scores. The higher the standard deviation, the greater degree of temporal variation at the site. As illustrated in Figure 3.8, standard deviations for all sites used in the analysis ranged from 0 (no variation in OVTA scores) to nearly 1.0 (variation of one OVTA scoring category). On average, sites that consistently had an "A" (Low) OVTA score had the lowest standard deviations, with nearly one-third of these sites always receiving an "A". Standard deviations for sites that consistently received either a "B" (Moderate) or "C" (High) score were a bit higher than "A" sites, but still similar. No sites in the Project Partner dataset consistently received a "D" (Very High) score and therefore standard deviations for this OVTA scoring category could not be calculated. The median standard deviation for all sites was 0.38.

Based on the results of a series of t-tests conducted using data from each of the three scoring categories, statistically significant differences ($p<0.05$) in standard deviations were not observed between OVTA scoring categories. This result suggests that on average, baseline OVTA scores at a site do not vary (temporally) more or less due to the underlying level of trash observed at a site. On average, OVTA scores vary similarly at sites, regardless of whether they have a low, moderate or high baseline trash generation level.

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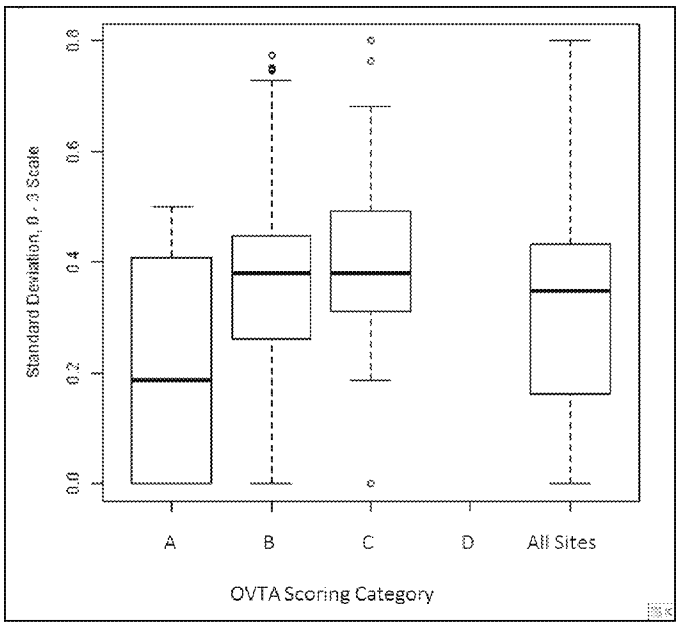

Figure 3.8. Box plots illustrating the standard deviations for OVTA scores from 444 sites that consistently received an A (low), B (moderate). C (high) or D (very high) OVTA scores based on four or more assessment events.

3.6.2. Number of Assessments Needed to Establish Baseline Trash Levels

The analysis described in this section evaluates the number of assessments needed to establish a baseline OVTA score (i.e. trash generation level) within a defined level of confidence. Because environmental data can vary over time, general statistical theory assumes that as the number of observations increases, ones confidence in estimating the central tendency of the site increases as well, while the level of error in estimating the central tendency decreases. The error in estimating the central tendency is decreased with increased observations because the inherent temporal variability is better accounted for. Statistical theory also suggests that as more and more observations are conducted, the level of new and consequential information eventually diminishes. These concepts are illustrated in Figure 3.9.

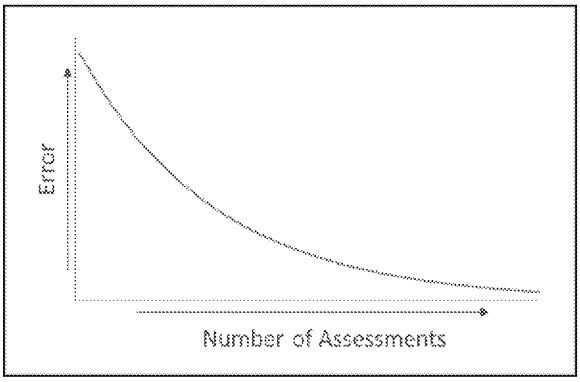

Figure 3.9. Conceptual graph of the relationship between the number of assessment events (observations) and the degree of error introduced when developing the central tendency (e.g., average) at a site.

In the case of OVTAs, observations can occur one to many times at a site when attempting to establish a baseline OVTA score (i.e., level of trash generation). Following the concept illustrated in Figure 3.9, different levels of error (i.e., the risk of over/under assigning a baseline OVTA score) are introduced when a central tendency statistic (e.g., mean or median) is based on different numbers of assessments. To inform recommendations on the appropriate number of assessments that should be conducted to establish a baseline OVTA score, data from Project Partner (SCVURPPP and SMCWPPP) and TCT databases were utilized. A total of 54 sites assessed between May 2014 and July 2016 were used for this analysis. Only OVTA sites that had six assessment events were included. Similar to the analyses presented in previous sections, OVTA scores were transformed into numerical values (A=0, B=1, C=2, D=3) to allow for averaging and statistical analyses to be performed.

The first step in the analysis was to calculate the average (mean) OVTA score (ranging from 0 to 3) for each of the 54 assessment sites. The average score for each site was assumed to represent the **Actual Baseline OVTA Score** for the site. Next, average OVTA scores for each combination of assessment events that had occurred were calculated to establish a set of **Possible Baseline OVTA Scores** for each site**.** This resulted in a set of scores that represent the possible average OVTA scores for a site, should a smaller number of assessment events had been conducted at a site. For example, if six assessments had been conducted at a site, the average of the six scores would represent the Actual Baseline OVTA Score. Each unique combination of four (n=15), three (n=20), two (n=15), and one (n=6) assessments represents the range of Possible Baseline (average) OVTA Scores for the site.

Using the formula below, the Actual Baseline OVTA Score for each of the 54 sites was then compared to each Possible Baseline OVTA Score to establish the potential "error" that would be introduced if a smaller number of assessments were used to establish a baseline OVTA score for a site.

Error *= |Actual Baseline OVTA Score –Possible Baseline OVTA Score|*

The error statistics generated from this analysis were then grouped for all sites by the number of assessments used to derive the error. Descriptive statistics on the levels of error that are introduced into a baseline OVTA score by assessing a site one, two, three or four times are provided in Table 3.11. Similar to the conceptual graph presented in Figure 3.9, the results of the analysis described above indicate that the error in deriving a baseline OVTA score decreases, as the number of assessments increases.

Table 3.11. Descriptive statistics for the levels of error introduced when establishing baseline levels of trash generation for sites/areas based on observations during 1, 2, 3 or 4 OVTAs.

# Assessments	Minimum	10%	25%	Median (50%)	Mean	75%	90%	Maximum
1 assessment	0	0.03	0.14	0.29	0.32	0.50	0.66	1.5
2 assessments	0	0.00	0.06	0.17	0.19	0.29	0.39	0.83
3 assessments	0	0.00	0.03	0.13	0.14	0.19	0.31	0.65
4 assessments	0	0.00	0.04	0.08	0.1	0.15	0.22	0.5

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To inform recommendations to municipalities and Regional/State Water Board staff on the number of OVTAs that should be conducted to establish baseline trash generation, an acceptable tolerance level for error was selected. Tolerance levels are typically user-defined and based on the level of confidence that user would like to have in the value/estimate. For chemical parameters, tolerances for analytical error can be ±20%, if not more. For the purpose of establishing a baseline OVTA score for a site, a tolerance level of 0.25 was selected. This level of tolerance represents an acceptable error of one-quarter of an OVTA scoring category when establishing a baseline level of trash generation.

Figure 3.10 illustrates the ranges in error that are associated with conducting 1, 2 3 or 4 assessments at a site. The associated probability of falling within the acceptable tolerance level when conducting a certain number of assessments is as follows:

- 1 Assessment - 46%
- 2 Assessments - 70%
- 3 Assessments - 84%
- 4 Assessments - 93%

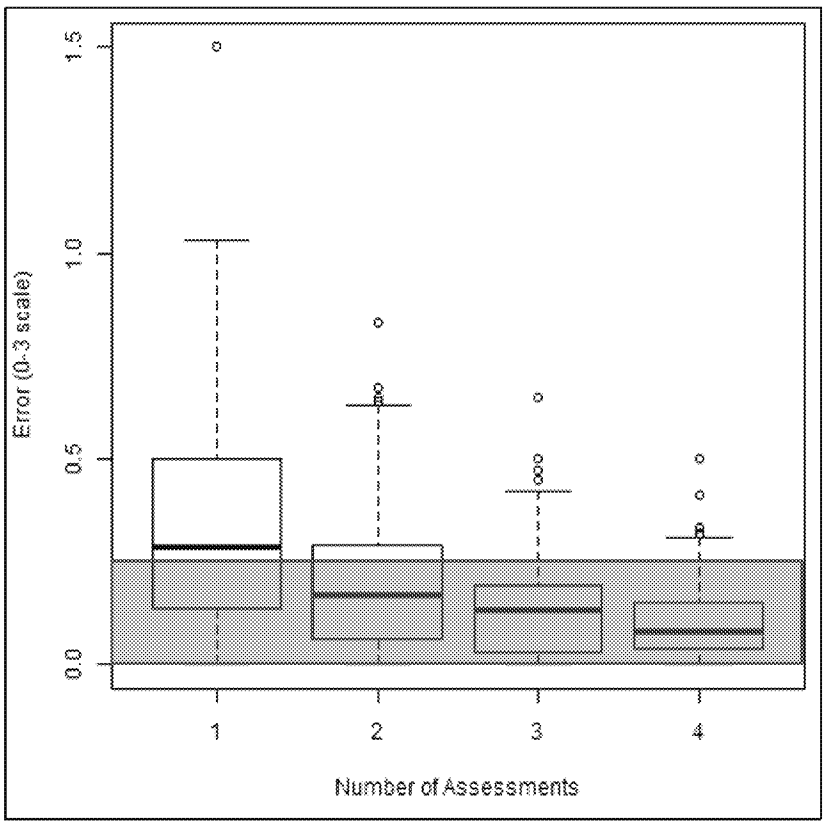

Figure 3.10. Box plots illustrating the levels of "error" introduced when establishing baseline levels of trash generation for sites/areas based on observations during 1, 2, 3 or 4 OVTAs. The acceptable tolerance for error (0.25) is indicated in blue.

3.7. Detecting Improvements in Trash Generation Over Time via OVTAs

The OVTA procotol is currently used to demonstrate trash reductions from stormwater conveyance systems by Bay Area municipalities that are subject to the Municipal Regional NPDES permit for the San Francisco Bay Area. OVTAs are conducted in areas were a muncipality wants to demonstrate that a trash control measure or combination of measures other than a full capture system has caused a trash reduction from the stormwater conveyance system draining that area. OVTAs are conducted on at least 10% of the street miles within the area where the control measure(s) is implemented.[12] OVTA site lengths are typically standardized by municipalities, so the minimum number of assessment sites required in an area is roughly proportional to the length of street miles within area.

The analysis described in this section was conducted to inform recommendations on the frequency of assessments needed to observe a statistically significant improvement in the level of trash generated in a particular trash management area (i.e., land area where a specific control measure or set of controls is being implemented).[13] As described above, these land areas are typically represented by a set of assessment sites. The Bay Area municipal stormwater permit suggests that assessment sites in a management area should be revisited at a frequency of 4 to 8 times per year, depending on the baseline trash level and whether a city/county is claiming that control measures are reducing the trash in an area to a low level of trash generation (SFBRWQCB 2015). The results of the analysis presented in this section are intended to help refine the guidance provided via the Bay Area permit, and inform the assessment frequencies that may be required in other regions of California in response to the Sate Board's Trash Amendments.

3.7.1. Calculating Trash Reductions via OVTAs

Before describing the analyis method used to evaluate assessment frequency, it is important to understand the process currently used by Bay Area municipalities to calculate trash load reductions for specific management areas based on OVTA results. Baseline trash generation levels and trash management areas are depicted on *Trash Management Area Maps* in the Bay Area (see Figure 3.11 for an example). Using OVTAs and other information, all applicable lands (acreage) within a management area are assigned a trash generation category (low-green; moderate-yellow; high-red; and very high-purple). Because the trash generation rates represented by each category are not linear, the acreage in each category is multiplied by weighting factors (i.e., 0 - Low, 1 - Moderate, 4 - High, 12 - Very High). Applying these weighting factors is roughly equivalent to applying the mid-point/best trash generation rates (see Section 1.1.5) to the acreage in each category. The total "baseline weighted acreage" for a management area serves as the baseline/starting point to compare against observations of "current wieghted acreage" via OVTAs. The differences between baseline and current weighted acreage is the level of trash reduction that a municipality can assert when reporting to the San Franscisco Bay Water Board.

[12] Consistent with the Bay Area Permit, land areas that have been determined to generate low baseline levels of trash have achieved the "no adverse impacts" goal and therefore are not assessed using OVTAs. Additionally, areas that have been treated by full trash capture systems are not included in the trash management areas where assessments are conducted. Therefore, assessments are conducted in management areas with moderate, high or very high baseline trash generation and are not treated by full capture systems.

[13] Because trash load reductions are typically reported at the geographical level of a trash management area, the frequency analysis was conducted using combinations of assessment sites intended to represent improvements in this management area. Analyses presented were not conducted at the level of a single assesment site. Results presented may therfore not be appropriate for determining the frequency of assessments needed to detect an improvement at a specific assessment site.

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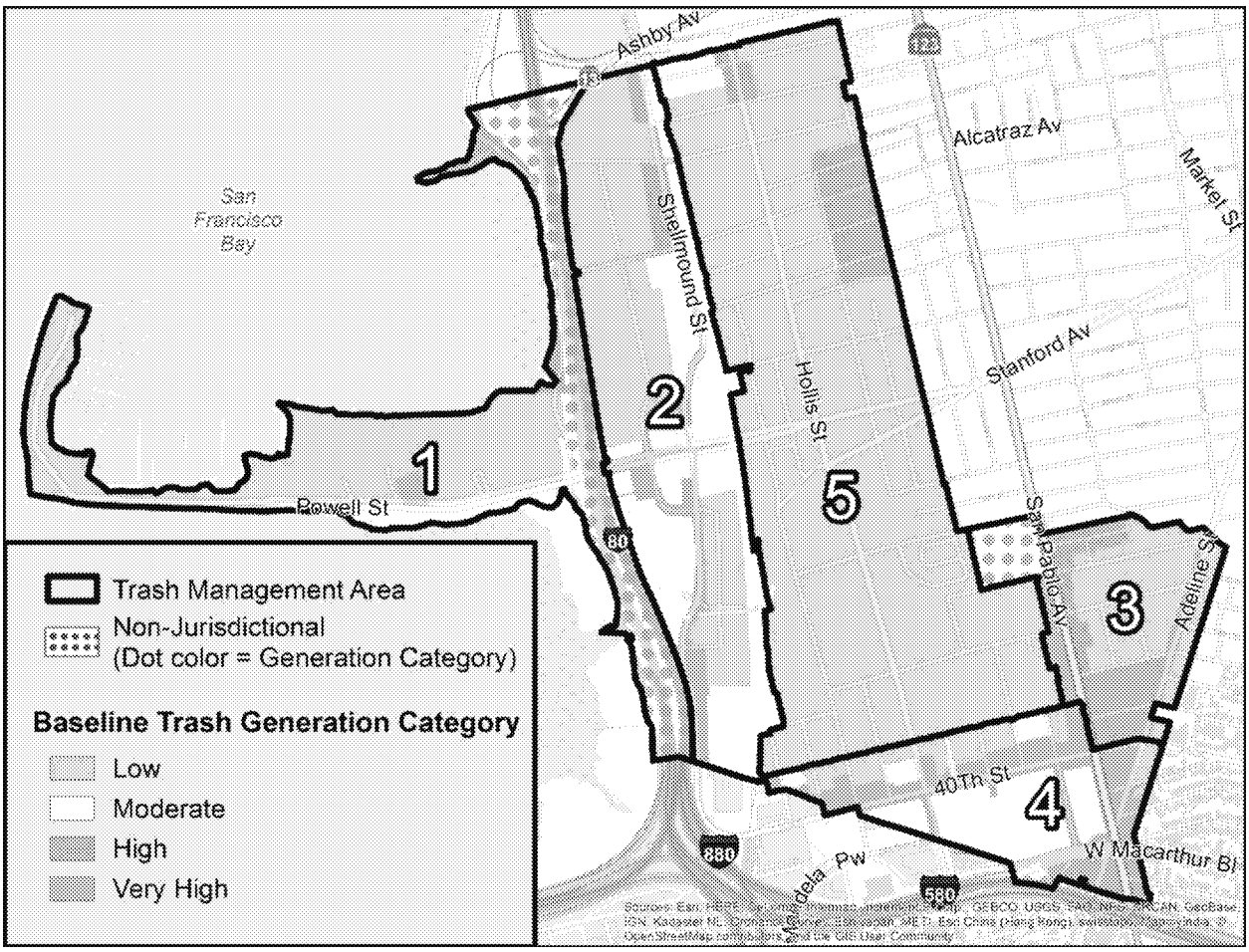

Figure 3.11. Example San Francisco Bay Area Trash Management Area (TMA) map that depicts baseline levels of trash generation.

To establish "current weighted acreage" for each management area, a set of assessment sites that represents at least 10% street miles in a management area are assessed using the OVTA protocol. This set of sites is assessed mulitple times during a period of time that best represents "current" trash generation levels. Results from all events conducted at all sites in a management area during this time period are used in the calculation process. Figure 3.12 provides an example set of OVTA results generated from four assesment sites (i.e., 001, 002, 003, 004) within a management area. In this example, each site has been assessed six times.

Consistent with the OVTA protocol, different assessment scores (i.e., A-green, B-yellow, C-red and D-purple) can be assigned to different portions of site if the assessor observes distinctly different levels of trash during an assessment. For example, an assessor may observe that 25% of a 1,000 foot assessment site is "A", 25% is "B, and 50% is "C". The assessor can document these scores for the site and they are then taken into account during the load reduction calculation process. Allowing a site to be broken apart and assigned different scores creates greater precision in the assessment scoring process.

		TMA Assessment Site				
		001	002	003	004	TMA Assessment Score
Assessment Event	1					1.0
	2					0.8
	3					1.1
	4					0.8
	5					1.1
	6					1.1
Mean Assessment Score		*1.8*	*0.8*	*1.1*	*0.3*	*1.0*
Std Deviation		*0.27*	*0.26*	*0.38*	*0.27*	*0.18*

Figure 3.12. Example set of six OVTA scores (A-green, B-yellow, C-red and D-purple) for each of the four assessment sites in a Trash Management Area (TMA). As illustrated by the multiple colors for a single event at a site, multiple scores (two or more) can be assigned to a site based on differences in trash levels observed at different portions of the site.

The step-wise process used to calculate the percentage of trash reduced in a specific management area using OVTA results are listed below:

1. For each site in a management area, the "average linear street feet" in each OVTA scoring category is calculated using data from assessment events that are representative of current trash levels.[14]
2. The average linear street feet in each generation category for all assessment sites in an management area is then summed to obtain the "total average linear street feet" in each scoring category.
3. The "% of average linear street feet" is then calculated for each scoring category by dividing the total average linear street developed in step #2 for each category, the total average linear street feet for all categories combined. These percentages represent the proportions of the management area that are currently in each trash generation category.
4. For each category, the % of average linear street feet that was calculated in Step #3 is then multiplied by the total land aera (acreage) in the management area to determine the "acreage currently in each category."
5. Because the trash generation rates represented by each category are not linear, the acreage currently in each category are multiplied by weighting factors (i.e., 0 - Low, 1 - Moderate, 4 -

[14] The timeframe that assessment data are drawn from can vary depending on the level and timing of control measure implementation in the management area. In the Bay Area, data collected within the one to three-year period after a control measure is implemented are currently used to depict "current" trash levels. Based on further analyses, this time period may change in the future.

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High, 12 - Very High) and then the weighted acreage for each category is summed to obatin the "current weighted acreage" for the management area. Applying these weighting factors is roughly equivalent to applying the mid-point/best trash generation rates previously described in Section 1.1.5 (Table 1.1) to each category. For a number of non-technical reasons, weighting factors were preferred by the SF Bay Water Board over the use of mid-point/best trash generation rates.

6. To demonstrate trash reductions, the the current wieghted acerage is divided by the "baseline weighted acreage", which is obtained by mulitplying the acreage in each category (as depcited on baseline trash generation maps) by the applicable wieghting factors listed in step #5 and the summing the baseline weighted acreage for each category. This value (once mulitpled by 100) represents the "**Percentage of Trash Reduced**" in a management area based on OVTA results.

3.7.2. Temporal Variability in Assessment Scores at the TMA/Area Level

The extent and variability of assessment data available to accurately estimate both baseline and current levels of trash generation in a management area can have a direct effect on the statistical confidence associated with demonstration of a reported trash reduction As described in Section 3.6, baseline trash generation should (in general) be based on multiple assessments to adequately consider the temporal variability in OVTA scores at a site. Similarly, when asserting that a certain level of change (e.g., 10% improvement) in trash generation has occurred in a management area, the statistical confidence in which the assertion can be made is directly impacted by the level of temporal variability in OVTA scores that represent current levels of trash generation. The analysis described in this section was conducted to evaluate the degree of temporal variability present in OVTA scores from sets of assessment sites meant to represent current trash generation levels within management areas. This analysis is similar to the one described in Section 3.6 (temporal variability in baseline OVTA scores), but because trash reductions are reported by management area in the Bay Area, variability in OVTA scores was evaluated for sets of assessment sites as opposed to at a single site.

Because of the sizeable dataset available (i.e., 3,085 assessment events at 1,226 sites), the Project Partner dataset from San Mateo and Santa Clara counties was again used for this analysis. In this dataset, sets of assessment sites ranging between 2 and 17 represent 92 different trash management areas. Figure 3.13 illustrates the number management areas in the dataset that are represented by different numbers of assessment sites.

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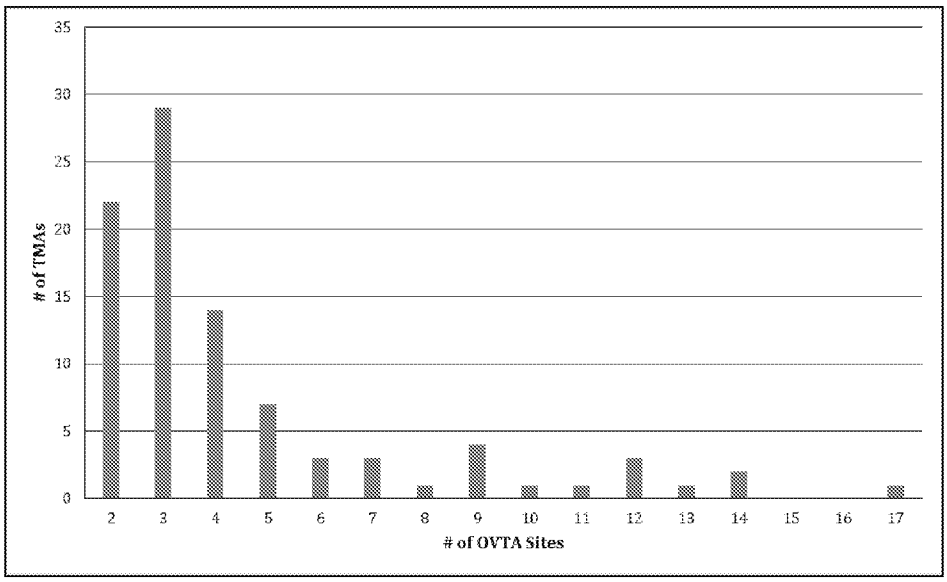

Figure 3.13. Number of Trash Management Areas (TMAs) in San Mateo and Santa Clara Counties with various numbers of OVTA sites established to represent at least 10% of the street miles within each TMA.

Standard deviations of OVTA scores for each of the 92 TMAs in Santa Clara and San Mateo counties were calculated by using data from four sets of assessments conducted at all sites within a management area. Similar to the analyses presented in previous sections, OVTA scores were transformed into numerical values (A = 0, B=1, C=2, D=3) to allow for averaging and statistical analyses to be performed. The higher the standard deviation, the greater degree of temporal variation in assessment scores in the set of assessment sites for a given management area.

As illustrated in Figure 3.14, standard deviations for all management areas ranged from 0 (i.e., no variation) to 0.65 (i.e., variation by nearly two-thirds an OVTA scoring category). The vast majority of areas (93%), however, had standard deviations less than 0.4. Based on the results of a one-way ANOVA, statistically significant differences ($p<0.05$) in standard deviations were not observed for management areas with different numbers of sites.[15]

[15] This result occurred likely because of the limited number of larger trash management areas in the San Mateo and Santa Clara datasets. Due to larger number of sites in management areas with more street miles and the averaging process described in section 3.7.1, it is highly likely that management areas with many (>10) sites will inherently have lower standard deviations. If OVTA data become available for additional larger-sized trash management areas, then this analysis of temporal variability should be conducted again and recommendations on the number of events needed to detect an improvement should be revised accordingly.

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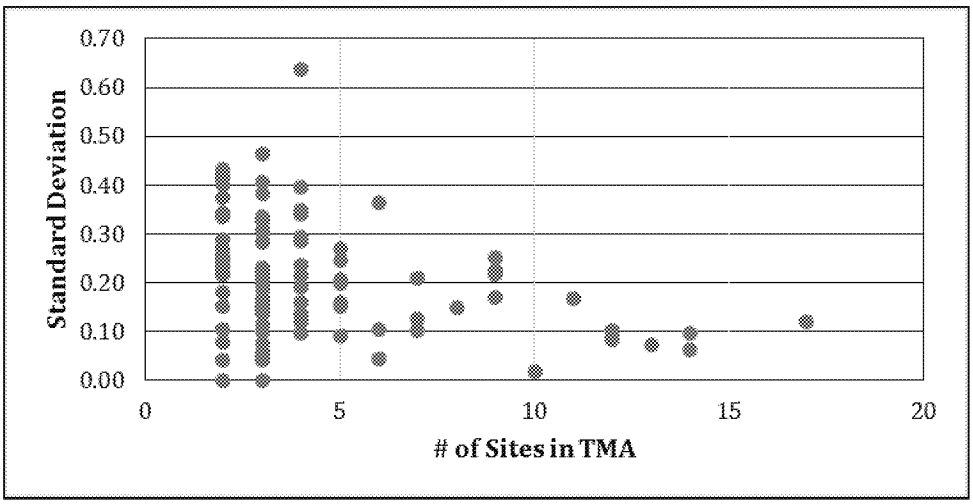

Figure 3.14. Standard deviations in OVTA scores based on the number of asessment sites established in 92 Trash Management Areas (TMAs) in San Mateo and Santa Clara Counties.

3.7.3. Number of Assessments Needed to Detect Improvements in Trash Levels

Now that the variability in assessment scores among sets of assessment sites has been evaluated, power analyses can be used to predict the minimum number of assessments that would be needed at these sites to confidently state that a certain level of improvement in trash generation has occurred in a trash management area. In a power analysis, the minimum number of assessment events is calculated by comparing the standard deviations of OVTA scores representing baseline and current trash generation within a management area using the following formula:

$$n = \frac{(\sigma_1^2 + \sigma_2^2)\left(z_{1-\frac{\alpha}{2}} + z_{1-\beta}\right)^2}{\Delta^2}$$

Where: *n = Number of OVTAs needed at assessment sites in a trash management area to detect the desired level of improvement in trash generation*

σ_1, σ_2 = standard deviations of baseline and current OVTA datasets

$\Delta = |\mu_2 - \mu_1|$ = the absolute difference between two means (current – baseline)

α = probability of type I error

β = probability of type II error

z = Z-score for a given α or β

Based on the temporal variability analyses described in Section 3.7.2, the standard deviations for both baseline (σ_1) and current (σ_2) OVTA datasets were assumed to be either 0.3 or 0.4. Four different Δ's were used: 0.25, 0.50, 0.75, and 1.0. These Δ's represent the levels of improvement in OVTA scores that a municipality would (conceptually) like to demonstrate (e.g., 0.25 = an improvement by a quarter of an OVTA scoring category). The probability of either a type I or type II error was set at 0.1 and 0.2, which equates to a 90% or 80% level of statistical confidence, respectively, in making an assertion that a certain level of improvement has occurred.

Table 3.12 and Figure 3.15 illustrate the predicted number of OVTA assessments that would need to be conducted at a set of sites within a management area if a municipality chooses to assert with statistical confidence that a certain level improvement in trash generation has occurred. The numbers of assessment events needed are organized by the level of statistical confidence desired

(i.e., 90% or 80%), the potential standard deviations for OVTA scores in a management area (i.e., 0.3 or 0.4), and the level of improvement in trash generation (i.e., OVTA score) that a municipality would like to assert (0.25, 0.50, 0.75 or 1.0 improvement in OVTA score).

Table 3.12. Results of a power analysis conducted to predict the minimum number of assessment events that would need to be conducted in a Trash Management Area (TMA) to demonstrate that an improvement in trash generation has been observed. A power of 80% was assumed in the analysis.

Level of Statistical Confidence	**Level of Variability in OVTA Scores** *(Standard Deviation)*	**Observable Change in OVTA Score**			
		0.25	**0.50**	**0.75**	**1.0**
High (80%)	Low *(0.3)*	15	5	3	2
	Moderate *(0.4)*	25	7	4	3
Very High (90%)	Low *(0.3)*	19	6	4	3
	Moderate *(0.4)*	33	9	5	4

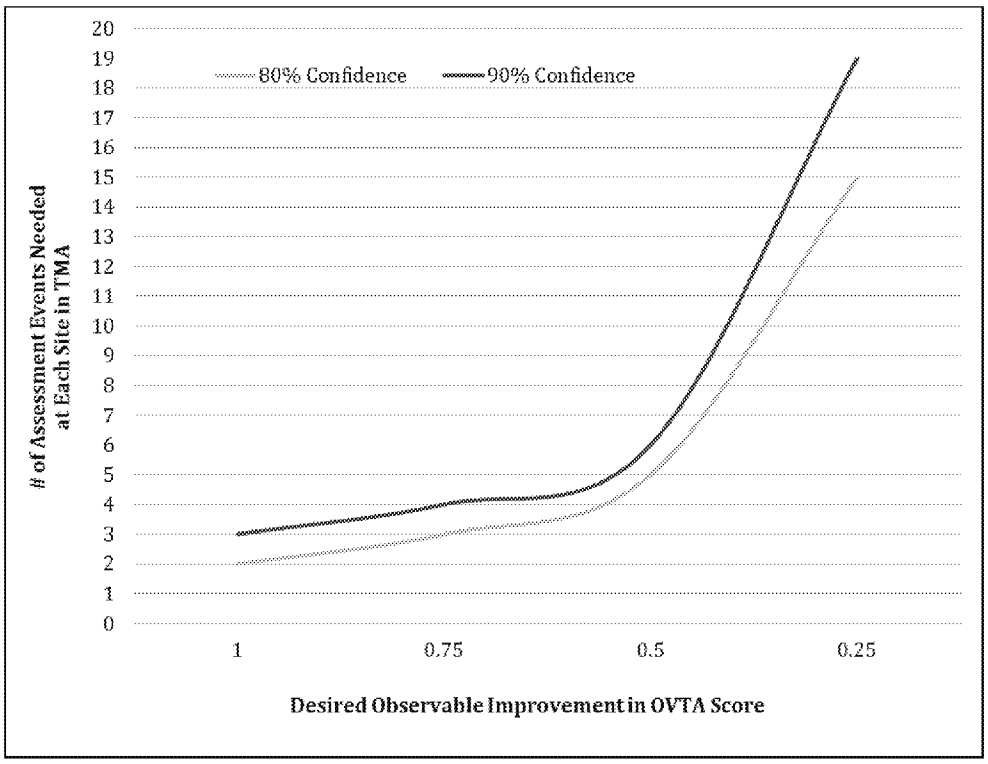

Figure 3.15. Predicted minimum number of assessment events needed to demonstrate that a certain level of improvement in trash generation has occurred in a trash management area. A power of 80% was assumed in the analysis.

4. CONCLUSIONS

Task 1b of the Tracking California's Trash (TCT) project, *Evaluating the On-land Visual Trash Assessment (OVTA) Protocol as a Method to Establish Baseline Trash Levels and Detect Improvements in Stormwater Quality,* was conducted primarily to evaluate the OVTA protocol and its capability to confidently establish baseline levels of trash generation in urban areas, and detect improvements in the levels of trash generated on-land that reach stormwater conveyance systems. The trash monitoring and assessment methodologies used during this component of the TCT project were the first of their kind. Based on the literature review conducted as part of the project (EOA and 5 Gyres 2014) and discussions with Technical Advisory Committee (TAC) members, this project was the first to evaluate the OVTA protocol as a trash monitoring/assessment tool. Because the methodologies used to characterize trash volumes and qualitatively assess the levels of trash on streets and sidewalks (as surrogates for the levels of trash in stormwater conveyances) are relatively novel, the results presented in Section 3.0 and the conclusions drawn in this section should be considered preliminary at this time.

The conclusions described in this section are organized by each monitoring question that were agreed upon by the project team and TAC members, and included in the Sampling and Analysis Plan (SAP) for the project. Conclusions are intended to provide municipalities, water quality regulators, and stakeholders a technical perspective about the usefulness of the OVTA protocol when attempting to define baseline trash generation and observe improvements in the levels of trash generated via stormwater conveyance systems.

- **What is the relationship between OVTA results and the amount of trash that accumulates on streets and sidewalks, or is observed in storm drain inlets?**

  The relationships established between the volumes of trash observed on-land (streets and sidewalks), the trash volumes collected within storm drain inlets, and the qualitative assessment scores supports the use the OVTA protocol as an effective method to establish baseline trash generation and assess progress towards stormwater trash reduction goals. Additionally, average OVTA scores observed at a set of assessment sites within a management area in combination with mid-point/best trash generation rates derived via the previous BASMAA trash generation study and included in the recent Bay Area NPDES permit for municipal stormwater, appear to adequately predict trash volumes that reach storm drain inlets and are available for transport to receiving water bodies. For these reasons, the OVTA protocol appears to serve as a viable method for municipalities, water quality regulators, and stakeholders to utilize when attempting to demonstrate that trash reductions in stormwater have occurred and/or trash reduction goals have been achieved.

- **To what degree are OVTA results impacted by street sweeping, seasons, or significant rainfall events?**

  On average, rainfall events reduce overall OVTA scores by one-third of a scoring category and therefore assessing trash generation levels on streets and sidewalks directly after significant storm events can adversely affect attempts to establish average baseline or current trash levels. Seasons, however, do not appear to affect the levels of trash observed on streets and sidewalks. In the Mediterranean climate of California, little to no rainfall typically occurs during the dry season (May-September), and during the wet season (October-April), rainfall events are intermittently staggered between dry weather periods. This type of climate likely supports the consistent supply of trash on streets and sidewalks

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throughout the wet and dry seasons by providing year-round opportunities for littering to occur via pedestrians and/or vehicles.

With regard to street sweeping, on average overall OVTA scores change (worsen) by one-half a scoring category within a few days (1 to 7) after sweeping and then stabilize until the next sweeping event occurs. Given this result, current requirements to conduct assessments roughly halfway between reoccurring trash control actions appear to be consistent with the goal of establishing average baseline and current trash generation levels in attempts to demonstrate improvement over time.

- **To what degree do OVTA results vary between assessors working side-by-side?**

  The OVTA protocol currently requires that two assessors jointly conduct assessment to reduce the subjective nature of this qualitative protocol. Based on the results of the side-by-side assessments conducted during the TCT project, this requirement should likely be preserved, in addition to field crews attending on-going training and conducting other quality assurance measures. Overall assessor scores disagreed 17% of the time on average, although never by more than one OVTA category.

- **How many OVTAs are needed to confidently establish baseline levels of trash generation?**

  Because environmental data can vary significantly over time, it is generally believed that as the number of assessment events increases at a site, the statistical confidence in establishing the baseline level of trash generation at the site increases. Based on the analysis of assessment data from 54 sites, baseline OVTA scores vary at moderate levels over time, suggesting that a few observations (2 to 4) at a site may provide the data necessary to establish a baseline level trash generation with a reasonable level of confidence.

- **How many OVTAs are needed to confidently detect improvements in trash generation over time?**

  Trash reductions are typically reported by trash management area (as opposed to site-by-site). For each management area, OVTAs are conducted at a set of representative sites covering at least 10% of the street miles in the area associated with the reduction. Limited information is available to inform the frequency of assessments that would be needed at these sites to assert with statistical confidence that a certain improvement in trash generation has occurred. At has been suggested (via the Bay Area municipal stormwater NPDES permit) that assessment sites should be revisited at a frequency of 4 to 8 times per year if a municipality is attempting to demonstrate trash reductions.

  Based on the analysis conducted, average OVTA scores vary at moderate levels over time for groups of sites representing overall trash generation levels in a management area. Depending on the level of improvement in trash generation that a municipality would like to assert and the desired level of statistical confidence, it is predicted that between 2 and 33 assessment events at the group of sites in management area would be needed. If a municipality would chooses to demonstrate an improvement of one or more OVTA scoring categories, it should plan to conduct 2 to 4 OVTAs at all sites within the management area where it is attempting to demonstrate the reduction. When attempting to demonstrate improvements in half or three-quarters of an OVTA category, municipalities should plan on conducting between 3 and 9 assessments at each site. Detecting smaller improvements would signifcantly increase the number of assessments needed to confidently state that an improvement in trash generation has occurred. The time period that assessments should be

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conducted depends on the level and timing of control measure implementation, and timing of the anticipated improvement in trash generation levels. Current trash generation levels, which are compared to baseline levels to demonstrate trash reductions, could be depicted by assessment data collected during one or more years.

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5. RECOMMENDATIONS

The following recommendations are provided based on the findings and lessons learned through the *On-land Visual Trash Assessment (OVTA) Evaluation* component of the TCT project:

- **Regulatory agencies should consider OVTAs as a viable method to establish baseline stormwater trash generation levels and demonstrate reductions in trash over time -** Based on the data collected and evaluated during the TCT project, the OVTA protocol appears to be a viable stormwater trash assessment method for municipalities to use when establishing baseline levels of trash and demonstrating stormwater trash reductions from land areas where control measures other than full capture systems are implemented.[16] OVTAs appear to provide the level of accuracy and precision needed for demonstrating trash reductions from stormwater, and are relatively straightforward and practical to implement. The development of additional guidance on the level of quality assurance/control needed (including assessor training), data management, and the process by which trash reductions are calculated based on OVTA scores should be considered in the future. This is especially true if the OVTA protocol will be used on a statewide basis or in regions outside of the Bay Area to demonstrate compliance with the State Water Board's Trash Amendment and associated regulations.
- **Continue to include both streets and sidewalks as part of the assessment area when conducting OVTAs -** Both sidewalks and streets are sources of trash within direct proximity of storm drain inlets. Trash on sidewalks can provide a consistent source of trash to streets, causing a lack of improvement in OVTA scores. For these reasons, it is recommended that the OVTA protocol continue to include both streets and sidewalks within the define assessment area.
- **When conducting OVTAs, use a minimum of 2 trained assessors –** Qualitative assessment protocols can be subjective, even with the proper quality controls employed. Because disagreements in scoring between assessors can inherently occur when using the OVTA protocol, it is recommended that current requirement that two assessors work jointly when conducting an assessment be retained. Having two assessors working collaboratively reduces the subjective nature of this qualitative protocol, while improving its repeatability and accuracy.
- **When establishing baseline trash generation levels, OVTAs should be conducted a total of 2 to 4 times during both the wet and dry seasons, half-way or prior to street sweeping events -** On average, conducting assessment 2 to 4 times at sites appears to provide an acceptable level of confidence when establishing baseline trash generation levels. Although it does not appear that seasons significantly impact OVTA scores, we recommend that municipalities attempt to conduct baseline assessments during both the wet and dry seasons to better depict the average levels of trash present on streets throughout the year. Baseline assessments should be conducted no sooner than half-way between street sweeping events. Conducting assessments earlier in a street sweeping cycle could underestimate baseline levels of trash on streets and sidewalks that may be available for transport to storm drain inlets.

[16] With one exception. When using curb-inlet screens that block trash from entering the storm drain inlet and as a result keep trash on the street, the OVTA method may not be appropriate because the relationship between the levels of trash on streets/sidewalks and in storm drain inlets may no longer be strong, nor valid.

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- **To confidently detect a change in OVTAs scores over time, consider the level of improvement that will occur and plan accordingly –** The frequency of assessments needed to demonstrate an improvement in trash generation for a given management area is highly dependent on the degree of improvement that one wishes to assert with statistical confidence. For demonstrating compliance with trash load reductions required by the State or Regional Water Boards, a moderate or high level of statistical confidence is likely needed. Prior to conducting OVTAs to demonstrate improvements, municipalities should consider the degree of improvement in trash levels that will likely be observed once enhanced actions are in place and the resources available to conduct the assessments. For planning purposes, municipalities should plan on conducting a minimum of 3 assessments per year at each set of sites that adequately represents the area where the enhanced trash control measure(s) are being implemented. Decisions on whether "current" trash generation levels, which are compared to baseline levels to demonstrate trash reductions, are depicted by assessment data collected during one or more years should be made based on the reporting cycle required by regulatory agencies, the variability in OVTA scores at the set of sites, and the timing of the anticipated improvement in trash generation levels with each trash management area.

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6. TERMINOLOGY

Curb Inlet Screen: Perforated stainless steel screens that are designed to fit outside or immediately within the storm drain curb opening. Screens are either fixed or retractable manually or hydraulically open when storm flow is detected. Water passes through the screen, while debris, trash and litter are prevented from entering.

Full Capture Equivalency: The trash load that would be reduced if full capture systems were installed, operated, and maintained for all storm drains that capture runoff from the relevant areas of land. Full capture system equivalency is the trash load reduction target that a NPDES stormwater Permittee quantifies by using an approach that is based on technically acceptable and defensible assumptions and methods subject to the approval by the State or Regional Water Boards. Both a "low" trash generation (stormwater loading) rate of 0-5 gallons/acre yr^{-1} and a consistent OVTA score of "A" in a trash management area currently meet the full capture equivalency definition as described in the Regional Stormwater NPDES Permit in the San Francisco Bay Area.

On-land Visual Trash Assessment: A qualitative assessment protocol that categorically scores (A, B, C, D) the levels of trash on streets and sidewalks. The "OVTA" is used in the San Francisco Bay Area to establish both baseline trash levels and evaluate changes in trash levels over time. OVTA scores are used in the Bay Area as surrogates for trash in stormwater discharges.

Storm Drain Inlet: Component of the municipal separate storm sewer system (MS4) stormwater drainage system where surface runoff enters the underground conveyance system. Includes side inlets located adjacent to curbs, grate inlets located on the surface of a street or parking lot, and designs with both curb inlets and grates.

Stormwater Conveyance System: Drainage facilities and features that collect, contain, and provide for the flow of surface and stormwater from the highest points on the land down to a receiving water body. Conveyance systems are made up of natural elements and of constructed facilities.

Trash: Trash includes litter as defined by the California Government Code, but excludes sediments, sand, vegetation, oil and grease, and exotic species that cannot pass through a 5 mm mesh screen. As defined by California Government Code Section 68055.1(g), litter means all improperly discarded waste material, including, but not limited to, convenience food, beverage, and other product packages or containers constructed of steel, aluminum, glass, paper, plastic, and other natural and synthetic materials, thrown or deposited on the lands and waters of the state, but not including the properly discarded waste of the primary processing of agriculture, mining, logging, sawmilling or manufacturing.

Trash Accumulation (Rate): The amount of rate at which trash accumulates on the surface of the watershed and is potentially available for transport to stormwater conveyances and/or receiving water bodies. Trash accumulation includes trash removed via institutional controls (e.g., street sweeping) and stormwater treatment measures (e.g., full capture systems), and trash generated and transported by stormwater conveyance systems to receiving water bodies.

Trash Full Capture System: A single or series of proprietary devices or landscape-based stormwater treatment features that can trap all particles retained by a 5 mm mesh screen, and has a treatment capacity that exceeds the peak flow rate resulting from a one-year, one-hour storm in the drainage area treated by the device. Based on the NOAA precipitation frequency analysis, the one-year, one-hour storm depths in Fremont, Oakland and San Jose are 0.36 inches, 0.44 inches and 0.33 inches, respectively.

Trash Generation (Rate): The amount or rate at which trash is discharged from stormwater conveyance systems. Generation rates are expressed as trash volume per acre over a specified time period (e.g., annual or daily). Annual trash generation rates were established via the *BASMAA Baseline Trash Generation Rates for the San Francisco Bay* project - Very High (50-150 gal/acre/yr); High (10-50 gal/acre/yr); Moderate (5-10 gal/acre/yr); Low (0-5 gal/acre/yr). Synonymous with trash loading from stormwater conveyances.

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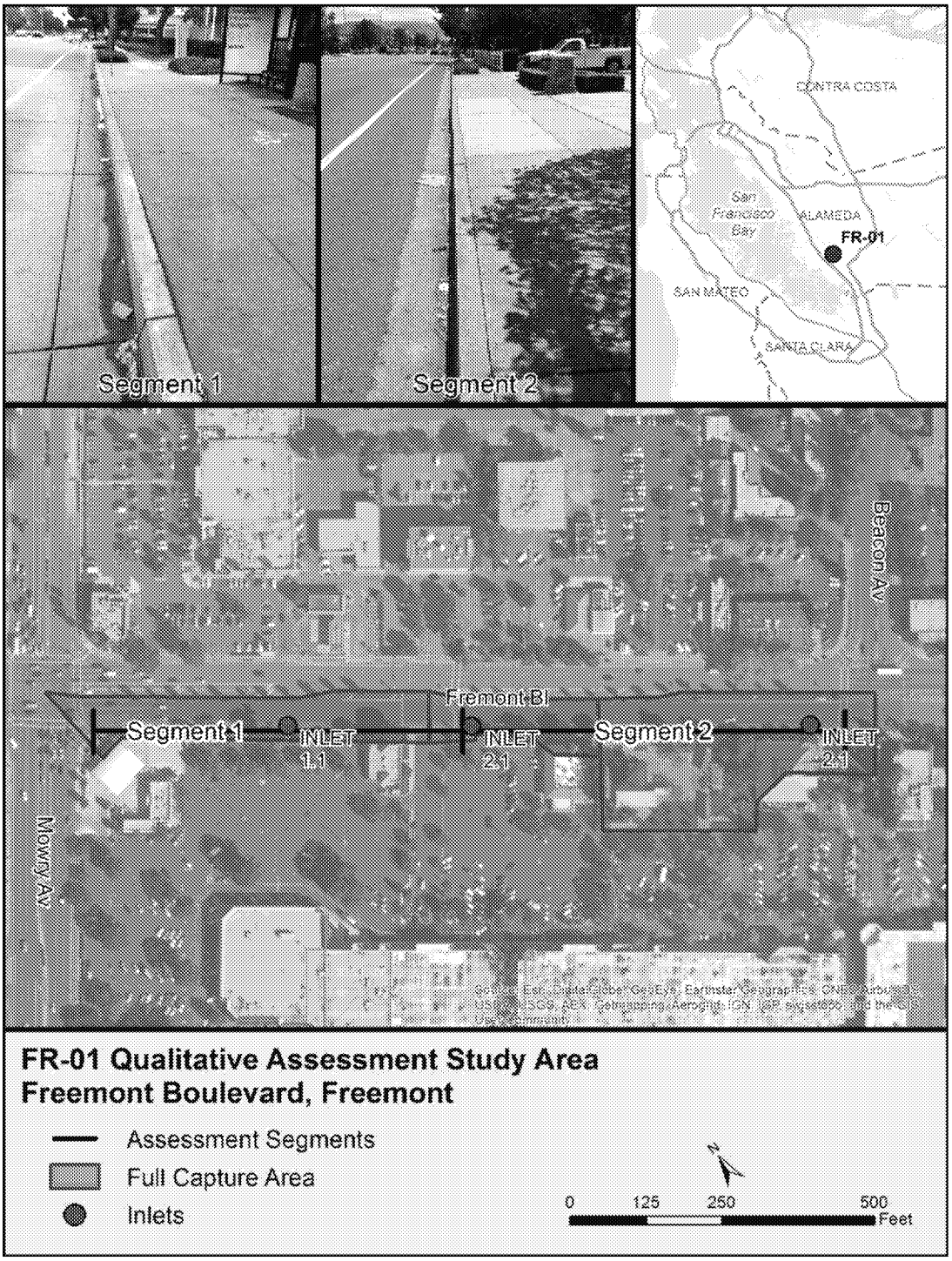
Appendix A

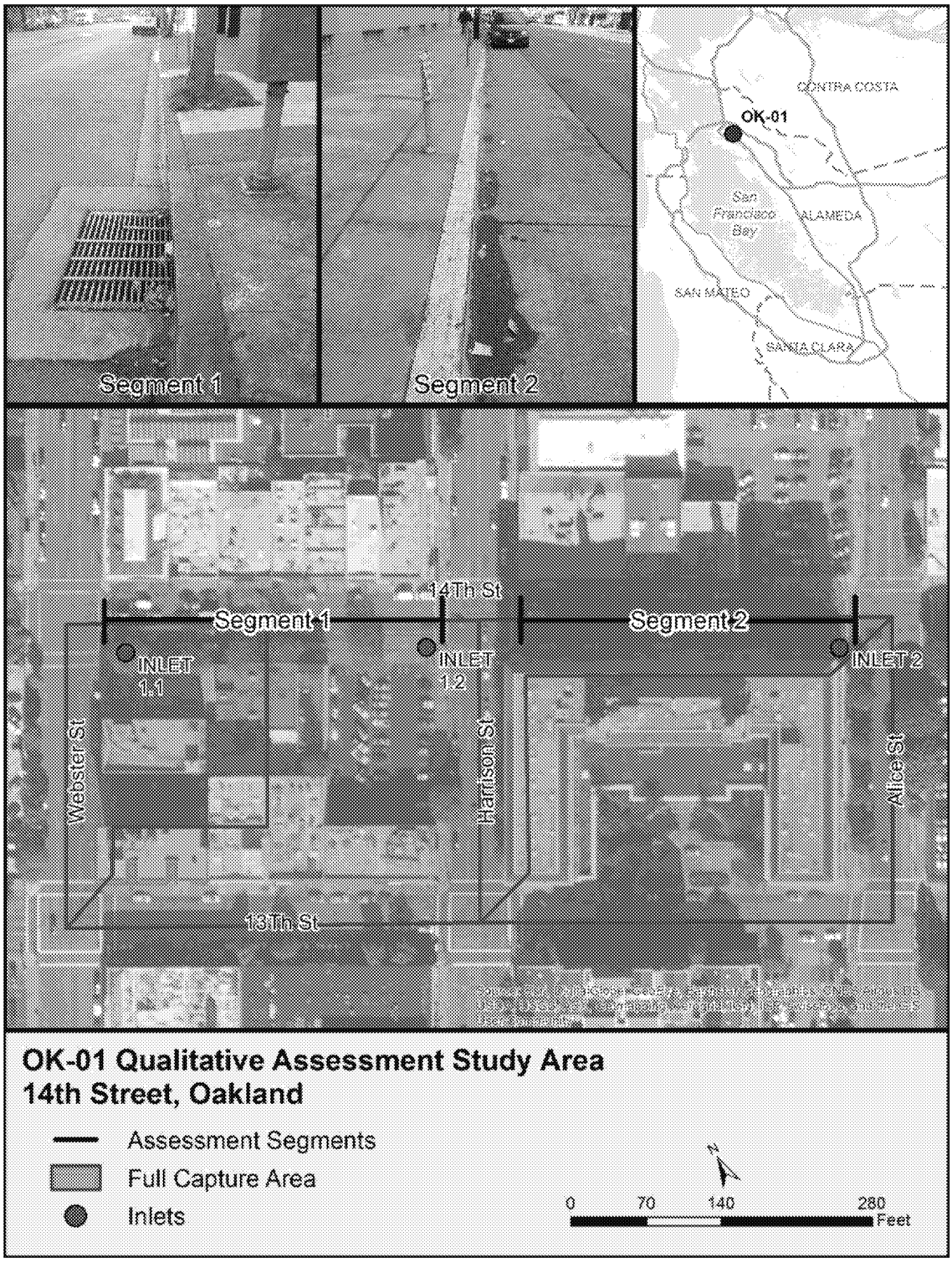
Maps of TCT Quantitative Monitoring Areas and Qualitative Assessment Areas

Quantitative Study Areas

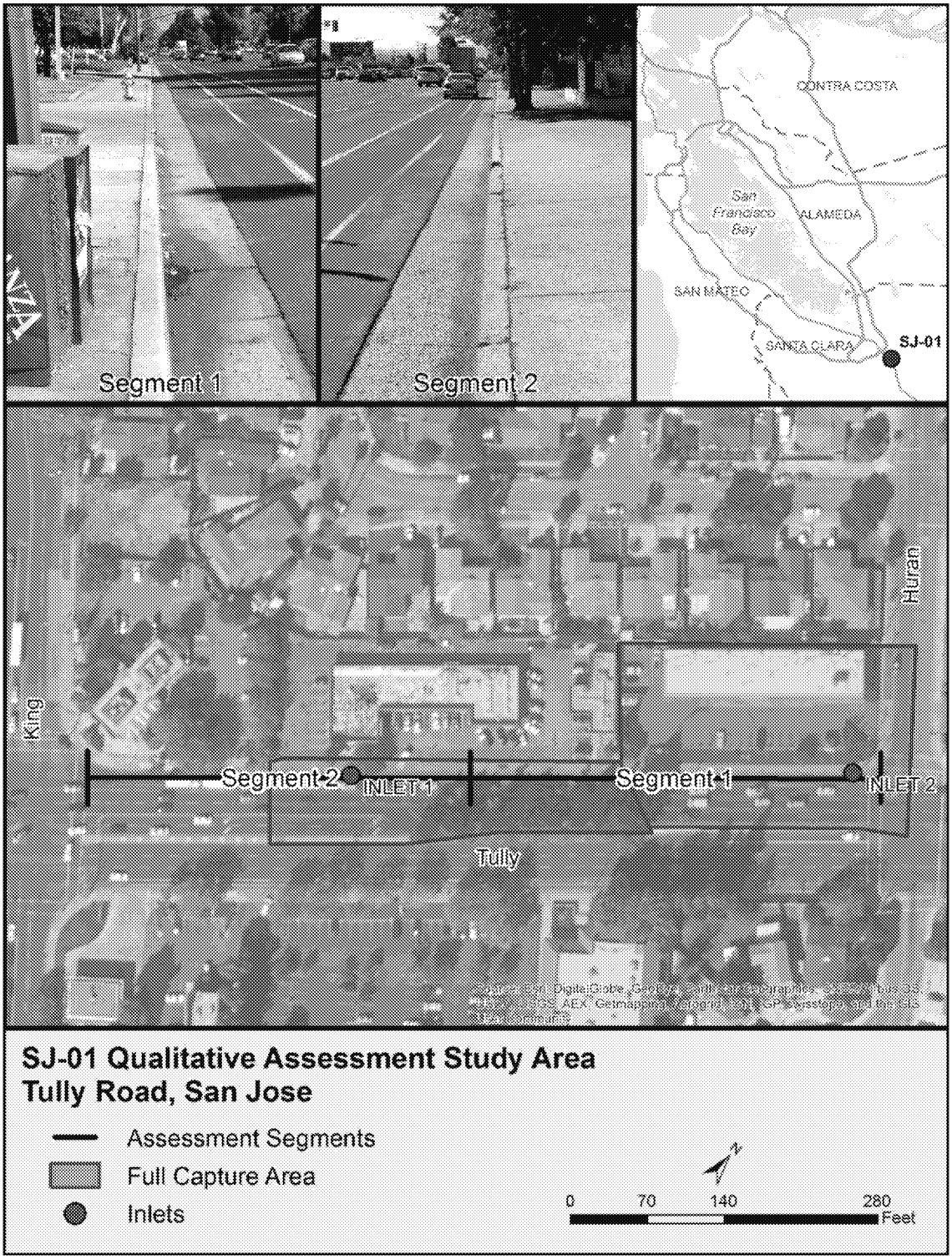
Fremont Boulevard - Fremont (FR-01)



14th Street - Oakland (OK-01)

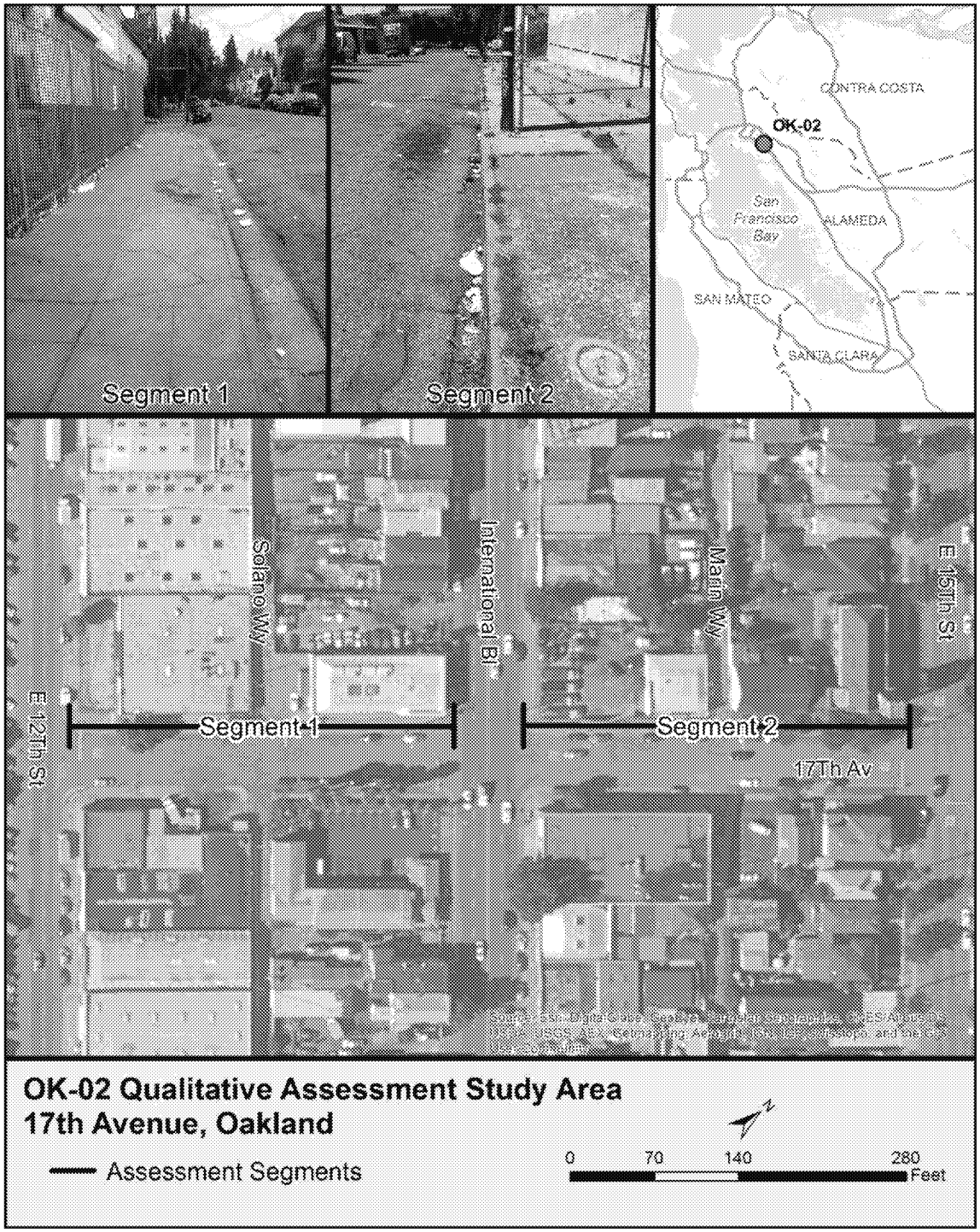


Tully Road - San Jose (SJ-01)

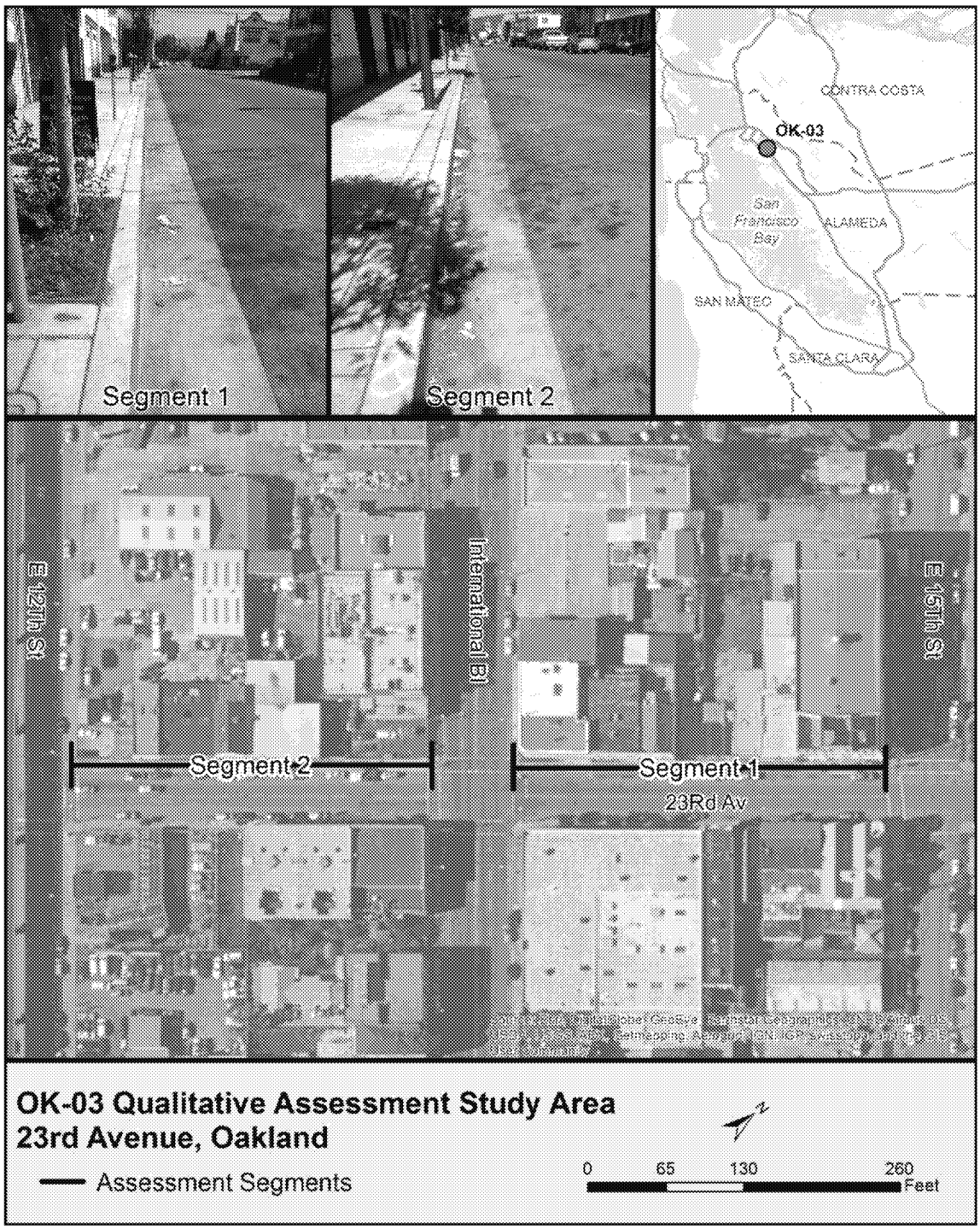


Qualitative Assessment Areas

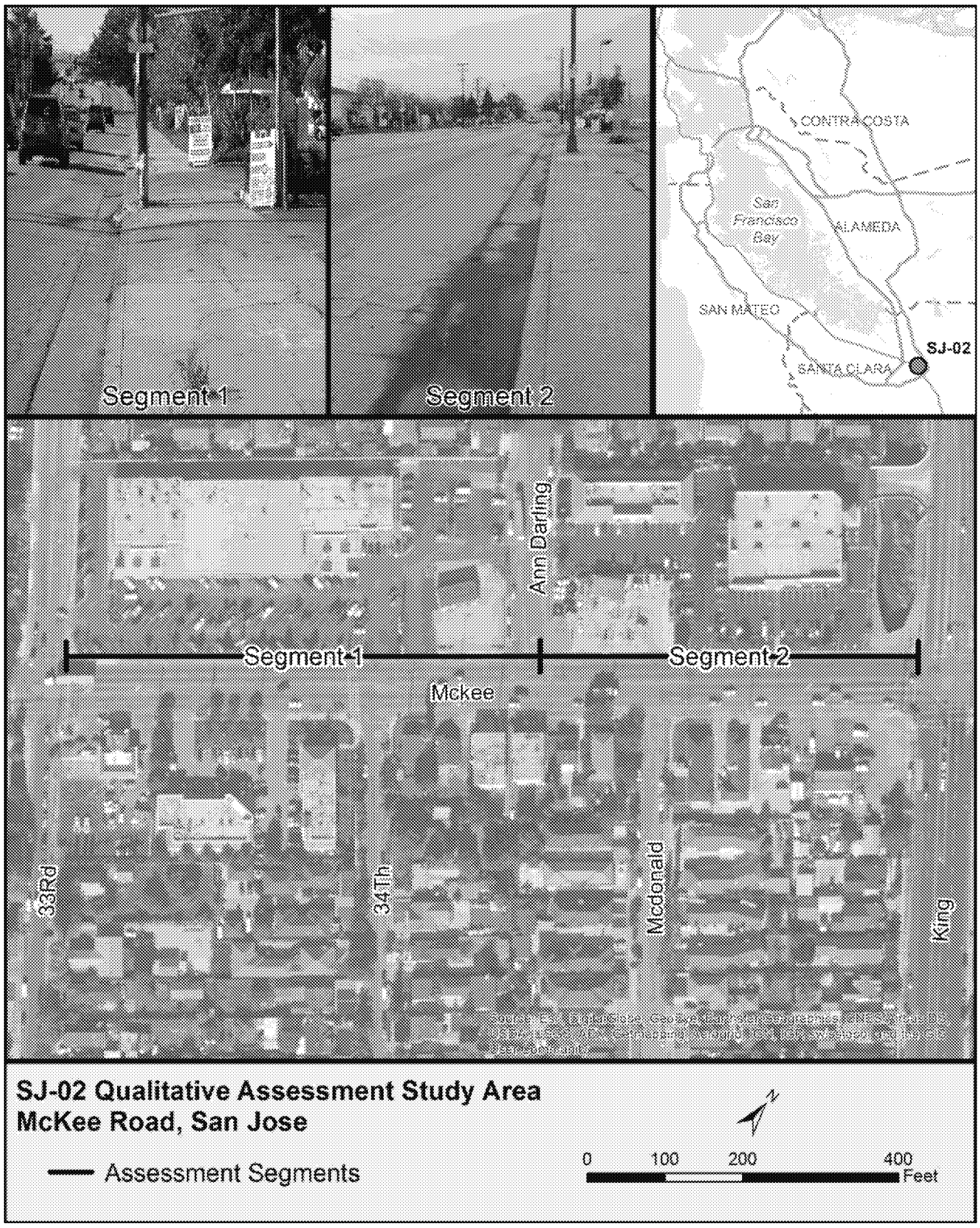
17th Avenue, Oakland (OK-02)



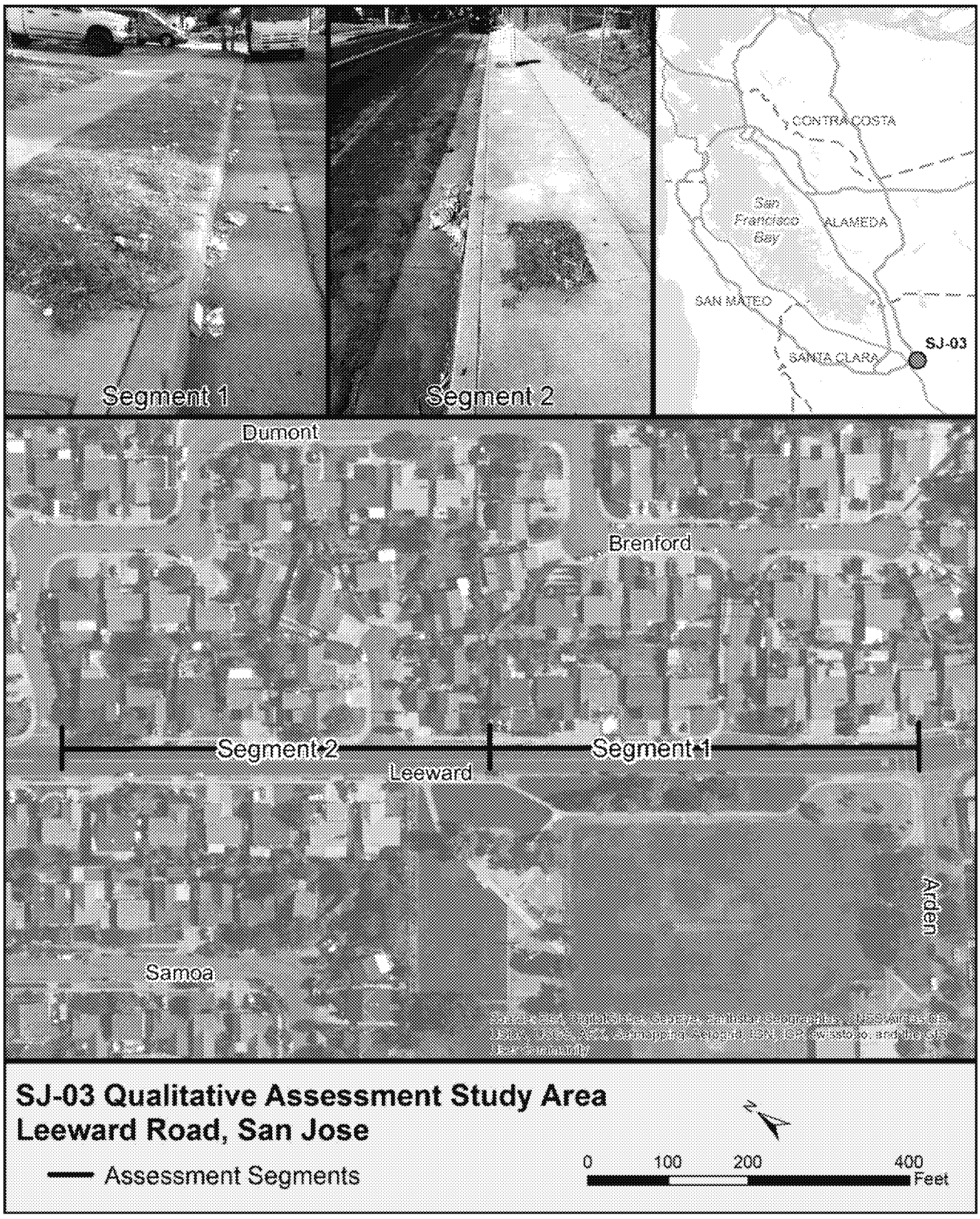
23rd Avenue - Oakland (OK-03)



McKee Road - San Jose (SJ-02)



Leeward Drive - San Jose (SJ-03)



Appendix B

Data Quality Assurance Evaluation

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Summary

The TCT project is the first project of its kind to attempt to quantify trash accumulation rates and the effectiveness of trash control measures via the particular sampling and analysis methods employed. Therefore, the control limits described in the project's Quality Assurance Project Plan (QAPP) and used for the various Measurement Quality Objectives (MQOs) specified were uncertain at best. The control limits were in large part obtained from those in use for biological laboratory analysis used for the State of California's Surface Water Ambient Monitoring Program (SWAMP), which may be too restrictive compared to the uncertainty related to trash identification and quantification process. Per the QAPP, various metrics were employed to obtain a general assessment of accuracy (exclusion sensitivity, error rates) and precision (laboratory duplicates, laboratory intercomparisons) of data generated. These metrics are discussed is this appendix to provide a general sense of quality of data collected and analyzed as part of the TCT project. In general, data collection and analysis techniques employed supported project objectives.

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Exclusion Sensitivity

Exclusion sensitivity measurements were made to ensure that all trash had been sorted from debris in samples collected as part of the TCT project. A second team member examined samples for trash items that had mistakenly been excluded from a specific trash category. Consistent with the QAPP, exclusion sensitivity measurements were made on a mass basis. The frequency goal for exclusion analysis outlined in the QAPPP was 5% of total project sample count. The MQO was >90% of each waste category reported correctly.

An exclusion sensitivity analysis was conducted on 12 of the 215 samples (5.6%). A team member who did not perform the original trash sort of a sample carefully picked through the remaining debris to determine if there were any excluded pieces of trash > 5mm remaining in the debris. Table B-1 includes the results of the exclusion analysis. Overall, the second trash sorter found only 0.05 lbs of trash out of the 12.61 total lbs that had already been sorted in those 12 samples (0.4%). All of the samples met the exclusion sensitivity MQO. There were two trash categories in two separate samples that did not meet the MQO, but this was because of the very small weights of trash already found in that category.

Table B-1: Percent of all trash (by category and total) included in initial trash sort. The difference between 100% and the percent listed is the amount that was considered *excluded* for the secondary sort as part of the exclusion sensitivity analysis.

BASMAA Sample ID	Sample Date	Plastic CRV (lbs)	Glass CRV (lbs)	Plastic Bag (lbs)	EPS (lbs)	Plastic Foodware (lbs)	Mylar (lbs)	Plastic Other (lbs)	Paper Foodware (lbs)	Bulk Paper (lbs)	Cigs (lbs)	Glass Other (lbs)	Metal (lbs)	Misc (lbs)	Total Trash (lbs)
OK01-INLET 1.1-B	2/22/2016	N/A	N/A	N/A	N/A	N/A	N/A	93%	N/A	N/A	**80%**	N/A	N/A	100%	90%
OK01-INLET 1.2-B	1/25/2016	N/A	N/A	N/A	N/A	100%	N/A	100%	100%	100%	100%	100%	100%	100%	100%
OK01-INLET 1.2-B	4/18/2016	N/A	N/A	N/A	N/A	N/A	100%	100%	100%	100%	100%	N/A	100%	100%	100%
OK01-INLET 2-B	2/22/2016	N/A	N/A	N/A	N/A	N/A	100%	100%	100%	100%	100%	N/A	N/A	100%	100%
OK01-INLET 2-B	4/4/2016	N/A	N/A	N/A	N/A	N/A	N/A	100%	100%	100%	100%	100%	N/A	100%	100%
OK01-INLET 2-B	4/18/2016	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	100%	100%	100%	N/A	100%	100%
OK01-STREET 1-B	4/4/2016	N/A	N/A	N/A	100%	100%	100%	98%	100%	100%	100%	100%	100%	100%	100%
OK01-STREET 1-B	4/18/2016	N/A	N/A	N/A	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
OK01-STREET 2-A	1/25/2016	N/A	N/A	N/A	N/A	N/A	N/A	100%	100%	100%	100%	N/A	100%	100%	100%
OK01-STREET 2-A	4/4/2016	N/A	N/A	N/A	N/A	N/A	100%	100%	100%	100%	100%	N/A	100%	100%	100%
OK01-STREET 2-A	4/18/2016	N/A	N/A	N/A	N/A	N/A	N/A	100%	100%	100%	100%	N/A	100%	100%	100%
SJ01-INLET 2-B	12/9/2015	N/A	N/A	N/A	N/A	N/A	N/A	100%	N/A	N/A	100%	N/A	**50%**	100%	96%

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Laboratory Intercomparison

As part of the TCT project, two different teams sorted and characterized trash and debris. Cascadia Consulting Group sorted and characterized material collected as part of the Street Sweeping and Curb Inlet Screen Evaluation and On-land Visual Trash Assessment portion of the project. 5 Gyres sorted and characterized material collected as part of the receiving water monitoring component of the project. Both teams were trained in accordance with protocols described in the Sampling and Analysis Plan dated December 2014 (Geosyntec et al. 2014).

The laboratory duplicate and intercomparison of sample results was included as part of the characterization process to assess the precision between the characterization efforts of each team. Consistent with the project QAPP, a minimum of five percent (5%) of all samples characterized by the first team were forwarded under standard chain-of-custody procedures to the second team for recharacterization. Each team performed sorting and characterization on different dates.

Precision is used to measure the extent of agreement between measurements of the same collected sample under prescribed similar conditions. For this project, overall precision was defined as the degree of agreement in the volumes of materials and trash types in samples characterized by both teams. Precision is expressed as the relative percent difference (RPD):

$$\textbf{RPD} = \text{ABS}\left([X1 - X2] / [(X1 + X2) / 2]\right)$$

where:	*ABS*	=	*Absolute Value*
	X1	=	*Team #1 Result*
	X2	=	*Team #2 Result*

Seven samples collected as part of the Street Sweeping and Curb Inlet Screen Evaluation and On-land Visual Trash Assessment portion of the TCT project were separately characterized by two teams on December 3, 2015 (Cascadia) and December 4, 2015 (5 Gyres). The RPD results are presented in Table B-2.

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Table A-2: Relative Percent Differences (RPDs) of trash and debris samples collected as part of the Street Sweeping and Curb Inlet Screen Evaluation and On-land Visual Trash Assessment portion of the TCT project and characterized by two separate teams.

Sample ID	Sample Date	Debris			Trash		
		Cascadia (gal)	5 Gyres (gal)	RPD	Cascadia (gal)	5 Gyres (gal)	RPD
FR01-INLET 1-B	11/14/2015	0.72	0.61	16.7%	0.25	0.18	33.0%
FR01-SIDE 2-A	11/14/2015	0.19	0.24	21.1%	3.06	1.56	65.0%
FR01-INLET 2.2-B	11/14/2015	2.86	1.28	76.4%	0.13	0.14	7.8%
OK01-INLET 2-B	8/10/2015	3.48	3.04	13.7%	3.98	3.75	5.8%
FR01-SIDE 1-B	7/11/2015	0.19	0.21	9.4%	1.02	1.08	5.6%
FR01-SIDE 1-B	9/12/2015	10.45	8.04	26.1%	2.28	2.01	12.6%
FR01-STREET 1-B	9/12/2015	16.96	13.57	22.2%	2.15	3.04	34.2%

A total of seven samples collected during the Street Sweeping and Curb Inlet Screen Evaluation and On-land Visual Trash Assessment portion of the TCT project were re-characterized by a second characterization team. Results of the RPD analysis indicated that the debris portion had relatively low (<25%) RPDs for five of the seven samples. One sample had a RPD of >50% for debris. Re-characterization of the trash portion of the samples yielded similar RPDs to the debris portion. Four of seven trash samples had RPDs <25%, while only one sample had an RPD >50%.

Differences in characterization results between teams may be attributed to:

- Characterization of trash types can be subjective at times. Certain plastic and paper trash types can be difficult to identify and may not be placed into correct sub-categories.
- Due to the inherent challenges in measuring trash, replication of results is often difficult. Trash comes in all shapes and sizes, resulting in differences in interstitial spaces in measurement containers, which can create variability in measurements.
- Samples can deteriorate, losing moisture content and composition over time. Moisture losses are typically seen in samples with large debris volumes that are wet when first characterized and then drier when re-characterization occurs.
- The use of different sizes of sorting and characterization containers can change results. The use of the smallest possible containers increases the accuracy of the results.

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Waste Identification and Systemic Error Rates

Waste identification and systematic error rates measure the rate at which trash was sorted into the correct category during characterization events, consistent with characterization protocols. To assess these rates, the field project manager assessed whether trash items were misidentified in at least 5% of the samples collected. The MQO for this quality control measure was >90% agreement in the mass of trash initially characterized in each trash category, and the trash reanalyzed by the field project manager.

A total of 12 of the 215 (5.6%) samples collected were assessed to determine if trash was sorted into incorrect trash categories during the initial sort. Table A-3 presents the results of the waste identification and systematic error rate analysis. Overall, this check found that 0.11 pounds, or 0.9% of the trash had been categorized incorrectly. All of the samples reanalyzed met the MQO for waste identification and systemic error rates. Two individual trash categories in one sample, and one in another sample did not meet the MQO, although each sample had a very small amount of trash in each category.

Table A-3: Percent of trash included in initial trash sort. The difference between 100% and the percent listed is the amount that was considered *excluded* for the secondary sort as part of the exclusion sensitivity analysis.

BASMAA Sample ID	Sample Date	Plastic CRV (lbs)	Glass CRV (lbs)	Plastic Bag (lbs)	EPS (lbs)	Plastic Foodware (lbs)	Mylar (lbs)	Plastic Other (lbs)	Paper Foodware (lbs)	Bulk Paper (lbs)	Cigs (lbs)	Glass Other (lbs)	Metal (lbs)	Misc (lbs)	Total Trash (lbs)
OK01-INLET 1.1-B	2/22/2016	N/A	N/A	N/A	N/A	N/A	N/A	100%	N/A	N/A	100%	N/A	N/A	100%	100%
OK01-INLET 1.2-B	1/25/2016	N/A	N/A	N/A	N/A	100%	N/A	100%	100%	100%	100%	100%	100%	100%	100%
OK01-INLET 1.2-B	4/18/2016	N/A	N/A	N/A	N/A	N/A	100%	100%	100%	100%	100%	N/A	100%	100%	100%
OK01-INLET 2-B	2/22/2016	N/A	N/A	N/A	N/A	N/A	100%	100%	100%	100%	100%	N/A	N/A	100%	100%
OK01-INLET 2-B	4/4/2016	N/A	N/A	N/A	N/A	N/A	N/A	100%	**50%**	**81%**	100%	100%	N/A	100%	94%
OK01-INLET 2-B	4/18/2016	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	100%	100%	100%	N/A	100%	100%
OK01-STREET 1-B	4/4/2016	N/A	N/A	N/A	100%	100%	100%	100%	92%	92%	100%	100%	100%	100%	99%
OK01-STREET 1-B	4/18/2016	N/A	N/A	N/A	100%	100%	100%	97%	100%	100%	100%	100%	100%	94%	99%
OK01-STREET 2-A	1/25/2016	N/A	N/A	N/A	N/A	N/A	N/A	100%	**67%**	92%	100%	N/A	100%	100%	95%
OK01-STREET 2-A	4/4/2016	N/A	N/A	N/A	N/A	N/A	100%	95%	92%	100%	100%	N/A	100%	100%	99%
OK01-STREET 2-A	4/18/2016	N/A	N/A	N/A	N/A	N/A	N/A	100%	100%	100%	100%	N/A	100%	100%	100%
SJ01-INLET 2-B	12/9/2015	N/A	N/A	N/A	N/A	N/A	N/A	100%	N/A	N/A	100%	N/A	100%	100%	100%

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Laboratory Duplicates

A total of 20 samples out of 215 (9.3%), were measured a second time to better understand measurement errors between field crew members (Table A-4). This quality check involved the sorting and measuring of all debris and trash categories into containers of the most appropriate size for the debris or trash fraction. After the first field crew member measured the volume of trash/debris in each bucket, a second field crew member would independently measure the volumes in each container. The measurement duplicates for trash were very similar, with the largest difference between total sample volumes being a 13% RPD.

Table A-4: Relative Percent Differences (RPDs) of initial and repeat volume measurements of trash and debris samples and collected as part of the Street Sweeping and Curb Inlet Screen Evaluation and On-land Visual Trash Assessment portion of the TCT project.

Sample ID	Sample Date	Debris (gallons)			Trash (gallons)		
		Sample Vol	Dup Vol	RPD	Sample Vol	Dup Vol	RPD
FR01-INLET 1-B	5/9/2015	6.70	6.79	1%	0.91	0.92	1%
FR01-INLET 1-B	10/10/2015	3.93	4.02	2%	0.53	0.57	7%
FR01-SIDE 1-B	3/14/2015	0.11	0.05	79%	4.04	3.82	5%
FR01-SIDE 2-A	3/14/2015	2.86	2.86	0%	4.66	4.45	5%
FR01-STREET 1-B	4/11/2015	12.77	12.68	1%	2.11	2.10	1%
OK01-INLET 1.1-B	10/19/2015	2.50	2.68	7%	3.92	3.82	3%
OK01-INLET 1.2-B	8/10/2015	2.86	3.04	6%	1.31	1.30	1%
OK01-INLET 2-B	5/4/2015	2.14	2.14	0%	2.35	2.41	2%
OK01-SIDE 1-B	3/23/2015	0.53	0.53	0%	13.91	14.17	2%
OK01-SIDE 1-B	1/25/2016	0.11	0.10	6%	12.12	12.13	0%
OK01-SIDE 2-A	5/4/2015	0.00	0.00	N/A	3.35	3.26	3%
OK01-SIDE 2-A	8/10/2015	0.00	0.00	N/A	2.52	2.53	0%
OK01-SIDE 2-A	8/31/2015	0.00	0.00	N/A	1.83	1.87	2%
SJ01-INLET 2-B	7/22/2015	1.44	1.44	0%	0.37	0.38	3%
SJ01-SIDE 1-B	5/27/2015	2.05	1.79	14%	1.67	1.63	2%
SJ01-SIDE 1-B	12/9/2015	1.70	1.70	0%	0.92	0.89	3%
SJ01-SIDE 1-B	1/27/2016	2.59	2.59	0%	0.12	0.12	3%
SJ01-STREET 1-B	3/25/2015	4.38	4.38	0%	1.18	1.33	13%
SJ01-STREET 2-A	5/27/2015	0.02	0.02	7%	0.13	0.14	3%
SJ01-STREET 2-A	9/23/2015	0.29	0.26	9%	0.36	0.35	4%

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Completeness

Completeness is a measurement of whether the planned number and type of sampling events was achieved. The QAPP for the project set a MQO of 90% completeness for the project. The TCT Sampling and Analysis Plan outlined the following sampling/assessment goals for the project:

- 32 quantitative monitoring events;
- 32 paired on-land visual assessments before and after quantitative monitoring events;
- 58 paired on-land visual assessments before and after other street sweeping events;
- 132 on-land visual assessments between street sweeping events; and
- 26 paired on-land visual assessments before and after rain events.

Table XX presents the level of completeness achieved during the Street Sweeping and Curb Inlet Screen Evaluation and On-land Visual Trash Assessment portion of the TCT project. All (32 of 32) of the planned quantitative monitoring events were completed. A total of 107 of the 116 planned (92.2%) paired on-land visual assessments (either before and after other street sweeping events or before and after rain events) were completed. Of the 132 on-land visual assessments planned to be conducted between street sweeping events, 114 assessment were completed (86%).

Table A-5. Percentage of planned quantitative and qualitative monitoring events that were conducted in each TCT study area as part of the Street Sweeping and Curb Inlet Screen Evaluation and On-land Visual Trash Assessment portion of the project.

Study Area	# of Paired Quantitative/ Qualitative Monitoring Events	# Additional Qualitative Monitoring Events			Total
		# Paired Events Directly Before & After Sweeping Events	# Events Between Street Sweeping Events	# Paired Events Directly Before & After Rain Events	
FR-01	100%	50%	111%	100%	**97%**
SJ-01	100%	67%	117%	100%	**100%**
OK-01	100%	117%	50%	50%	**88%**
OK-02	NA	100%	92%	100%	**95%**
OK-03	NA	100%	92%	100%	**95%**
SJ-02	NA	110%	75%	100%	**87%**
SJ-03	NA	60%	63%	100%	**66%**

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Visual Assessment Field Intercomparisons

To evaluate the variability in assessments scores between assessors conducting On-land Visual Trash Assessments (OVTAs), two assessors independently performed OVTAs on streets, sidewalks, and overall study areas during the Sweeping and Curb Inlet Screen Evaluation and On-land Visual Trash Assessment (OVTA) portion of the TCT project. Assessment scoring was done independently by the two assessors during 341 OVTAs conducted in seven study areas, each with two segments.

The results of the field intercomparison for OVTAs is included in Table A-6. The results of the analysis show a relatively similar rate of disagreement across the different sites and zones being assessed. Overall, 19% of the time the assessors assigned different scores. When disagreements occurred, the two assessors never disagreed by more than one trash generation category. Differences in scores were most often attributable to assessment areas (segments) bordering two trash generation categories rather than a lack of calibration between the two assessors. Study area SJ-03 by far had the largest percentage of scoring differences at 52%. This site was unique in that the street, sidewalk, and overall often bordered between a C and D (high and very high) score.

Table A-6. Percentage of OVTAs with two assessors assigning different scores.

Segment	# of Assessments with Two Assessors	Percent of Assessments with Different Scores			
		Street	Sidewalk	Overall	All
FR-01-1	8	0%	38%	0%	**13%**
FR-01-2	16	13%	0%	6%	**6%**
OK-01-1	26	4%	23%	4%	**10%**
OK-01-2	49	10%	12%	16%	**13%**
OK-02-1	40	13%	30%	13%	**18%**
OK-02-2	40	23%	28%	28%	**26%**
OK-03-1	40	25%	20%	15%	**20%**
OK-03-2	40	28%	18%	10%	**18%**
SJ-01-1	13	8%	8%	23%	**13%**
SJ-01-2	21	29%	14%	29%	**24%**
SJ-02-1	17	18%	24%	35%	**25%**
SJ-02-2	17	35%	18%	18%	**24%**
SJ-03-1	7	29%	29%	29%	**29%**
SJ-03-2	7	71%	57%	29%	**52%**
All Segments	**341**	**19%**	**21%**	**17%**	**19%**

ED_002947_00001248-00077

Appendix C

Trash Characterization Data for Quantitative Monitoring Events

Tracking California's Trash Characterization Data: Counts and Volumes

Study Area	Segment	Location ID	Sample Date	Street Sweeping Timing	Debris (gal)	Plastic Bottles (#)	Glass Bottles (#)	Plastic Bags (#)	EPS (#)	Plastic CRV (gal)	Glass CRV (gal)	Plastic Bag (gal)	EPS (gal)	Plastic Food-ware (gal)	Mylar (gal)	Plastic Other (gal)	Paper Food-ware (gal)	Bulk Paper (gal)	Cigs (gal)	Glass Other (gal)	Metal (gal)	Misc (gal)	Total (gal)
FR-01	1	INLET 1-B	3/14/2015	Before	21.7					0.00	0.00	0.00	0.00	0.00	0.11	0.67	0.11	0.20	0.04	0.00	0.05	0.01	1.19
FR-01	1	SIDE 1-B	3/14/2015	Before	0.1				1	0.00	0.00	0.00	0.01	0.00	0.03	0.48	0.34	2.86	0.07	0.20	0.01	0.05	4.04
FR-01	1	STREET 1-B	3/14/2015	Before	6.7					0.00	0.00	0.00	0.00	0.00	0.07	0.44	0.34	0.28	0.16	0.00	0.02	0.05	1.35
FR-01	2	INLET 2.1-B	3/14/2015	Before	23.0					0.00	0.00	0.00	0.00	0.00	0.18	1.44	0.13	0.26	0.08	0.00	0.00	0.09	2.19
FR-01	2	INLET 2.2-B	3/14/2015	Before	2.9					0.00	0.00	0.00	0.00	0.00	0.03	0.26	0.00	0.01	0.01	0.00	0.00	0.00	0.31
FR-01	2	SIDE 2-A	3/14/2015	After	2.9	1		1	1	0.13	0.00	0.09	0.00	0.00	0.41	1.05	0.61	2.05	0.06	0.04	0.12	0.08	4.66
FR-01	2	STREET 2-A	3/14/2015	After	0.0					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
FR-01	1	INLET 1-B	4/11/2015	Before	10.8					0.00	0.00	0.00	0.00	0.00	0.02	0.36	0.07	0.13	0.03	0.00	0.00	0.00	0.61
FR-01	1	SIDE 1-B	4/11/2015	Before	0.1					0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.17	0.22	0.04	0.00	0.01	0.00	0.70
FR-01	1	STREET 1-B	4/11/2015	Before	12.8					0.00	0.00	0.00	0.00	0.00	0.02	0.83	0.24	0.89	0.09	0.00	0.01	0.03	2.11
FR-01	2	INLET 2.1-B	4/11/2015	Before	7.8				1	0.00	0.00	0.00	0.05	0.00	0.05	0.53	0.24	0.13	0.05	0.00	0.19	0.01	1.24
FR-01	2	INLET 2.2-B	4/11/2015	Before	9.6				1	0.00	0.00	0.00	0.01	0.00	0.16	0.61	0.21	0.26	0.04	0.00	0.00	0.04	1.34
FR-01	2	SIDE 2-A	4/11/2015	After	0.1					0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.34	0.89	0.04	0.03	0.04	0.01	1.83
FR-01	2	STREET 2-A	4/11/2015	After	0.0					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.01
FR-01	1	INLET 1-B	5/9/2015	Before	6.7	2				0.26	0.00	0.00	0.00	0.08	0.01	0.38	0.00	0.16	0.01	0.00	0.00	0.02	0.91
FR-01	1	SIDE 1-B	5/9/2015	Before	0.1				1	0.00	0.00	0.00	0.01	0.00	0.01	0.31	0.14	0.36	0.05	0.01	0.05	0.09	1.03
FR-01	1	STREET 1-B	5/9/2015	Before	11.6					0.00	0.00	0.00	0.00	0.29	0.02	0.78	0.48	0.31	0.12	0.00	0.00	0.18	2.18
FR-01	2	INLET 2.1-B	5/9/2015	Before	7.2	1				0.16	0.00	0.00	0.00	0.22	0.05	0.34	0.00	0.02	0.01	0.00	0.00	0.00	0.79
FR-01	2	INLET 2.2-B	5/9/2015	Before	12.3			1		0.00	0.00	0.09	0.00	0.00	0.14	0.48	0.13	0.05	0.02	0.00	0.00	0.05	0.96
FR-01	2	SIDE 2-A	5/9/2015	After	0.2				1	0.00	0.00	0.00	0.01	0.00	0.22	0.48	0.72	0.26	0.01	0.03	0.17	0.09	2.00
FR-01	2	STREET 2-A	5/9/2015	After	0.0					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.11
FR-01	1	INLET 1-B	7/11/2015	Before	3.9					0.00	0.00	0.00	0.00	0.00	0.03	0.83	0.56	0.50	0.03	0.00	0.00	0.18	2.13
FR-01	1	SIDE 1-B	7/11/2015	Before	0.2					0.00	0.00	0.00	0.00	0.00	0.01	0.13	0.61	0.17	0.06	0.00	0.00	0.04	1.02
FR-01	1	STREET 1-B	7/11/2015	Before	18.9	1				0.13	0.00	0.00	0.00	0.00	0.00	0.67	0.77	1.22	0.38	0.00	0.12	0.21	3.50
FR-01	2	INLET 2.1-B	7/11/2015	Before	13.3			1	2	0.00	0.00	0.09	0.05	0.00	0.24	1.11	0.61	0.94	0.01	0.00	0.04	0.18	3.28
FR-01	2	INLET 2.2-B	7/11/2015	Before	7.4	1		1	1	0.13	0.00	0.09	0.03	0.16	0.05	0.61	0.13	0.78	0.03	0.00	0.00	0.01	2.02
FR-01	2	SIDE 2-A	7/11/2015	After	0.3				1	0.00	0.00	0.00	0.04	0.00	0.02	1.55	0.94	1.44	0.05	0.24	0.02	0.89	5.20
FR-01	1	INLET 1-B	9/12/2015	Before	10.4					0.00	0.00	0.00	0.00	0.00	0.08	0.38	1.00	0.78	0.03	0.00	0.00	0.01	2.28
FR-01	1	SIDE 1-B	9/12/2015	Before	0.2				1	0.00	0.00	0.00	0.05	0.00	0.04	0.38	0.21	0.29	0.05	0.00	0.05	0.02	1.09
FR-01	1	STREET 1-B	9/12/2015	Before	17.0					0.00	0.00	0.00	0.00	0.00	0.21	0.44	0.21	0.83	0.24	0.00	0.01	0.21	2.15
FR-01	2	INLET 2.1-B	9/12/2015	Before	6.8					0.00	0.00	0.00	0.00	0.16	0.05	0.38	0.43	0.29	0.02	0.00	0.00	0.07	1.41
FR-01	2	INLET 2.2-B	9/12/2015	Before	21.3					0.00	0.00	0.00	0.01	0.11	0.67	1.39	0.89	1.55	0.03	0.00	0.00	0.04	4.68
FR-01	2	INLET 2.1-A	9/12/2015	After	0.0					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
FR-01	2	SIDE 2-A	9/12/2015	After	0.2	2			1	0.31	0.00	0.00	0.03	0.00	0.09	1.22	0.56	0.44	0.05	0.05	0.00	1.55	4.30
FR-01	2	STREET 2-A	9/12/2015	After	0.1					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FR-01	1	INLET 1-B	10/10/2015	Before	3.9					0.00	0.00	0.00	0.00	0.00	0.12	0.18	0.14	0.07	0.00	0.00	0.00	0.02	0.53
FR-01	1	SIDE 1-B	10/10/2015	Before	0.1					0.00	0.00	0.00	0.00	0.00	0.01	0.34	0.00	0.67	0.05	0.00	0.00	0.04	1.10
FR-01	1	STREET 1-B	10/10/2015	Before	3.5					0.00	0.00	0.00	0.04	0.00	0.01	0.56	0.08	1.17	0.08	0.00	0.00	0.15	2.07
FR-01	2	INLET 2.1-B	10/10/2015	Before	4.2					0.00	0.00	0.00	0.00	0.00	0.04	0.38	0.00	0.02	0.01	0.00	0.00	0.11	0.56
FR-01	2	INLET 2.2-B	10/10/2015	Before	14.3				1	0.00	0.00	0.00	0.01	0.00	0.07	1.00	0.83	0.67	0.02	0.00	0.00	0.08	2.67
FR-01	2	SIDE 2-A	10/10/2015	After	0.1					0.00	0.00	0.00	0.00	0.00	0.02	0.67	0.29	0.17	0.02	0.00	0.00	0.05	1.22
FR-01	2	STREET 2-A	10/10/2015	After	0.0					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FR-01	1	INLET 1-B	11/14/2015	Before	0.7					0.00	0.00	0.00	0.00	0.00	0.01	0.03	0.09	0.11	0.00	0.00	0.00	0.00	0.25
FR-01	1	SIDE 1-B	11/14/2015	Before	0.1					0.00	0.00	0.00	0.00	0.00	0.01	0.12	0.02	0.02	0.05	0.00	0.00	0.08	0.30
FR-01	1	STREET 1-B	11/14/2015	Before	4.5	1				0.13	0.00	0.00	0.00	0.00	0.00	0.21	0.00	0.38	0.03	0.00	0.01	0.31	1.08
FR-01	2	INLET 2.1-B	11/14/2015	Before	0.4					0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.00	0.01	0.03
FR-01	2	INLET 2.2-B	11/14/2015	Before	2.9					0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.03	0.08	0.01	0.00	0.00	0.00	0.13
FR-01	2	SIDE 2-A	11/14/2015	After	0.2	1		1		0.13	0.00	0.09	0.00	0.07	0.06	2.14	0.29	0.29	0.05	0.00	0.00	0.03	3.15
FR-01	2	STREET 2-A	11/14/2015	After	0.0					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01
FR-01	1	INLET 1-B	2/6/2016	Before	12.4					0.00	0.00	0.00	0.00	0.13	0.09	0.53	0.05	0.01	0.01	0.00	0.04	0.00	0.86
FR-01	1	SIDE 1-B	2/6/2016	Before	0.3	1				0.06	0.00	0.00	0.00	0.00	0.02	0.41	0.34	0.34	0.03	0.00	0.00	0.08	1.27
FR-01	1	STREET 1-B	2/6/2016	Before	7.6					0.00	0.00	0.00	0.00	0.09	0.01	2.14	0.34	0.03	0.05	0.00	0.05	0.16	2.86
FR-01	2	INLET 2.1-B	2/6/2016	Before	14.9					0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.00	0.16	0.01	0.00	0.00	0.00	0.37
FR-01	2	INLET 2.2-B	2/6/2016	Before	25.4					0.00	0.00	0.00	0.00	0.00	0.01	0.22	0.00	0.09	0.01	0.08	0.00	0.05	0.47
FR-01	2	SIDE 2-A	2/6/2016	After	0.3		2			0.00	0.18	0.00	0.00	0.21	0.01	0.43	0.34	0.58	0.03	0.00	0.02	0.11	1.90
OK-01	1	INLET 1.1-B	3/23/2015	Before	2.8				2	0.00	0.00	0.00	0.07	0.00	0.07	0.83	0.00	0.00	0.05	0.02	0.05	0.05	1.13
OK-01	1	INLET 1.2-B	3/23/2015	Before	0.4			1	1	0.00	0.00	0.09	0.13	0.00	0.17	2.32	0.67	0.33	0.05	0.20	0.08	0.00	4.05
OK-01	1	SIDE 1-B	3/23/2015	Before	0.5		3	1	3	0.00	0.36	0.09	0.15	0.00	0.50	1.96	1.52	8.75	0.26	0.05	0.16	0.11	13.91
OK-01	1	STREET 1-B	3/23/2015	Before	0.3			1	1	0.00	0.00	0.09	0.04	0.09	0.09	0.67	0.56	2.32	0.07	0.00	0.02	0.00	3.95
OK-01	2	INLET 2-B	3/23/2015	Before	0.4			3	1	0.00	0.00	0.28	0.02	0.00	0.39	2.86	0.21	0.56	0.00	0.00	0.00	0.00	4.32
OK-01	2	SIDE 2-A	3/23/2015	After	0.6			1	1	0.00	0.00	0.09	0.05	0.00	0.01	0.39	0.20	0.44	0.00	0.05	0.01	0.01	1.27

Tracking California's Trash Characterization Data: Counts and Volumes

Study Area	Segment	Location ID	Sample Date	Street Sweeping Timing	Debris (gal)	Plastic Bottles (#)	Glass Bottles (#)	Plastic Bags (#)	EPS (#)	Plastic CRV (gal)	Glass CRV (gal)	Plastic Bag (gal)	EPS (gal)	Plastic Food-ware (gal)	Mylar (gal)	Plastic Other (gal)	Paper Food-ware (gal)	Bulk Paper (gal)	Cigs (gal)	Glass Other (gal)	Metal (gal)	Misc (gal)	Total (gal)
OK-01	2	STREET 2-A	3/23/2015	After	0.1					0.00	0.00	0.00	0.00	0.00	0.13	0.17	0.00	0.20	0.01	0.00	0.00	0.00	0.51
OK-01	1	INLET 1.1-B	4/13/2015	Before	1.7			1	4	0.00	0.00	0.09	0.21	0.00	0.21	0.89	0.24	0.00	0.11	0.00	0.16	0.01	1.92
OK-01	1	INLET 1.2-B	4/13/2015	Before	1.0					0.00	0.00	0.00	0.00	0.00	0.11	0.20	0.10	0.13	0.03	0.00	0.01	0.00	0.59
OK-01	1	SIDE 1-B	4/13/2015	Before	1.4	1			3	0.13	0.00	0.00	0.11	0.00	0.20	1.43	1.96	0.39	0.14	0.89	0.06	4.11	9.41
OK-01	1	STREET 1-B	4/13/2015	Before	0.3					0.00	0.00	0.00	0.00	0.00	0.16	0.44	0.39	0.45	0.09	0.01	0.12	0.05	1.70
OK-01	2	INLET 2-B	4/13/2015	Before	1.1					0.00	0.00	0.00	0.00	0.00	0.11	0.56	0.26	0.40	0.01	0.00	0.00	0.00	1.33
OK-01	2	SIDE 2-A	4/13/2015	After	0.0		1			0.00	0.11	0.00	0.00	0.00	0.00	0.28	0.16	0.28	0.04	0.01	0.02	0.00	0.89
OK-01	2	STREET 2-A	4/13/2015	After	0.0					0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.07
OK-01	1	INLET 1.1-B	5/4/2015	Before	1.3			1		0.00	0.00	0.09	0.00	0.00	0.16	0.53	0.00	0.06	0.05	0.01	0.00	0.02	0.92
OK-01	1	INLET 1.2-B	5/4/2015	Before	1.1			1	1	0.00	0.00	0.09	0.05	0.05	0.03	0.29	0.10	0.22	0.02	0.00	0.00	0.00	0.84
OK-01	1	SIDE 1-B	5/4/2015	Before	0.3		4	2	1	0.00	0.30	0.19	0.03	1.55	0.36	1.50	1.72	7.50	0.16	1.00	0.18	1.17	15.65
OK-01	1	STREET 1-B	5/4/2015	Before	3.5	1			1	0.16	0.00	0.00	0.03	0.19	0.11	1.22	1.17	1.33	0.13	0.03	0.19	0.02	4.58
OK-01	2	INLET 2-B	5/4/2015	Before	2.1			1		0.00	0.00	0.09	0.00	0.00	0.67	1.05	0.14	0.39	0.01	0.00	0.00	0.00	2.35
OK-01	2	SIDE 2-A	5/4/2015	After	0.0					0.00	0.00	0.00	0.00	0.00	0.08	0.89	0.55	1.50	0.04	0.01	0.20	0.08	3.35
OK-01	2	STREET 2-A	5/4/2015	After	0.0	1				0.12	0.00	0.00	0.00	0.14	0.01	0.17	0.44	0.89	0.01	0.00	0.00	1.11	2.89
OK-01	1	INLET 1.1-B	6/15/2015	Before	1.9			4	1	0.00	0.00	0.38	0.07	0.36	1.44	1.39	0.46	0.03	0.07	0.10	0.01	0.44	4.73
OK-01	1	INLET 1.2-B	6/15/2015	Before	3.2	1	1	1	2	0.13	0.05	0.09	0.29	0.38	1.05	1.67	0.78	0.24	0.04	0.01	0.05	0.07	4.86
OK-01	1	SIDE 1-B	6/15/2015	Before	0.4	7	1	2	1	0.49	0.16	0.19	0.03	0.00	0.20	0.78	0.72	4.11	0.13	0.67	0.06	0.13	7.66
OK-01	1	STREET 1-B	6/15/2015	Before	8.5		1		4	0.00	0.09	0.00	0.56	0.34	0.78	1.61	3.57	6.07	0.14	0.04	0.13	0.44	13.76
OK-01	2	INLET 2-B	6/15/2015	Before	6.4	1		2	5	0.13	0.00	0.19	0.83	0.14	1.89	4.63	0.22	0.94	0.01	0.00	0.00	0.56	9.53
OK-01	2	SIDE 2-A	6/15/2015	After	0.1			1	5	0.00	0.00	0.09	0.16	0.00	0.05	0.14	0.56	1.35	0.09	0.11	0.02	0.02	2.58
OK-01	2	STREET 2-A	6/15/2015	After	0.1				1	0.00	0.00	0.00	0.03	0.18	0.00	0.18	0.67	0.13	0.01	0.43	0.01	0.00	1.63
OK-01	1	INLET 1.1-B	7/20/2015	Before	2.7	1		1		0.13	0.00	0.09	0.00	0.00	0.43	0.89	0.20	0.08	0.02	0.00	0.00	0.00	1.84
OK-01	1	INLET 1.2-B	7/20/2015	Before	11.4	1	2	1	8	0.13	0.18	0.09	1.22	0.00	0.43	1.39	1.17	0.89	0.03	0.01	0.02	0.22	5.78
OK-01	1	SIDE 1-B	7/20/2015	Before	1.9			1		0.00	0.00	0.09	0.00	1.22	0.10	0.67	3.75	1.87	0.20	0.38	0.00	0.17	8.46
OK-01	1	STREET 1-B	7/20/2015	Before	2.0				2	0.00	0.00	0.00	0.50	1.22	0.29	1.67	1.72	1.11	0.13	0.01	0.02	0.21	6.87
OK-01	2	INLET 2-B	7/20/2015	Before	10.3	2		2	2	0.20	0.00	0.19	0.24	0.07	1.22	3.57	0.41	0.31	0.01	0.02	0.00	0.14	6.37
OK-01	2	SIDE 2-A	7/20/2015	After	0.1					0.00	0.00	0.00	0.00	0.00	0.01	0.38	0.22	0.34	0.07	0.02	0.08	0.05	1.16
OK-01	2	STREET 2-A	7/20/2015	After	0.0					0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
OK-01	1	INLET 1.1-B	7/27/2015	Before	1.5			1		0.00	0.00	0.09	0.00	0.00	0.02	0.43	0.34	0.26	0.02	0.00	0.00	0.00	1.17
OK-01	1	INLET 1.2-B	7/27/2015	Before	4.3			2		0.00	0.00	0.19	0.00	0.00	0.01	0.83	0.61	0.00	0.02	0.00	0.00	0.05	1.71
OK-01	1	SIDE 1-B	7/27/2015	Before	0.3				7	0.00	0.00	0.00	1.55	0.00	0.29	2.94	1.17	1.28	0.07	0.03	0.02	0.14	7.47
OK-01	1	STREET 1-B	7/27/2015	Before	3.8				5	0.00	0.00	0.00	1.00	0.00	0.05	0.94	0.48	1.44	0.11	0.20	0.03	0.05	4.32
OK-01	2	INLET 2-B	7/27/2015	Before	3.8			1		0.00	0.00	0.09	0.00	0.00	0.31	0.58	0.54	0.43	0.00	0.00	0.00	0.00	1.96
OK-01	2	SIDE 2-A	7/27/2015	After	0.0			1		0.00	0.00	0.09	0.00	0.00	0.03	0.51	0.17	0.00	0.03	0.00	0.01	0.04	0.89
OK-01	2	STREET 2-A	7/27/2015	After	0.0					0.00	0.00	0.00	0.00	0.00	0.07	0.53	0.10	0.21	0.01	0.01	0.00	0.00	0.92
OK-01	1	INLET 1.1-B	8/10/2015	Before	0.8				1	0.00	0.00	0.00	0.04	0.28	0.09	0.89	0.00	0.26	0.02	0.00	0.03	0.00	1.61
OK-01	1	INLET 1.2-B	8/10/2015	Before	2.9					0.00	0.00	0.00	0.00	0.00	0.09	0.89	0.08	0.17	0.02	0.02	0.00	0.05	1.31
OK-01	1	SIDE 1-B	8/10/2015	Before	0.1				3	0.00	0.00	0.00	0.11	1.34	0.21	1.05	0.83	2.68	0.06	0.18	0.01	0.38	6.86
OK-01	1	STREET 1-B	8/10/2015	Before	3.2			1		0.00	0.00	0.09	0.13	0.24	0.21	2.32	0.53	1.96	0.16	0.08	0.05	0.05	5.82
OK-01	2	INLET 2-B	8/10/2015	Before	3.5			7	1	0.00	0.00	0.66	0.04	0.00	0.83	2.86	0.01	0.21	0.01	0.00	0.01	0.01	4.63
OK-01	2	SIDE 2-A	8/10/2015	After	0.0			1		0.00	0.00	0.09	0.00	0.13	0.02	0.29	0.67	1.11	0.03	0.10	0.00	0.08	2.52
OK-01	2	STREET 2-A	8/10/2015	After	0.1				1	0.00	0.00	0.00	0.03	0.18	0.00	1.11	0.38	1.50	0.00	0.00	0.00	0.01	3.22
OK-01	1	INLET 1.1-B	8/31/2015	Before	0.9					0.00	0.00	0.00	0.01	0.00	0.05	0.46	0.00	0.00	0.01	0.00	0.00	0.00	0.52
OK-01	1	INLET 1.2-B	8/31/2015	Before	3.5					0.00	0.00	0.00	0.06	0.03	0.07	0.78	0.72	0.29	0.04	0.00	0.01	0.05	2.05
OK-01	1	SIDE 1-B	8/31/2015	Before	0.3		1		1	0.00	0.09	0.00	0.19	0.00	0.11	0.24	1.22	1.33	0.24	0.05	0.08	0.04	3.59
OK-01	1	STREET 1-B	8/31/2015	Before	7.1					0.00	0.00	0.00	0.83	1.19	0.00	0.89	1.33	1.50	0.18	0.18	0.21	0.09	6.41
OK-01	2	INLET 2-B	8/31/2015	Before	3.8			2		0.00	0.00	0.19	0.00	0.00	0.15	3.93	0.18	1.17	0.00	0.00	0.00	0.03	5.64
OK-01	2	SIDE 2-A	8/31/2015	After	0.0	1			1	0.11	0.00	0.00	0.13	0.00	0.00	0.67	0.43	0.41	0.04	0.02	0.00	0.02	1.83
OK-01	2	STREET 2-A	8/31/2015	After	0.0					0.00	0.00	0.00	0.00	0.11	0.00	0.29	1.00	0.55	0.01	0.00	0.00	0.01	1.96
OK-01	1	INLET 1.1-B	10/19/2015	Before	2.5	1			3	0.09	0.00	0.00	0.28	0.00	0.04	1.39	0.00	2.05	0.01	0.00	0.03	0.02	3.92
OK-01	1	INLET 1.2-B	10/19/2015	Before	3.8			1	1	0.00	0.00	0.09	0.03	0.35	0.22	1.55	0.29	0.61	0.07	0.01	0.18	0.07	3.48
OK-01	1	SIDE 1-B	10/19/2015	Before	0.4			2		0.00	0.00	0.19	0.16	0.00	0.89	4.28	3.21	4.28	0.13	0.07	0.00	0.24	13.45
OK-01	1	STREET 1-B	10/19/2015	Before	16.2				2	0.00	0.00	0.00	0.09	0.16	0.16	3.12	1.22	1.55	0.12	0.15	0.00	0.09	6.66
OK-01	2	INLET 2-B	10/19/2015	Before	7.1			7	2	0.00	0.00	0.66	0.16	0.00	0.34	3.84	1.05	1.94	0.00	0.00	0.00	0.14	8.13
OK-01	2	SIDE 2-A	10/19/2015	After	0.2					0.00	0.00	0.00	0.00	0.01	0.01	0.21	0.56	0.67	0.11	0.09	0.11	0.16	1.91
OK-01	2	STREET 2-A	10/19/2015	After	0.0			1		0.00	0.00	0.09	0.00	0.00	0.00	0.38	0.56	0.29	0.00	0.00	0.03	0.05	1.41
OK-01	1	INLET 1.1-B	11/16/2015	Before	3.6			2		0.00	0.00	0.19	0.08	0.00	0.00	0.61	0.12	0.00	0.08	0.00	0.00	0.25	1.33
OK-01	1	INLET 1.2-B	11/16/2015	Before	1.1					0.00	0.00	0.00	0.00	0.00	0.07	0.11	0.03	0.09	0.01	0.05	0.02	0.03	0.42
OK-01	1	SIDE 1-B	11/16/2015	Before	0.4	1	2	1	1	0.08	0.19	0.09	0.04	0.00	0.29	1.11	1.50	1.05	0.11	0.24	0.14	0.08	4.91
OK-01	1	STREET 1-B	11/16/2015	Before	13.4	1		3		0.13	0.00	0.28	0.55	0.07	0.21	1.61	0.29	1.78	0.13	0.34	0.33	1.33	7.05

Tracking California's Trash Characterization Data: Counts and Volumes

Study Area	Segment	Location ID	Sample Date	Street Sweeping Timing	Debris (gal)	Plastic Bottles (#)	Glass Bottles (#)	Plastic Bags (#)	EPS (#)	Plastic CRV (gal)	Glass CRV (gal)	Plastic Bag (gal)	EPS (gal)	Plastic Food-ware (gal)	Mylar (gal)	Plastic Other (gal)	Paper Food-ware (gal)	Bulk Paper (gal)	Cigs (gal)	Glass Other (gal)	Metal (gal)	Misc (gal)	Total (gal)
OK-01	2	INLET 2-B	11/16/2015	Before	1.6			1		0.00	0.00	0.09	0.00	0.00	0.01	0.48	0.07	0.00	0.01	0.00	0.00	0.11	0.77
OK-01	2	SIDE 2-A	11/16/2015	After	0.0					0.00	0.00	0.00	0.00	0.00	0.00	0.46	1.72	0.38	0.03	0.02	0.02	0.09	2.72
OK-01	2	STREET 2-A	11/16/2015	After	1.4					0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.10	0.36	0.03	0.00	0.00	0.00	0.58
OK-01	1	INLET 1.1-B	11/30/2015	Before	1.4				1	0.00	0.00	0.00	0.04	0.00	0.00	0.09	0.02	0.00	0.02	0.00	0.00	0.01	0.17
OK-01	1	INLET 1.2-B	11/30/2015	Before	1.3				1	0.00	0.00	0.00	0.01	0.00	0.01	0.22	0.05	0.18	0.03	0.01	0.01	0.01	0.52
OK-01	1	SIDE 1-B	11/30/2015	Before	0.2	1				0.13	0.00	0.00	0.07	0.11	0.26	3.75	1.89	0.67	0.03	0.78	0.00	0.08	7.75
OK-01	1	STREET 1-B	11/30/2015	Before	23.4	1		1	5	0.16	0.00	0.09	0.76	0.77	0.16	4.55	8.03	4.82	0.15	0.56	0.14	1.89	22.08
OK-01	2	INLET 2-B	11/30/2015	Before	0.8					0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.38
OK-01	2	SIDE 2-A	11/30/2015	After	0.0					0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.18	0.89	0.02	0.05	0.07	0.00	1.23
OK-01	2	STREET 2-A	11/30/2015	After	0.0					0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.02	0.01	0.00	0.00	0.00	0.03
OK-01	1	INLET 1.1-B	1/25/2016	Before	1.6				1	0.00	0.00	0.00	0.01	0.02	0.04	0.55	0.09	0.00	0.03	0.00	0.08	0.05	0.86
OK-01	1	INLET 1.2-B	1/25/2016	Before	0.6					0.00	0.00	0.00	0.00	0.08	0.00	0.25	0.11	0.12	0.00	0.00	0.03	0.11	0.70
OK-01	1	SIDE 1-B	1/25/2016	Before	0.1		2	2	6	0.00	0.28	0.19	1.11	1.12	0.89	3.12	2.86	1.70	0.04	0.46	0.17	0.19	12.12
OK-01	1	STREET 1-B	1/25/2016	Before	0.1	1		1		0.13	0.00	0.09	0.05	0.08	0.20	0.94	0.38	0.78	0.08	0.01	0.11	0.12	2.98
OK-01	2	INLET 2-B	1/25/2016	Before	0.3				1	0.00	0.00	0.00	0.05	0.00	0.08	0.67	0.02	0.00	0.00	0.02	0.07	0.05	0.95
OK-01	2	SIDE 2-A	1/25/2016	After	0.0				3	0.00	0.00	0.00	0.18	0.00	0.00	0.36	0.13	2.23	0.08	0.08	0.00	0.16	3.23
OK-01	2	STREET 2-A	1/25/2016	After	0.0				1	0.00	0.00	0.00	0.07	0.00	0.05	0.09	0.08	0.31	0.01	0.00	0.01	0.03	0.65
OK-01	1	INLET 1.1-B	2/22/2016	Before	0.2					0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.01	0.00	0.00	0.01	0.27
OK-01	1	INLET 1.2-B	2/22/2016	Before	0.7				1	0.00	0.00	0.00	0.00	0.00	0.01	0.21	0.00	0.01	0.04	0.03	0.05	0.11	0.46
OK-01	1	SIDE 1-B	2/22/2016	Before	0.1		2		5	0.00	0.20	0.00	2.22	0.21	0.01	1.17	0.61	0.78	0.15	0.78	0.07	0.26	6.45
OK-01	1	STREET 1-B	2/22/2016	Before	0.2	1		2		0.06	0.00	0.19	0.11	0.24	0.04	0.48	0.29	0.31	0.08	0.29	0.11	0.25	2.44
OK-01	2	INLET 2-B	2/22/2016	Before	0.5					0.00	0.00	0.00	0.00	0.00	0.11	1.33	0.05	0.07	0.01	0.00	0.00	0.03	1.59
OK-01	2	SIDE 2-A	2/22/2016	After	0.0	1				0.16	0.00	0.00	0.00	0.00	0.05	0.26	0.36	0.38	0.04	0.43	0.10	0.10	1.89
OK-01	2	STREET 2-A	2/22/2016	After	0.1				1	0.00	0.00	0.00	0.05	0.00	0.08	0.43	0.78	1.11	0.02	0.01	0.03	0.04	2.54
OK-01	1	INLET 1.1-B	3/21/2016	Before	3.9	1		2	3	0.12	0.00	0.19	0.21	0.56	0.21	1.78	0.09	0.11	0.02	0.01	0.01	0.16	3.45
OK-01	1	INLET 1.2-B	3/21/2016	Before	1.1				1	0.00	0.00	0.00	0.08	0.00	0.00	0.29	0.00	0.00	0.01	0.00	0.00	0.05	0.42
OK-01	1	SIDE 1-B	3/21/2016	Before	0.4		3	1	2	0.00	0.00	0.09	0.26	1.05	0.26	2.68	0.78	2.68	0.09	1.05	0.17	0.29	9.41
OK-01	1	STREET 1-B	3/21/2016	Before	1.9	2			11	0.25	0.00	0.00	1.32	1.61	0.24	5.47	1.05	2.00	0.04	0.89	0.21	1.00	14.08
OK-01	2	INLET 2-B	3/21/2016	Before	1.8					0.00	0.00	0.00	0.00	0.00	0.01	0.20	0.00	0.02	0.01	0.00	0.01	0.08	0.32
OK-01	2	SIDE 2-A	3/21/2016	After	0.1		2		1	0.00	0.18	0.00	0.01	0.00	0.01	0.53	0.26	1.00	0.08	0.17	0.05	0.18	2.48
OK-01	2	STREET 2-A	3/21/2016	After	0.1				1	0.00	0.00	0.00	0.04	0.00	0.00	0.26	0.05	0.09	0.01	0.00	0.00	0.11	0.57
OK-01	1	INLET 1.1-B	4/4/2016	Before	1.1					0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.06	0.21	0.03	0.03	0.01	0.00	0.54
OK-01	1	INLET 1.2-B	4/4/2016	Before	1.9			2	1	0.00	0.00	0.19	0.08	0.00	0.26	1.55	0.43	1.22	0.00	0.01	0.05	0.04	3.84
OK-01	1	SIDE 1-B	4/4/2016	Before	0.2			1	4	0.00	0.00	0.09	0.38	0.00	0.21	1.44	1.61	4.19	0.21	0.89	0.07	0.25	9.36
OK-01	1	STREET 1-B	4/4/2016	Before	0.6			3	2	0.00	0.00	0.28	1.46	0.17	0.21	1.87	3.21	4.28	0.11	0.56	0.26	0.38	12.82
OK-01	2	INLET 2-B	4/4/2016	Before	1.3				1	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.12	0.21	0.03	0.01	0.00	0.04	0.57
OK-01	2	SIDE 2-A	4/4/2016	After	0.1			1		0.00	0.00	0.09	0.00	0.13	0.03	0.50	1.11	2.50	0.11	0.09	0.09	0.26	4.90
OK-01	2	STREET 2-A	4/4/2016	After	0.1				1	0.00	0.00	0.00	0.01	0.00	0.05	0.44	0.25	1.22	0.05	0.00	0.04	0.24	2.30
OK-01	1	INLET 1.1-B	4/18/2016	Before	1.1					0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.02	0.08	0.05	0.00	0.00	0.02	0.30
OK-01	1	INLET 1.2-B	4/18/2016	Before	1.1					0.00	0.00	0.00	0.00	0.00	0.05	0.26	0.07	0.41	0.01	0.00	0.08	0.05	0.94
OK-01	1	SIDE 1-B	4/18/2016	Before	0.3	1			1	0.13	0.00	0.00	0.07	0.12	0.16	0.94	1.72	1.11	0.11	1.22	0.00	1.00	6.58
OK-01	1	STREET 1-B	4/18/2016	Before	0.0				2	0.00	0.00	0.00	0.21	0.37	0.11	1.44	1.22	1.50	0.13	0.03	0.01	0.26	5.29
OK-01	2	INLET 2-B	4/18/2016	Before	0.3					0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.07	0.02	0.00	0.00	0.07	0.16
OK-01	2	SIDE 2-A	4/18/2016	After		5	5	2		0.54	0.54	0.19	0.26	0.26	0.08	0.26	0.48	0.44	0.06	0.00	0.04	0.05	3.22
OK-01	2	STREET 2-A	4/18/2016	After	0.1					0.00	0.00	0.00	0.01	0.00	0.00	0.24	0.51	1.61	0.09	0.00	0.01	0.08	2.54
SJ-01	1	INLET 1-B	2/25/2015	Before	11.7					0.00	0.00	0.00	0.00	0.00	0.12	0.67	0.00	0.06	0.03	0.00	0.01	0.06	0.94
SJ-01	1	SIDE 1-B	2/25/2015	Before	5.0				1	0.00	0.00	0.00	0.00	0.14	0.00	0.19	0.24	0.17	0.07	0.05	0.08	0.05	1.00
SJ-01	1	STREET 1-B	2/25/2015	Before	16.5				1	0.00	0.00	0.00	0.03	0.00	0.01	0.36	0.34	0.12	0.09	0.03	0.08	0.09	1.14
SJ-01	2	INLET 2-B	2/25/2015	Before	7.1				2	0.00	0.00	0.00	0.04	0.00	0.06	0.34	0.03	0.00	0.05	0.02	0.01	0.01	0.56
SJ-01	2	SIDE 2-A	2/25/2015	After	1.8					0.00	0.00	0.00	0.00	0.00	0.08	0.29	0.21	0.50	0.04	0.07	0.16	0.19	1.54
SJ-01	2	STREET 2-A	2/25/2015	After	1.0					0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.02	0.00	0.02	0.01	0.01	0.00	0.07
SJ-01	1	INLET 1-B	3/25/2015	Before	0.4					0.00	0.00	0.00	0.00	0.00	0.03	0.03	0.03	0.03	0.01	0.00	0.00	0.00	0.12
SJ-01	1	SIDE 1-B	3/25/2015	Before	0.4					0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.16	2.86	0.02	0.09	0.02	0.00	3.33
SJ-01	1	STREET 1-B	3/25/2015	Before	4.4					0.00	0.00	0.00	0.00	0.00	0.00	0.78	0.00	0.28	0.05	0.05	0.01	0.01	1.18
SJ-01	2	INLET 2-B	3/25/2015	Before	0.8					0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.02	0.02	0.04	0.00	0.01	0.00	0.14
SJ-01	2	SIDE 2-A	3/25/2015	After	0.2					0.00	0.00	0.00	0.00	0.40	0.01	0.13	0.17	0.09	0.07	0.01	0.01	0.01	0.91
SJ-01	2	STREET 2-A	3/25/2015	After	0.2					0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.07	0.00	0.02	0.01	0.03	0.01	0.19
SJ-01	1	INLET 1-B	4/22/2015	Before	0.4					0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.06	0.01	0.00	0.00	0.01	0.13
SJ-01	1	SIDE 1-B	4/22/2015	Before	0.1					0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.07	0.18	0.03	0.00	0.01	0.01	0.63
SJ-01	1	STREET 1-B	4/22/2015	Before	1.6					0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.11	0.08	0.07	0.00	0.03	0.01	0.47
SJ-01	2	INLET 2-B	4/22/2015	Before	0.7					0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.05	0.00	0.02	0.00	0.01	0.00	0.22

Tracking California's Trash Characterization Data: Counts and Volumes

Study Area	Segment	Location ID	Sample Date	Street Sweeping Timing	Debris (gal)	Plastic Bottles (#)	Glass Bottles (#)	Plastic Bags (#)	EPS (#)	Plastic CRV (gal)	Glass CRV (gal)	Plastic Bag (gal)	EPS (gal)	Plastic Food-ware (gal)	Mylar (gal)	Plastic Other (gal)	Paper Food-ware (gal)	Bulk Paper (gal)	Cigs (gal)	Glass Other (gal)	Metal (gal)	Misc (gal)	Total (gal)
SJ-01	2	SIDE 2-A	4/22/2015	After	0.4				1	0.00	0.00	0.00	0.00	0.00	0.02	0.26	0.13	0.17	0.07	0.01	0.04	0.21	0.91
SJ-01	2	STREET 2-A	4/22/2015	After	0.1					0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.00	0.13	0.05	0.00	0.03	0.03	0.44
SJ-01	1	INLET 1-B	5/27/2015	Before	0.3					0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.08	0.08	0.00	0.00	0.00	0.03	0.22
SJ-01	1	SIDE 1-B	5/27/2015	Before	2.1					0.00	0.00	0.00	0.00	0.00	0.01	0.36	0.34	0.83	0.04	0.00	0.03	0.06	1.67
SJ-01	1	STREET 1-B	5/27/2015	Before	2.9					0.00	0.00	0.00	0.00	0.00	0.02	0.38	0.46	0.21	0.12	0.12	0.02	0.13	1.46
SJ-01	2	INLET 2-B	5/27/2015	Before	1.3					0.00	0.00	0.00	0.00	0.00	0.03	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.07
SJ-01	2	SIDE 2-A	5/27/2015	After	0.1					0.00	0.00	0.00	0.00	0.00	0.03	0.15	0.48	0.36	0.04	0.13	0.03	0.03	1.23
SJ-01	2	STREET 2-A	5/27/2015	After	0.0					0.00	0.00	0.00	0.00	0.00	0.01	0.08	0.00	0.00	0.02	0.00	0.00	0.02	0.13
SJ-01	1	INLET 1-B	7/22/2015	Before	2.0					0.00	0.00	0.00	0.00	0.00	0.01	0.24	0.00	0.00	0.02	0.00	0.00	0.02	0.28
SJ-01	1	SIDE 1-B	7/22/2015	Before	3.0					0.00	0.00	0.00	0.00	0.00	0.01	0.26	0.03	0.16	0.04	0.01	0.01	0.07	0.59
SJ-01	1	STREET 1-B	7/22/2015	Before	7.9					0.00	0.00	0.00	0.00	0.07	0.00	0.31	0.05	0.36	0.11	0.05	0.07	0.17	1.19
SJ-01	2	INLET 2-B	7/22/2015	Before	1.4					0.00	0.00	0.00	0.00	0.00	0.10	0.22	0.00	0.03	0.03	0.00	0.00	0.00	0.37
SJ-01	2	SIDE 2-A	7/22/2015	After	0.8		1			0.00	0.19	0.00	0.00	0.00	0.03	0.22	0.07	0.78	0.01	0.06	0.03	0.05	1.43
SJ-01	2	STREET 2-A	7/22/2015	After	0.0					0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.01	0.00	0.02	0.01	0.06
SJ-01	1	INLET 1-B	9/23/2015	Before	2.2					0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.04	0.11	0.01	0.00	0.00	0.00	0.42
SJ-01	1	SIDE 1-B	9/23/2015	Before	5.4				1	0.00	0.00	0.00	0.03	0.00	0.00	0.51	0.43	1.33	0.07	0.00	0.01	0.10	2.48
SJ-01	1	STREET 1-B	9/23/2015	Before	15.9					0.00	0.00	0.00	0.00	0.12	0.00	0.39	0.46	0.61	0.12	0.00	0.02	0.26	1.98
SJ-01	2	INLET 2-B	9/23/2015	Before	1.8					0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.07	0.00	0.01	0.03	0.56
SJ-01	2	SIDE 2-A	9/23/2015	After	0.7					0.00	0.00	0.00	0.00	0.00	0.00	1.11	0.00	0.34	0.05	0.00	0.08	0.14	1.71
SJ-01	2	STREET 2-A	9/23/2015	After	0.3					0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.21	0.03	0.00	0.04	0.00	0.36
SJ-01	1	INLET 1-B	12/9/2015	Before	0.6					0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.07	0.00	0.00	0.00	0.00	0.05	0.13
SJ-01	1	SIDE 1-B	12/9/2015	Before	1.7				1	0.00	0.00	0.00	0.01	0.16	0.04	0.38	0.08	0.12	0.03	0.01	0.02	0.07	0.92
SJ-01	1	STREET 1-B	12/9/2015	Before	8.8					0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.00	0.11	0.05	0.00	0.02	0.02	0.46
SJ-01	2	INLET 2-B	12/9/2015	Before	1.1					0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.03	0.00	0.00	0.01	0.15
SJ-01	2	SIDE 2-A	12/9/2015	After		1				0.13	0.00	0.00	0.00	0.00	0.13	0.18	0.16	0.67	0.03	0.04	0.04	0.07	1.45
SJ-01	2	STREET 2-A	12/9/2015	After	0.0					0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.03	0.00	0.00	0.00	0.01	0.01	0.06
SJ-01	1	INLET 1-B	1/27/2016	Before	0.7					0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.04
SJ-01	1	SIDE 1-B	1/27/2016	Before	2.6					0.00	0.00	0.00	0.00	0.00	0.01	0.07	0.01	0.00	0.01	0.00	0.00	0.01	0.12
SJ-01	1	STREET 1-B	1/27/2016	Before	2.9					0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.01	0.00	0.01	0.16	0.34
SJ-01	2	INLET 2-B	1/27/2016	Before	2.9					0.00	0.00	0.00	0.00	0.07	0.00	0.21	0.00	0.00	0.01	0.00	0.01	0.05	0.35
SJ-01	2	SIDE 2-A	1/27/2016	After	0.2					0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.00	0.06	0.03	0.00	0.05	0.08	0.38
SJ-01	2	STREET 2-A	1/27/2016	After	0.1					0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.20	0.16	0.04	0.01	0.02	0.03	0.72

Tracking California's Trash Characterization Data: Weights

Study Area	Segment	Location ID	Sample Date	Street Sweeping Timing	Debris (lbs)	Plastic CRV (lbs)	Glass CRV (lbs)	Plastic Bag (lbs)	EPS (lbs)	Plastic Food-ware (lbs)	Mylar (lbs)	Plastic Other (lbs)	Paper Food-ware (lbs)	Bulk Paper (lbs)	Cigs (lbs)	Glass Other (lbs)	Metal (lbs)	Misc (lbs)	Total (lbs)
FR-01	1	INLET 1-B	3/14/2015	Before	117.18				0.00	0.00	0.15	0.94	0.10	0.45	0.13	0.00	0.09	0.06	1.91
FR-01	1	SIDE 1-B	3/14/2015	Before	0.14				0.01	0.00	0.00	0.04	0.07	0.27	0.03	1.64	0.01	0.03	2.11
FR-01	1	STREET 1-B	3/14/2015	Before	18.74				0.00	0.00	0.01	0.31	0.13	0.33	0.12	0.00	0.17	0.07	1.13
FR-01	2	INLET 2.1-B	3/14/2015	Before	126.02				0.00	0.00	0.28	1.59	0.15	0.37	0.24	0.00	0.00	0.29	2.91
FR-01	2	INLET 2.2-B	3/14/2015	Before	15.15				0.00	0.00	0.02	0.23	0.00	0.01	0.01	0.00	0.00	0.00	0.27
FR-01	2	SIDE 2-A	3/14/2015	After	0.77	0.02		0.02	0.00	0.00	0.02	0.35	0.07	0.50	0.04	0.18	0.14	0.08	1.42
FR-01	2	STREET 2-A	3/14/2015	After	0.00				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.11
FR-01	1	INLET 1-B	4/11/2015	Before	40.05				0.00	0.00	0.01	0.21	0.11	0.28	0.12	0.00	0.00	0.00	0.73
FR-01	1	SIDE 1-B	4/11/2015	Before	0.05				0.00	0.00	0.00	0.08	0.03	0.08	0.03	0.00	0.01	0.00	0.22
FR-01	1	STREET 1-B	4/11/2015	Before	23.69				0.00	0.00	0.00	0.28	0.12	0.57	0.06	0.00	0.07	0.02	1.11
FR-01	2	INLET 2.1-B	4/11/2015	Before	18.72				0.01	0.00	0.02	0.15	0.10	0.14	0.08	0.00	0.14	0.01	0.64
FR-01	2	INLET 2.2-B	4/11/2015	Before	25.78				0.00	0.00	0.04	0.27	0.24	0.42	0.07	0.00	0.00	0.06	1.08
FR-01	2	SIDE 2-A	4/11/2015	After	0.13				0.00	0.00	0.00	0.08	0.09	0.13	0.02	0.10	0.17	0.00	0.59
FR-01	2	STREET 2-A	4/11/2015	After	0.00				0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.01
FR-01	1	INLET 1-B	5/9/2015	Before	21.74	0.12		0.12	0.00	0.02	0.01	0.08	0.00	0.09	0.01	0.00	0.00	0.01	0.47
FR-01	1	SIDE 1-B	5/9/2015	Before	0.06				0.02	0.00	0.00	0.09	0.06	0.12	0.04	0.10	0.45	0.06	0.94
FR-01	1	STREET 1-B	5/9/2015	Before	16.15				0.00	0.06	0.00	0.69	0.21	0.07	0.06	0.00	0.00	0.17	1.27
FR-01	2	INLET 2.1-B	5/9/2015	Before	21.80	0.06		0.06	0.00	0.07	0.02	0.15	0.00	0.01	0.01	0.00	0.00	0.00	0.38
FR-01	2	INLET 2.2-B	5/9/2015	Before	27.08				0.00	0.00	0.02	0.15	0.20	0.03	0.02	0.00	0.00	0.03	0.45
FR-01	2	SIDE 2-A	5/9/2015	After	0.13				0.01	0.00	0.01	0.14	0.13	0.01	0.01	0.08	2.13	0.02	2.54
FR-01	2	STREET 2-A	5/9/2015	After	0.00				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.42	0.01	2.43
FR-01	1	INLET 1-B	7/11/2015	Before	4.06				0.00	0.00	0.01	0.12	0.10	0.10	0.02	0.00	0.00	0.47	0.81
FR-01	1	SIDE 1-B	7/11/2015	Before	0.07				0.00	0.00	0.01	0.03	0.19	0.05	0.04	0.00	0.00	0.05	0.37
FR-01	1	STREET 1-B	7/11/2015	Before	21.72	0.03		0.03	0.00	0.00	0.00	0.37	0.20	0.63	0.26	0.00	0.08	0.65	2.23
FR-01	2	INLET 2.1-B	7/11/2015	Before	16.99				0.00	0.00	0.04	0.37	0.37	0.52	0.00	0.00	0.01	0.07	1.38
FR-01	2	INLET 2.2-B	7/11/2015	Before	7.46	0.02		0.02	0.00	0.04	0.00	0.12	0.03	0.19	0.02	0.00	0.00	0.00	0.42
FR-01	2	SIDE 2-A	7/11/2015	After	0.21				0.01	0.00	0.00	0.34	0.27	1.14	0.03	1.04	0.23	1.65	4.71
FR-01	1	INLET 1-B	9/12/2015	Before	13.48				0.00	0.00	0.01	0.02	0.02	0.13	0.03	0.00	0.00	0.00	0.20
FR-01	1	SIDE 1-B	9/12/2015	Before	0.11				0.02	0.00	0.01	0.08	0.09	0.09	0.05	0.00	0.76	0.03	1.13
FR-01	1	STREET 1-B	9/12/2015	Before	17.38				0.00	0.00	0.09	0.15	0.13	0.46	0.15	0.00	0.03	0.17	1.16
FR-01	2	INLET 2.1-B	9/12/2015	Before	9.35				0.00	0.08	0.01	0.07	0.20	0.15	0.01	0.00	0.00	0.06	0.58
FR-01	2	INLET 2.2-B	9/12/2015	Before	12.76				0.01	0.05	0.05	0.23	0.09	0.30	0.02	0.00	0.00	0.03	0.77
FR-01	2	INLET 2.1-A	9/12/2015	After	0.00				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.13
FR-01	2	SIDE 2-A	9/12/2015	After	0.09	0.16		0.16	0.01	0.00	0.01	0.31	0.09	0.11	0.67	0.37	0.00	0.66	2.53
FR-01	2	STREET 2-A	9/12/2015	After	0.22				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FR-01	1	INLET 1-B	10/10/2015	Before	3.38				0.00	0.00	0.01	0.03	0.05	0.01	0.00	0.00	0.00	0.00	0.09
FR-01	1	SIDE 1-B	10/10/2015	Before	0.14				0.00	0.00	0.01	0.07	0.00	0.10	0.03	0.00	0.01	0.10	0.32
FR-01	1	STREET 1-B	10/10/2015	Before	7.45				0.01	0.00	0.01	0.31	0.05	1.56	0.13	0.00	0.00	0.30	2.37
FR-01	2	INLET 2.1-B	10/10/2015	Before	6.46				0.00	0.00	0.01	0.03	0.00	0.01	0.00	0.00	0.00	0.05	0.09
FR-01	2	INLET 2.2-B	10/10/2015	Before	12.38				0.00	0.00	0.01	0.10	0.10	0.18	0.01	0.00	0.00	0.01	0.41
FR-01	2	SIDE 2-A	10/10/2015	After	0.07				0.00	0.00	0.00	0.05	0.02	0.07	0.01	0.00	0.00	0.08	0.22
FR-01	2	STREET 2-A	10/10/2015	After	0.00				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FR-01	1	INLET 1-B	11/14/2015	Before	1.75				0.00	0.00	0.01	0.00	0.08	0.06	0.00	0.00	0.00	0.00	0.15
FR-01	1	SIDE 1-B	11/14/2015	Before	0.29				0.00	0.00	0.00	0.03	0.01	0.01	0.04	0.00	0.01	0.21	0.31
FR-01	1	STREET 1-B	11/14/2015	Before	16.42	0.02		0.02	0.00	0.00	0.00	0.05	0.00	0.33	0.06	0.01	0.07	1.87	2.43
FR-01	2	INLET 2.1-B	11/14/2015	Before	1.12				0.00	0.00	0.00	0.01	0.00	0.00	0.02	0.00	0.00	0.02	0.05
FR-01	2	INLET 2.2-B	11/14/2015	Before	1.13				0.00	0.00	0.00	0.00	0.01	0.02	0.00	0.00	0.00	0.00	0.03
FR-01	2	SIDE 2-A	11/14/2015	After	0.11	0.03		0.03	0.00	0.03	0.00	0.09	0.09	0.14	0.05	0.00	0.01	0.04	0.51
FR-01	2	STREET 2-A	11/14/2015	After	0.00				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.02
FR-01	1	INLET 1-B	2/6/2016	Before	58.25				0.00	0.05	0.06	0.37	0.09	0.01	0.03	0.00	0.00	0.00	0.61
FR-01	1	SIDE 1-B	2/6/2016	Before	0.08	0.09		0.09	0.00	0.00	0.01	0.09	0.06	0.08	0.03	0.00	0.00	0.03	0.47
FR-01	1	STREET 1-B	2/6/2016	Before	18.83				0.00	0.06	0.01	0.42	0.30	0.01	0.05	0.00	0.03	0.06	0.94
FR-01	2	INLET 2.1-B	2/6/2016	Before	52.79				0.00	0.00	0.00	0.09	0.00	0.22	0.01	0.00	0.00	0.01	0.34
FR-01	2	INLET 2.2-B	2/6/2016	Before	104.31				0.00	0.00	0.01	0.23	0.00	0.14	0.04	0.00	0.02	0.06	0.50
FR-01	2	SIDE 2-A	2/6/2016	After	0.11		0.91		0.00	0.04	0.01	0.05	0.11	0.16	0.02	0.00	0.02	0.11	1.43
OK-01	1	INLET 1.1-B	3/23/2015	Before	31.02				0.03	0.00	0.08	1.07	0.00	0.00	0.22	0.09	0.15	0.19	1.83
OK-01	1	INLET 1.2-B	3/23/2015	Before	2.47				0.03	0.00	0.05	0.40	0.27	0.12	0.03	1.50	0.05	0.00	2.45
OK-01	1	SIDE 1-B	3/23/2015	Before	1.18		1.54		0.02	0.00	0.11	0.44	0.63	3.90	0.29	0.43	0.36	0.45	8.18
OK-01	1	STREET 1-B	3/23/2015	Before	0.52				0.01	0.04	0.08	0.27	0.59	2.41	0.10	0.01	0.04	0.00	3.55
OK-01	2	INLET 2-B	3/23/2015	Before	1.80				0.01	0.00	0.10	1.15	0.56	2.04	0.02	0.01	0.00	0.00	3.89
OK-01	2	SIDE 2-A	3/23/2015	After	3.17				0.00	0.00	0.00	0.16	0.14	0.85	0.00	0.38	0.02	0.03	1.59

Tracking California's Trash Characterization Data: Weights

Study Area	Segment	Location ID	Sample Date	Street Sweeping Timing	Debris (lbs)	Plastic CRV (lbs)	Glass CRV (lbs)	Plastic Bag (lbs)	EPS (lbs)	Plastic Food-ware (lbs)	Mylar (lbs)	Plastic Other (lbs)	Paper Food-ware (lbs)	Bulk Paper (lbs)	Cigs (lbs)	Glass Other (lbs)	Metal (lbs)	Misc (lbs)	Total (lbs)
OK-01	2	STREET 2-A	3/23/2015	After	0.20				0.00	0.00	0.01	0.11	0.00	0.23	0.03	0.00	0.00	0.00	0.38
OK-01	1	INLET 1.1-B	4/13/2015	Before	8.46				0.00	0.00	0.05	0.47	0.39	0.00	0.38	0.00	0.11	0.02	1.43
OK-01	1	INLET 1.2-B	4/13/2015	Before	4.86				0.00	0.00	0.11	0.48	0.13	0.26	0.08	0.02	0.03	0.00	1.10
OK-01	1	SIDE 1-B	4/13/2015	Before	1.59	0.02		0.02	0.00	0.00	0.06	0.97	0.59	0.27	0.17	6.20	0.19	6.25	14.75
OK-01	1	STREET 1-B	4/13/2015	Before	0.69				0.00	0.00	0.04	0.39	0.21	0.35	0.07	0.03	0.18	0.12	1.40
OK-01	2	INLET 2-B	4/13/2015	Before	2.74				0.00	0.00	0.00	0.36	0.26	0.59	0.01	0.00	0.00	0.00	1.21
OK-01	2	SIDE 2-A	4/13/2015	After	0.04		0.50		0.00	0.00	0.00	0.07	0.07	0.06	0.02	0.03	0.09	0.00	0.84
OK-01	2	STREET 2-A	4/13/2015	After	0.00				0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.02
OK-01	1	INLET 1.1-B	5/4/2015	Before	6.79				0.00	0.00	0.09	0.56	0.00	0.15	0.20	0.03	0.00	0.03	1.06
OK-01	1	INLET 1.2-B	5/4/2015	Before	1.98				0.00	0.01	0.01	0.09	0.05	0.07	0.01	0.00	0.01	0.00	0.26
OK-01	1	SIDE 1-B	5/4/2015	Before	0.25		1.64		0.01	0.35	0.06	0.68	0.56	3.12	0.14	4.84	0.13	2.05	13.60
OK-01	1	STREET 1-B	5/4/2015	Before	2.32	0.04		0.04	0.39	0.04	0.06	0.27	0.34	0.72	0.11	0.28	0.18	0.05	2.53
OK-01	2	INLET 2-B	5/4/2015	Before	2.98				0.00	0.00	0.08	0.37	0.08	0.41	0.02	0.00	0.00	0.00	0.97
OK-01	2	SIDE 2-A	5/4/2015	After	0.00				0.00	0.00	0.04	0.16	0.15	0.73	0.03	0.04	0.24	0.05	1.45
OK-01	2	STREET 2-A	5/4/2015	After	0.00	0.09		0.09	0.00	0.04	0.01	0.03	0.25	0.42	0.01	0.00	0.00	1.84	2.80
OK-01	1	INLET 1.1-B	6/15/2015	Before	10.20				0.02	0.05	0.11	1.03	1.22	0.06	0.22	0.43	0.01	0.16	3.30
OK-01	1	INLET 1.2-B	6/15/2015	Before	7.25	0.04	0.35	0.04	0.07	0.10	0.21	0.86	0.73	0.53	0.12	0.09	0.04	0.08	3.26
OK-01	1	SIDE 1-B	6/15/2015	Before	0.15	0.23	0.69	0.23	0.01	0.00	0.07	0.17	0.14	1.79	0.10	2.36	0.43	0.16	6.37
OK-01	1	STREET 1-B	6/15/2015	Before	4.69		0.40		0.05	0.05	0.10	0.46	0.70	2.24	0.12	0.32	0.12	0.72	5.27
OK-01	2	INLET 2-B	6/15/2015	Before	12.77	0.04		0.04	0.09	0.03	0.29	1.71	0.11	2.02	0.01	0.01	0.01	0.12	4.47
OK-01	2	SIDE 2-A	6/15/2015	After	0.10				0.02	0.00	0.04	0.08	0.13	0.79	0.09	0.94	0.04	0.01	2.13
OK-01	2	STREET 2-A	6/15/2015	After	0.03				0.01	0.06	0.00	0.03	0.14	0.04	0.01	1.85	0.01	0.00	2.15
OK-01	1	INLET 1.1-B	7/20/2015	Before	10.40	0.02		0.02	0.00	0.00	0.33	1.05	0.43	0.32	0.08	0.00	0.00	0.00	2.26
OK-01	1	INLET 1.2-B	7/20/2015	Before	12.62	0.08	0.86	0.08	0.15	0.00	0.09	0.89	0.44	0.33	0.04	0.10	0.02	0.12	3.21
OK-01	1	SIDE 1-B	7/20/2015	Before	6.32				0.00	0.24	0.03	0.22	0.97	0.44	0.13	1.91	0.19	0.18	4.33
OK-01	1	STREET 1-B	7/20/2015	Before	1.89				0.09	0.28	0.06	0.40	0.51	0.36	0.10	0.09	0.06	0.09	2.06
OK-01	2	INLET 2-B	7/20/2015	Before	18.96	0.06		0.06	0.03	0.03	0.38	2.92	1.34	0.60	0.02	0.14	0.00	0.14	5.72
OK-01	2	SIDE 2-A	7/20/2015	After	0.39				0.00	0.00	0.02	0.07	0.09	0.48	0.05	0.13	0.06	0.06	0.96
OK-01	2	STREET 2-A	7/20/2015	After	0.00				0.00	0.00	0.01	0.05	0.00	0.01	0.00	0.01	0.00	0.00	0.08
OK-01	1	INLET 1.1-B	7/27/2015	Before	1.42				0.00	0.00	0.00	0.08	0.03	0.06	0.02	0.00	0.02	0.00	0.21
OK-01	1	INLET 1.2-B	7/27/2015	Before	2.54				0.00	0.00	0.01	0.05	0.06	0.04	0.01	0.01	0.00	0.00	0.18
OK-01	1	SIDE 1-B	7/27/2015	Before	0.22				0.15	0.00	0.12	0.55	0.22	0.62	0.05	0.23	0.02	0.12	2.08
OK-01	1	STREET 1-B	7/27/2015	Before	7.85				0.08	0.00	0.01	0.22	0.15	0.93	0.08	1.99	0.03	0.06	3.55
OK-01	2	INLET 2-B	7/27/2015	Before	5.12				0.00	0.00	0.02	0.14	0.22	0.16	0.00	0.00	0.00	0.00	0.54
OK-01	2	SIDE 2-A	7/27/2015	After	-0.12				0.00	0.00	0.03	0.13	0.03	0.18	0.02	0.02	0.03	0.00	0.45
OK-01	2	STREET 2-A	7/27/2015	After	0.08				0.00	0.00	0.02	0.10	0.03	0.05	0.01	0.03	0.00	0.00	0.23
OK-01	1	INLET 1.1-B	8/10/2015	Before	0.99				0.00	0.06	0.01	0.22	0.00	0.09	0.02	0.00	0.03	0.00	0.43
OK-01	1	INLET 1.2-B	8/10/2015	Before	1.94				0.00	0.00	0.01	0.14	0.02	0.02	0.01	0.09	0.00	0.01	0.29
OK-01	1	SIDE 1-B	8/10/2015	Before	0.11				0.01	0.31	0.05	0.27	0.14	0.86	0.05	1.10	0.02	0.16	2.95
OK-01	1	STREET 1-B	8/10/2015	Before	2.11				0.04	0.07	0.07	0.50	0.20	0.68	0.12	0.56	0.03	0.08	2.33
OK-01	2	INLET 2-B	8/10/2015	Before	5.32				0.01	0.00	0.14	0.56	0.01	0.13	0.02	0.00	0.01	0.00	0.87
OK-01	2	SIDE 2-A	8/10/2015	After	0.00				0.00	0.06	0.01	0.14	0.17	0.42	0.05	0.66	0.00	0.05	1.55
OK-01	2	STREET 2-A	8/10/2015	After	0.10				0.01	0.07	0.00	0.33	0.11	0.74	0.00	0.00	0.00	0.01	1.26
OK-01	1	INLET 1.1-B	8/31/2015	Before	3.21				0.01	0.00	0.02	0.73	0.00	0.00	0.01	0.00	0.00	0.00	0.77
OK-01	1	INLET 1.2-B	8/31/2015	Before	2.28				0.01	0.00	0.00	0.16	0.15	0.07	0.04	0.00	0.12	0.03	0.58
OK-01	1	SIDE 1-B	8/31/2015	Before	0.67		0.36		0.05	0.00	0.01	0.07	0.24	0.36	0.21	0.22	0.13	0.04	1.69
OK-01	1	STREET 1-B	8/31/2015	Before	2.66				0.12	0.23	0.00	0.33	0.51	0.53	0.16	1.12	0.09	0.06	3.14
OK-01	2	INLET 2-B	8/31/2015	Before	4.22				0.00	0.00	0.03	1.05	0.09	1.37	0.00	0.00	0.00	0.01	2.54
OK-01	2	SIDE 2-A	8/31/2015	After	0.00	0.07		0.07	0.02	0.00	0.00	0.10	0.17	0.13	0.07	0.16	0.00	0.03	0.81
OK-01	2	STREET 2-A	8/31/2015	After	0.00				0.00	0.05	0.00	0.05	0.20	0.11	0.01	0.00	0.00	0.00	0.41
OK-01	1	INLET 1.1-B	10/19/2015	Before	5.09	0.07		0.07	0.10	0.00	0.05	1.67	0.00	7.88	0.06	0.00	0.15	0.09	10.13
OK-01	1	INLET 1.2-B	10/19/2015	Before	4.53				0.01	0.11	0.07	1.21	0.14	0.47	0.05	0.05	0.09	0.39	2.58
OK-01	1	SIDE 1-B	10/19/2015	Before	0.28				0.03	0.06	0.11	0.55	0.91	1.24	0.11	0.31	0.31	0.16	3.79
OK-01	1	STREET 1-B	10/19/2015	Before	4.49				0.03	0.16	0.04	0.77	0.54	1.24	0.09	0.60	0.00	0.04	3.51
OK-01	2	INLET 2-B	10/19/2015	Before	9.26				0.03	0.00	0.08	1.68	0.21	1.21	0.01	0.00	0.00	0.12	3.33
OK-01	2	SIDE 2-A	10/19/2015	After	1.06				0.00	0.01	0.00	0.10	0.14	0.16	0.08	0.46	0.08	0.19	1.22
OK-01	2	STREET 2-A	10/19/2015	After	0.00				0.00	0.00	0.00	0.10	0.25	0.09	0.00	0.00	0.04	0.05	0.52
OK-01	1	INLET 1.1-B	11/16/2015	Before	10.18				0.01	0.00	0.01	0.46	0.42	0.00	0.26	0.00	0.01	0.93	2.10
OK-01	1	INLET 1.2-B	11/16/2015	Before	3.60				0.00	0.00	0.02	0.07	0.06	0.07	0.07	0.26	0.03	0.08	0.66
OK-01	1	SIDE 1-B	11/16/2015	Before	0.18	0.06	0.83	0.06	0.00	0.00	0.04	0.23	0.35	0.38	0.08	0.91	0.21	0.22	3.36
OK-01	1	STREET 1-B	11/16/2015	Before	11.21	0.02		0.02	0.12	0.01	0.04	0.65	0.15	1.48	0.17	1.53	0.33	2.89	7.40

Tracking California's Trash Characterization Data: Weights

Study Area	Segment	Location ID	Sample Date	Street Sweeping Timing	Debris (lbs)	Plastic CRV (lbs)	Glass CRV (lbs)	Plastic Bag (lbs)	EPS (lbs)	Plastic Food-ware (lbs)	Mylar (lbs)	Plastic Other (lbs)	Paper Food-ware (lbs)	Bulk Paper (lbs)	Cigs (lbs)	Glass Other (lbs)	Metal (lbs)	Misc (lbs)	Total (lbs)
OK-01	2	INLET 2-B	11/16/2015	Before	2.94				0.00	0.00	0.01	0.38	0.19	0.00	0.01	0.00	0.00	0.20	0.78
OK-01	2	SIDE 2-A	11/16/2015	After	0.00				0.00	0.00	0.00	0.12	0.53	0.26	0.04	0.13	0.04	0.08	1.19
OK-01	2	STREET 2-A	11/16/2015	After	0.89				0.00	0.00	0.00	0.02	0.12	0.36	0.06	0.00	0.01	0.00	0.57
OK-01	1	INLET 1.1-B	11/30/2015	Before	3.22				0.02	0.00	0.00	0.05	0.03	0.00	0.05	0.00	0.00	0.03	0.18
OK-01	1	INLET 1.2-B	11/30/2015	Before	2.90				0.00	0.00	0.00	0.07	0.02	0.11	0.02	0.07	0.13	0.00	0.42
OK-01	1	SIDE 1-B	11/30/2015	Before	0.06	0.21		0.21	0.01	0.05	0.05	0.83	0.72	0.30	0.03	3.50	0.00	0.09	5.99
OK-01	1	STREET 1-B	11/30/2015	Before	22.70	0.06		0.06	0.13	0.18	0.13	0.59	2.58	1.86	0.12	1.81	0.22	1.38	9.11
OK-01	2	INLET 2-B	11/30/2015	Before	1.33				0.00	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.20
OK-01	2	SIDE 2-A	11/30/2015	After	0.00				0.00	0.00	0.00	0.04	0.06	0.12	0.01	0.24	0.15	0.00	0.62
OK-01	2	STREET 2-A	11/30/2015	After	0.00				0.00	0.00	0.00	0.01	0.00	0.03	0.00	0.00	0.00	0.00	0.04
OK-01	1	INLET 1.1-B	1/25/2016	Before	6.66				0.01	0.02	0.02	0.16	0.26	0.00	0.12	0.00	0.11	0.13	0.82
OK-01	1	INLET 1.2-B	1/25/2016	Before	5.10				0.00	0.01	0.00	0.17	0.04	0.34	0.01	0.02	0.08	0.44	1.12
OK-01	1	SIDE 1-B	1/25/2016	Before	0.18		1.32		0.19	0.13	0.08	0.49	0.88	0.82	0.05	2.20	0.09	0.27	6.53
OK-01	1	STREET 1-B	1/25/2016	Before	0.12	0.03		0.03	0.01	0.02	0.01	0.80	0.37	1.18	0.10	0.08	0.07	0.11	2.82
OK-01	2	INLET 2-B	1/25/2016	Before	1.82				0.04	0.00	0.02	0.19	0.07	0.00	0.01	0.15	0.29	0.08	0.86
OK-01	2	SIDE 2-A	1/25/2016	After	-0.11				0.02	0.00	0.00	0.07	0.07	0.83	0.05	0.39	0.01	0.04	1.49
OK-01	2	STREET 2-A	1/25/2016	After	0.06				0.00	0.00	0.00	0.03	0.02	0.11	0.01	0.00	0.01	0.01	0.19
OK-01	1	INLET 1.1-B	2/22/2016	Before	0.94				0.00	0.00	0.00	0.12	0.00	0.00	0.04	0.00	0.00	0.01	0.17
OK-01	1	INLET 1.2-B	2/22/2016	Before	3.58				0.00	0.00	0.00	0.11	0.00	0.01	0.10	0.21	0.03	0.07	0.53
OK-01	1	SIDE 1-B	2/22/2016	Before	0.11		0.93		0.20	0.04	0.01	0.31	0.25	0.44	0.12	1.93	0.13	0.27	4.64
OK-01	1	STREET 1-B	2/22/2016	Before	1.32	0.02		0.02	0.00	0.03	0.01	0.22	0.17	0.19	0.12	1.54	0.14	0.22	2.68
OK-01	2	INLET 2-B	2/22/2016	Before	1.41				0.00	0.00	0.03	0.20	0.13	0.15	0.03	0.00	0.00	0.04	0.58
OK-01	2	SIDE 2-A	2/22/2016	After	0.03	0.08		0.08	0.00	0.00	0.00	0.11	0.32	0.25	0.04	1.99	0.08	0.02	2.97
OK-01	2	STREET 2-A	2/22/2016	After	0.04				0.01	0.00	0.03	0.14	0.24	0.31	0.01	0.02	0.03	0.01	0.80
OK-01	1	INLET 1.1-B	3/21/2016	Before	21.16	0.05		0.05	0.05	0.24	0.08	0.49	0.31	0.30	0.08	0.06	0.02	0.09	1.84
OK-01	1	INLET 1.2-B	3/21/2016	Before	3.62				0.02	0.00	0.00	0.21	0.00	0.00	0.01	0.03	0.00	0.14	0.41
OK-01	1	SIDE 1-B	3/21/2016	Before	0.73		1.28		0.05	0.22	0.05	0.80	1.01	3.90	0.20	5.10	0.39	0.29	13.30
OK-01	1	STREET 1-B	3/21/2016	Before	8.80	0.23		0.23	0.30	0.37	0.08	1.62	2.07	4.38	0.12	5.18	0.30	0.44	15.33
OK-01	2	INLET 2-B	3/21/2016	Before	10.66				0.00	0.00	0.01	0.18	0.00	0.05	0.04	0.02	0.02	0.32	0.64
OK-01	2	SIDE 2-A	3/21/2016	After	0.16		1.46		0.01	0.01	0.00	0.21	0.46	1.92	0.19	0.83	0.20	0.22	5.52
OK-01	2	STREET 2-A	3/21/2016	After	0.19				0.02	0.00	0.01	0.20	0.18	0.33	0.04	0.00	0.02	0.13	0.93
OK-01	1	INLET 1.1-B	4/4/2016	Before	2.32				0.00	0.00	0.01	0.03	0.01	0.04	0.04	0.19	0.00	0.00	0.32
OK-01	1	INLET 1.2-B	4/4/2016	Before	2.61				0.00	0.00	0.04	1.30	0.20	0.74	0.01	0.04	0.04	0.05	2.43
OK-01	1	SIDE 1-B	4/4/2016	Before	0.20				0.04	0.00	0.01	0.26	0.41	0.77	0.15	4.55	0.05	0.39	6.65
OK-01	1	STREET 1-B	4/4/2016	Before	1.57				0.25	0.06	0.01	0.45	0.79	0.79	0.08	2.69	0.14	0.45	5.72
OK-01	2	INLET 2-B	4/4/2016	Before	1.58				0.00	0.00	0.00	0.02	0.01	0.04	0.02	0.06	0.00	0.02	0.17
OK-01	2	SIDE 2-A	4/4/2016	After	0.07				0.00	0.03	0.01	0.10	0.20	0.52	0.06	0.34	0.09	0.11	1.47
OK-01	2	STREET 2-A	4/4/2016	After	0.04				0.00	0.00	0.01	0.19	0.11	0.42	0.04	0.00	0.03	0.05	0.85
OK-01	1	INLET 1.1-B	4/18/2016	Before	3.23				0.00	0.00	0.00	0.03	0.05	0.04	0.10	0.02	0.01	0.01	0.25
OK-01	1	INLET 1.2-B	4/18/2016	Before	2.00				0.00	0.00	0.01	0.06	0.20	0.31	0.01	0.00	0.03	0.02	0.64
OK-01	1	SIDE 1-B	4/18/2016	Before	0.22	0.02		0.02	0.00	0.01	0.01	0.46	0.39	0.28	0.07	5.12	0.02	0.00	6.41
OK-01	1	STREET 1-B	4/18/2016	Before	0.00				0.01	0.00	0.01	0.34	0.27	0.55	0.09	0.27	0.04	0.16	1.75
OK-01	2	INLET 2-B	4/18/2016	Before	0.89				0.00	0.00	0.00	0.00	0.00	0.15	0.05	0.01	0.00	0.17	0.38
OK-01	2	SIDE 2-A	4/18/2016	After	0.18		3.13		0.04	0.06	0.01	0.08	0.24	0.37	0.07	0.00	0.06	0.11	4.18
OK-01	2	STREET 2-A	4/18/2016	After	0.14				0.00	0.00	0.00	0.10	0.10	0.41	0.05	0.00	0.03	0.08	0.78
SJ-01	1	INLET 1-B	2/25/2015	Before	55.80				0.00	0.00	0.13	1.02	0.00	0.13	0.08	0.01	0.03	0.22	1.62
SJ-01	1	SIDE 1-B	2/25/2015	Before	8.97				0.00	0.04	0.01	0.13	0.06	0.08	0.07	0.50	2.11	0.08	3.07
SJ-01	1	STREET 1-B	2/25/2015	Before	47.18				0.00	0.00	0.00	0.41	0.19	0.01	0.07	0.29	1.45	0.07	2.49
SJ-01	2	INLET 2-B	2/25/2015	Before	52.39				0.04	0.00	0.11	0.70	0.08	0.00	0.21	0.13	0.11	0.00	1.38
SJ-01	2	SIDE 2-A	2/25/2015	After	1.04				0.00	0.00	0.04	0.26	0.04	0.10	0.05	0.31	0.87	0.12	1.78
SJ-01	2	STREET 2-A	2/25/2015	After	12.94				0.00	0.00	0.00	0.03	0.01	0.00	0.01	0.07	0.20	0.01	0.34
SJ-01	1	INLET 1-B	3/25/2015	Before	0.73				0.00	0.00	0.00	0.01	0.01	0.01	0.02	0.00	0.02	0.00	0.07
SJ-01	1	SIDE 1-B	3/25/2015	Before	0.29				0.00	0.00	0.02	0.09	0.05	1.72	0.00	0.56	0.11	0.00	2.56
SJ-01	1	STREET 1-B	3/25/2015	Before	23.15				0.00	0.00	0.01	0.44	0.04	0.25	0.07	0.53	0.21	0.09	1.64
SJ-01	2	INLET 2-B	3/25/2015	Before	5.47				0.00	0.00	0.01	0.04	0.03	0.08	0.18	0.01	0.02	0.01	0.38
SJ-01	2	SIDE 2-A	3/25/2015	After	0.08				0.00	0.08	0.01	0.11	0.04	0.06	0.04	0.12	0.07	0.01	0.53
SJ-01	2	STREET 2-A	3/25/2015	After	3.03				0.00	0.00	0.00	0.10	0.07	0.00	0.02	0.05	0.36	0.03	0.64
SJ-01	1	INLET 1-B	4/22/2015	Before	0.40				0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.00	0.00	0.00	0.02
SJ-01	1	SIDE 1-B	4/22/2015	Before	0.06				0.00	0.00	0.00	0.10	0.03	0.06	0.02	0.01	0.02	0.00	0.23
SJ-01	1	STREET 1-B	4/22/2015	Before	4.91				0.00	0.00	0.00	0.12	0.04	0.01	0.05	0.02	0.39	0.01	0.62
SJ-01	2	INLET 2-B	4/22/2015	Before	4.79				0.00	0.00	0.00	0.10	0.11	0.00	0.09	0.01	0.04	0.00	0.34

Tracking California's Trash Characterization Data: Weights

Study Area	Segment	Location ID	Sample Date	Street Sweeping Timing	Debris (lbs)	Plastic CRV (lbs)	Glass CRV (lbs)	Plastic Bag (lbs)	EPS (lbs)	Plastic Food-ware (lbs)	Mylar (lbs)	Plastic Other (lbs)	Paper Food-ware (lbs)	Bulk Paper (lbs)	Cigs (lbs)	Glass Other (lbs)	Metal (lbs)	Misc (lbs)	Total (lbs)
SJ-01	2	SIDE 2-A	4/22/2015	After	0.51				0.00	0.00	0.00	0.13	0.03	0.07	0.04	0.03	0.09	0.15	0.52
SJ-01	2	STREET 2-A	4/22/2015	After	0.13				0.00	0.00	0.00	0.17	0.00	0.09	0.03	0.01	0.26	0.04	0.59
SJ-01	1	INLET 1-B	5/27/2015	Before	0.29				0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.07	0.09
SJ-01	1	SIDE 1-B	5/27/2015	Before	1.65				0.00	0.00	0.01	0.09	0.05	0.08	0.02	0.01	0.02	0.03	0.31
SJ-01	1	STREET 1-B	5/27/2015	Before	15.25				0.00	0.00	0.00	0.14	0.18	0.06	0.08	1.28	0.13	0.11	1.97
SJ-01	2	INLET 2-B	5/27/2015	Before	6.05				0.00	0.00	0.03	0.04	0.00	0.00	0.01	0.00	0.00	0.00	0.09
SJ-01	2	SIDE 2-A	5/27/2015	After	0.44				0.00	0.00	0.00	0.11	0.14	0.10	0.02	0.82	0.02	0.01	1.22
SJ-01	2	STREET 2-A	5/27/2015	After	0.07				0.00	0.00	0.01	0.03	0.00	0.00	0.01	0.00	0.00	0.00	0.05
SJ-01	1	INLET 1-B	7/22/2015	Before	1.50				0.00	0.00	0.01	0.07	0.00	0.02	0.01	0.00	0.00	0.02	0.13
SJ-01	1	SIDE 1-B	7/22/2015	Before	3.44				0.00	0.00	0.01	0.10	0.00	0.04	0.01	0.08	0.04	0.02	0.31
SJ-01	1	STREET 1-B	7/22/2015	Before	10.67				0.00	0.07	0.00	0.33	0.04	0.10	0.07	0.17	0.33	0.14	1.23
SJ-01	2	INLET 2-B	7/22/2015	Before	6.02				0.00	0.00	0.03	0.05	0.00	0.00	0.03	0.00	0.02	0.01	0.14
SJ-01	2	SIDE 2-A	7/22/2015	After	3.85		0.83		0.00	0.00	0.01	0.11	0.02	0.32	0.01	0.43	0.36	0.04	2.14
SJ-01	2	STREET 2-A	7/22/2015	After	0.00				0.00	0.00	0.00	0.04	0.00	0.00	0.01	0.00	0.27	0.04	0.37
SJ-01	1	INLET 1-B	9/23/2015	Before	1.42				0.00	0.00	0.00	0.04	0.00	0.02	0.01	0.00	0.00	0.00	0.07
SJ-01	1	SIDE 1-B	9/23/2015	Before	2.69				0.01	0.00	0.00	0.09	0.16	0.37	0.04	0.00	0.03	0.07	0.76
SJ-01	1	STREET 1-B	9/23/2015	Before	12.69				0.00	0.03	0.00	0.29	0.19	0.19	0.07	0.00	0.23	0.23	1.22
SJ-01	2	INLET 2-B	9/23/2015	Before	8.09				0.00	0.00	0.00	0.27	0.00	0.00	0.05	0.00	0.04	0.05	0.41
SJ-01	2	SIDE 2-A	9/23/2015	After	1.63				0.00	0.00	0.00	0.29	0.03	0.08	0.03	0.00	0.14	0.20	0.76
SJ-01	2	STREET 2-A	9/23/2015	After	0.18				0.00	0.00	0.00	0.05	0.00	0.26	0.02	0.00	0.12	0.02	0.47
SJ-01	1	INLET 1-B	12/9/2015	Before	0.66				0.00	0.00	0.00	0.00	0.02	0.00	0.01	0.00	0.00	0.02	0.05
SJ-01	1	SIDE 1-B	12/9/2015	Before	0.29				0.01	0.03	0.02	0.06	0.01	0.03	0.02	0.07	0.07	0.04	0.36
SJ-01	1	STREET 1-B	12/9/2015	Before	6.61				0.00	0.00	0.00	0.18	0.00	0.02	0.01	0.03	0.08	0.03	0.35
SJ-01	2	INLET 2-B	12/9/2015	Before	8.95				0.00	0.00	0.00	0.14	0.00	0.00	0.09	0.00	0.01	0.02	0.26
SJ-01	2	SIDE 2-A	12/9/2015	After	0.19	0.02		0.02	0.00	0.00	0.01	0.14	0.06	0.18	0.02	0.23	0.23	0.02	0.93
SJ-01	2	STREET 2-A	12/9/2015	After	0.00				0.00	0.00	0.00	0.02	0.03	0.00	0.00	0.00	0.03	0.03	0.11
SJ-01	1	INLET 1-B	1/27/2016	Before	0.47				0.00	0.00	0.01	0.04	0.02	0.00	0.00	0.00	0.00	0.01	0.08
SJ-01	1	SIDE 1-B	1/27/2016	Before	1.69				0.00	0.00	0.01	0.04	0.01	0.00	0.01	0.01	0.00	0.01	0.09
SJ-01	1	STREET 1-B	1/27/2016	Before	6.41				0.00	0.00	0.00	0.09	0.00	0.00	0.01	0.00	0.05	0.04	0.20
SJ-01	2	INLET 2-B	1/27/2016	Before	16.01				0.00	0.02	0.00	0.18	0.00	0.00	0.02	0.00	0.04	0.08	0.34
SJ-01	2	SIDE 2-A	1/27/2016	After	0.23				0.00	0.00	0.00	0.07	0.00	0.04	0.01	0.00	0.05	0.03	0.20
SJ-01	2	STREET 2-A	1/27/2016	After	0.16				0.00	0.00	0.00	0.14	0.07	0.03	0.02	0.08	0.10	0.08	0.52

ED_002947_00001248-00086

Appendix D

On-land Visual Trash Assessment Data Collected during the TCT Project

Site ID	Segment ID	Date	Time	Event Timing	Observer #1	O#1 Street Score	O #1 Sidewalk Score	O#1 Overall Score	Observer #2	O#2 Street Score	O#2 Sidewalk Score	O#2 Overall Score
FR-01	Segment 1	3/14/2015	5:00	Before SS	Nick Zigler	C	C	C	Lori Baumgartner	C	C	C
FR-01	Segment 1	3/14/2015	7:00	After SS and Cleanup	Nick Zigler	A	A	A	Lori Baumgartner	A	A	A
FR-01	Segment 1	4/11/2015	5:00	Before SS	Nick Zigler	C	C	C	Andrea Trese	C	B	C
FR-01	Segment 1	4/11/2015	7:00	After SS and Cleanup	Nick Zigler	A	A	A	Andrea Trese	A	A	A
FR-01	Segment 1	5/9/2015	5:00	Before SS	Nick Zigler	C	B	C	Lori Baumgartner	C	B	C
FR-01	Segment 1	5/9/2015	7:00	After SS and Cleanup	Nick Zigler	A	A	A	Lori Baumgartner	A	A	A
FR-01	Segment 1	7/11/2015	5:00	Before SS	Nick Zigler	C	B	C	Lori Baumgartner	C	B	C
FR-01	Segment 1	7/11/2015	7:00	After SS and Cleanup	Nick Zigler	A	A	A	Lori Baumgartner	A	A	A
FR-01	Segment 1	7/24/2015	9:25	Between SS	Nick Zigler	C	B	C				
FR-01	Segment 1	7/29/2015	19:40	Between SS	Nick Zigler	C	B	C				
FR-01	Segment 1	8/5/2015	21:15	Before SS	Nick Zigler	C	B	C				
FR-01	Segment 1	8/6/2015	8:00	After SS	Nick Zigler	A	B	B				
FR-01	Segment 1	8/10/2015	8:20	Between SS	Nick Zigler	C	C	C				
FR-01	Segment 1	8/14/2015	9:15	Between SS	Nick Zigler	C	C	C				
FR-01	Segment 1	8/29/2015	13:20	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 1	9/12/2015	5:00	Before SS	Nick Zigler	C	B	C	Lori Baumgartner	C	B	C
FR-01	Segment 1	9/12/2015	7:00	After SS and Cleanup	Nick Zigler	A	A	A	Lori Baumgartner	A	A	A
FR-01	Segment 1	9/16/2015	9:40	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 1	9/25/2015	9:40	Between SS	Nick Zigler	C	B	C				
FR-01	Segment 1	10/2/2015	8:45	Between SS	Nick Zigler	C	B	C				
FR-01	Segment 1	10/10/2015	5:00	Before SS	Nick Zigler	B	B	B	Lori Baumgartner	B	A	B
FR-01	Segment 1	10/10/2015	7:00	After SS and Cleanup	Nick Zigler	A	A	A	Lori Baumgartner	A	A	A
FR-01	Segment 1	10/13/2015	9:30	Between SS	Nick Zigler	A	B	B				
FR-01	Segment 1	10/19/2015	9:55	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 1	10/27/2015	9:30	Before Rain Event	Nick Zigler	C	B	C				
FR-01	Segment 1	11/2/2015	9:05	After Rain Event	Nick Zigler	B	B	B				
FR-01	Segment 1	11/7/2015	13:55	Before Rain Event	Nick Zigler	B	B	B				
FR-01	Segment 1	11/9/2015	15:55	After Rain Event	Nick Zigler	B	B	B				
FR-01	Segment 1	11/14/2015	5:00	Before SS	Nick Zigler	B	B	B	Lori Baumgartner	B	B	B
FR-01	Segment 1	11/14/2015	7:00	After SS and Cleanup	Nick Zigler	A	A	A	Lori Baumgartner	A	A	A
FR-01	Segment 1	11/17/2015	9:30	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 1	11/24/2015	9:30	Before Rain Event	Nick Zigler	B	B	B				
FR-01	Segment 1	11/25/2015	9:05	After Rain Event	Nick Zigler	B	B	B				
FR-01	Segment 1	12/2/2015	15:12	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 1	12/8/2015	10:05	Before Rain Event	Nick Zigler	B	B	B				
FR-01	Segment 1	12/11/2015	10:00	After Rain Event	Nick Zigler	B	B	B				
FR-01	Segment 1	12/15/2015	19:35	Before SS	Nick Zigler	B	B	B				
FR-01	Segment 1	12/16/2015	8:53	After SS	Nick Zigler	A	B	B				
FR-01	Segment 1	12/22/2015	8:40	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 1	1/2/2016	14:30	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 1	1/12/2016	8:18	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 1	1/22/2016	9:15	Between SS	Nick Zigler	A	B	B				
FR-01	Segment 1	2/1/2016	9:05	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 1	2/6/2016	5:00	Before SS	Nick Zigler	C	B	C	Lori Baumgartner	C	C	C
FR-01	Segment 1	2/6/2016	7:00	After SS and Cleanup	Nick Zigler	A	A	A	Lori Baumgartner	A	A	A
FR-01	Segment 1	2/9/2016	9:20	Between SS	Nick Zigler	A	B	B				
FR-01	Segment 1	2/12/2016	9:35	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 1	2/22/2016	9:20	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 1	2/29/2016	20:50	Before SS	Nick Zigler	C	B	C				
FR-01	Segment 1	3/2/2016	9:35	After SS	Nick Zigler	A	B	B				
FR-01	Segment 2	3/14/2015	5:00	Before SS	Nick Zigler	C	C	C	Lori Baumgartner	C	C	C
FR-01	Segment 2	3/14/2015	7:00	After SS	Nick Zigler	A	C	C	Lori Baumgartner	A	C	C
FR-01	Segment 2	4/11/2015	5:00	Before SS	Nick Zigler	B	B	B	Andrea Trese	B	B	B
FR-01	Segment 2	4/11/2015	7:00	After SS	Nick Zigler	A	B	B	Andrea Trese	B	B	B
FR-01	Segment 2	5/9/2015	5:00	Before SS	Nick Zigler	C	B	C	Lori Baumgartner	B	B	B
FR-01	Segment 2	5/9/2015	7:00	After SS	Nick Zigler	A	B	B	Lori Baumgartner	A	B	B
FR-01	Segment 2	7/11/2015	5:00	Before SS	Nick Zigler	B	B	B	Lori Baumgartner	B	B	B
FR-01	Segment 2	7/11/2015	7:00	After SS	Nick Zigler	A	B	B	Lori Baumgartner	A	B	B
FR-01	Segment 2	7/24/2015	9:25	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 2	7/29/2015	19:40	Between SS	Nick Zigler	B	B	C				
FR-01	Segment 2	8/5/2015	21:15	Before SS	Nick Zigler	B	B	B				
FR-01	Segment 2	8/6/2015	8:00	After SS	Nick Zigler	A	B	B				
FR-01	Segment 2	8/10/2015	8:20	Between SS	Nick Zigler	B	C	C				
FR-01	Segment 2	8/14/2015	9:15	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 2	8/29/2015	13:20	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 2	9/12/2015	5:00	Before SS	Nick Zigler	B	B	B	Lori Baumgartner	B	B	B
FR-01	Segment 2	9/12/2015	7:00	After SS	Nick Zigler	A	B	B	Lori Baumgartner	A	B	B
FR-01	Segment 2	9/16/2015	9:40	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 2	9/25/2015	9:40	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 2	10/2/2015	8:45	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 2	10/10/2015	5:00	Before SS	Nick Zigler	B	A	B	Lori Baumgartner	B	A	B
FR-01	Segment 2	10/10/2015	7:00	After SS	Nick Zigler	A	A	A	Lori Baumgartner	A	A	A
FR-01	Segment 2	10/13/2015	9:30	Between SS	Nick Zigler	B	A	B				
FR-01	Segment 2	10/19/2015	9:55	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 2	10/27/2015	9:30	Before Rain Event	Nick Zigler	B	B	B				
FR-01	Segment 2	11/2/2015	9:05	After Rain Event	Nick Zigler	B	B	B				
FR-01	Segment 2	11/7/2015	13:55	Before Rain Event	Nick Zigler	B	B	B				
FR-01	Segment 2	11/9/2015	15:55	After Rain Event	Nick Zigler	B	B	B				
FR-01	Segment 2	11/14/2015	5:00	Before SS	Nick Zigler	B	B	B	Lori Baumgartner	B	B	B
FR-01	Segment 2	11/14/2015	7:00	After SS	Nick Zigler	A	B	B	Lori Baumgartner	A	B	B
FR-01	Segment 2	11/17/2015	9:30	Between SS	Nick Zigler	A	A	B				
FR-01	Segment 2	11/24/2015	9:30	Before Rain Event	Nick Zigler	B	B	B				
FR-01	Segment 2	11/25/2015	9:05	After Rain Event	Nick Zigler	A	B	B				
FR-01	Segment 2	12/2/2015	15:12	Between SS	Nick Zigler	A	B	B				
FR-01	Segment 2	12/8/2015	10:05	Before Rain Event	Nick Zigler	B	B	B				
FR-01	Segment 2	12/11/2015	10:00	After Rain Event	Nick Zigler	A	B	B				
FR-01	Segment 2	12/15/2015	19:35	Before SS	Nick Zigler	B	B	B				
FR-01	Segment 2	12/16/2015	8:53	After SS	Nick Zigler	A	B	B				
FR-01	Segment 2	12/22/2015	8:40	Between SS	Nick Zigler	A	B	B				
FR-01	Segment 2	1/2/2016	14:30	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 2	1/12/2016	8:18	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 2	1/22/2016	9:15	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 2	2/1/2016	9:05	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 2	2/6/2016	5:00	Before SS	Nick Zigler	B	B	B	Lori Baumgartner	B	B	B
FR-01	Segment 2	2/6/2016	7:00	After SS	Nick Zigler	A	B	B	Lori Baumgartner	A	B	B
FR-01	Segment 2	2/9/2016	9:20	Between SS	Nick Zigler	A	A	A				
FR-01	Segment 2	2/12/2016	9:35	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 2	2/22/2016	9:20	Between SS	Nick Zigler	B	B	B				
FR-01	Segment 2	2/29/2016	20:50	Before SS	Nick Zigler	B	B	B				
FR-01	Segment 2	3/2/2016	9:35	After SS	Nick Zigler	A	B	B				
OK-01	Segment 1A	3/23/2015	0:30	Before SS	Stefan Grozev	C	C	C	Chris Sommers	C	C	C
OK-01	Segment 1B	3/23/2015	0:30	Before SS	Stefan Grozev	C	C	C	Chris Sommers	C	C	C
OK-01	Segment 1A	4/13/2015	0:30	Before SS	Paul Randall	C	C	C	Simon Olivieri	C	C	C
OK-01	Segment 1B	4/13/2015	0:30	Before SS	Paul Randall	C	C	C	Simon Olivieri	C	C	C
OK-01	Segment 1A	5/4/2015	0:30	Before SS	Paul Randall	D	C	C	Simon Olivieri	D	C	C
OK-01	Segment 1B	5/4/2015	0:30	Before SS	Paul Randall	C	C	C	Simon Olivieri	C	C	C
OK-01	Segment 1A	6/15/2015	0:30	Before SS	Paul Randall	C	B	C	Simon Olivieri	C	B	C
OK-01	Segment 1B	6/15/2015	0:30	Before SS	Paul Randall	C	C	C	Simon Olivieri	C	C	C

Site ID	Segment ID	Date	Time	Event Timing	Observer #1	O#1 Street Score	O #1 Sidewalk Score	O#1 Overall Score	Observer #2	O#2 Street Score	O#2 Sidewalk Score	O#2 Overall Score
OK-01	Segment 1A	7/20/2015	0:30	Before SS	Simon Olivieri	C	B	C	Stefan Grozev	C	B	C
OK-01	Segment 1B	7/20/2015	0:30	Before SS	Simon Olivieri	C	B	C	Stefan Grozev	C	B	C
OK-01	Segment 1A	7/27/2015	0:30	Before SS	Simon Olivieri	B	B	B	Stefan Grozev	B	B	B
OK-01	Segment 1B	7/27/2015	0:30	Before SS	Simon Olivieri	C	C	C	Stefan Grozev	C	C	C
OK-01	Segment 1A	8/10/2015	0:30	Before SS	Simon Olivieri	C	B	C	Stefan Grozev	C	B	C
OK-01	Segment 1B	8/10/2015	0:30	Before SS	Simon Olivieri	C	D	C	Stefan Grozev	C	C	C
OK-01	Segment 1A	8/31/2015	0:30	Before SS	Simon Olivieri	D	C	D	Stefan Grozev	D	C	D
OK-01	Segment 1B	8/31/2015	0:30	Before SS	Simon Olivieri	C	B	C	Stefan Grozev	C	C	C
OK-01	Segment 1	10/19/2015	0:30	Before SS	Simon Olivieri	D	C	D	Stefan Grozev	D	D	D
OK-01	Segment 1	11/16/2015	0:30	Before SS	Simon Olivieri	C	C	C	Stefan Grozev	C	C	C
OK-01	Segment 1	11/30/2015	0:30	Before SS	Simon Olivieri	D	D	D	Stefan Grozev	D	D	D
OK-01	Segment 1	1/25/2016	0:30	Before SS	Simon Olivieri	C	D	C	Stefan Grozev	D	C	D
OK-01	Segment 1	1/25/2016	2:00	After SS and Cleanup	Simon Olivieri	A	A	A	Stefan Grozev	A	A	A
OK-01	Segment 1	2/17/2016	16:35	Before Rain Event	Nick Zigler	C	C	D				
OK-01	Segment 1	2/18/2016	9:00	After Rain Event	Nick Zigler	B	C	C				
OK-01	Segment 1	2/22/2016	0:30	Before SS	Paul Randall	C	C	C	Stefan Grozev	C	B	C
OK-01	Segment 1	2/22/2016	2:00	After SS and Cleanup	Paul Randall	A	A	A	Stefan Grozev	A	A	A
OK-01	Segment 1	2/22/2016	10:26	Between SS	Nick Zigler	B	B	B				
OK-01	Segment 1	2/22/2016	16:55	Before SS	Nick Zigler	B	B	B	Andrea Trese	B	B	B
OK-01	Segment 1	2/23/2016	10:00	After SS	Nick Zigler	B	B	B				
OK-01	Segment 1	2/23/2016	16:10	Before SS	Nick Zigler	C	B	C	Andrea Trese	C	C	C
OK-01	Segment 1	2/24/2016	7:30	After SS	Nick Zigler	B	B	B				
OK-01	Segment 1	2/24/2016	16:50	Before SS	Nick Zigler	C	B	C				
OK-01	Segment 1	2/25/2016	8:12	After SS	Nick Zigler	B	B	B				
OK-01	Segment 1	2/25/2016	15:40	Between SS	Nick Zigler	C	B	C				
OK-01	Segment 1	3/4/2016	14:04	Before Rain Event	Stefan Grozev	C	C	C				
OK-01	Segment 1	3/7/2016	8:05	After Rain Event	Stefan Grozev	B	B	B				
OK-01	Segment 1	3/21/2016	0:30	Before SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-01	Segment 1	3/21/2016	2:00	After SS and Cleanup	Nick Zigler	A	A	A	Stefan Grozev	A	A	A
OK-01	Segment 1	3/21/2016	11:15	Between SS	Nick Zigler	B	A	B				
OK-01	Segment 1	3/21/2016	18:45	Before SS	Nick Zigler	B	B	B				
OK-01	Segment 1	3/22/2016	7:35	After SS	Nick Zigler	B	B	B				
OK-01	Segment 1	3/22/2016	17:40	Before SS	Nick Zigler	C	B	C				
OK-01	Segment 1	3/23/2016	7:50	After SS	Nick Zigler	B	B	B				
OK-01	Segment 1	3/23/2016	15:08	Before SS	Nick Zigler	B	B	C				
OK-01	Segment 1	3/24/2016	7:48	After SS	Nick Zigler	B	B	B				
OK-01	Segment 1	3/24/2016	18:20	Before SS	Nick Zigler	C	B	C				
OK-01	Segment 1	3/25/2016	8:20	After SS	Nick Zigler	B	B	B				
OK-01	Segment 1	4/4/2016	0:30	Before SS	Paul Randall	C	C	C	Stefan Grozev	C	C	C
OK-01	Segment 1	4/4/2016	2:00	After SS and Cleanup	Paul Randall	A	A	A	Stefan Grozev	A	A	A
OK-01	Segment 1	4/18/2016	0:30	Before SS	Nick Zigler	C	B	C	Stefan Grozev	C	B	C
OK-01	Segment 1	4/18/2016	2:00	After SS and Cleanup	Nick Zigler	A	A	A	Stefan Grozev	A	A	A
OK-01	Segment 2A	3/23/2015	0:30	Before SS	Stefan Grozev	C	C	C	Chris Sommers	C	C	C
OK-01	Segment 2B	3/23/2015	0:30	Before SS	Stefan Grozev	D	B	C	Chris Sommers	D	B	C
OK-01	Segment 2A	3/23/2015	2:00	After SS	Stefan Grozev	B	C	C	Chris Sommers	B	C	C
OK-01	Segment 2B	3/23/2015	2:00	After SS	Stefan Grozev	A	B	B	Chris Sommers	A	B	B
OK-01	Segment 2A	4/13/2015	0:30	Before SS	Paul Randall	B	C	C	Simon Olivieri	B	C	C
OK-01	Segment 2B	4/13/2015	0:30	Before SS	Paul Randall	A	B	B	Simon Olivieri	A	B	B
OK-01	Segment 2A	4/13/2015	2:00	After SS	Paul Randall	A	C	C	Simon Olivieri	A	C	C
OK-01	Segment 2B	4/13/2015	2:00	After SS	Paul Randall	A	B	B	Simon Olivieri	A	B	B
OK-01	Segment 2A	5/4/2015	0:30	Before SS	Paul Randall	C	B	C	Simon Olivieri	C	B	C
OK-01	Segment 2B	5/4/2015	0:30	Before SS	Paul Randall	D	B	C	Simon Olivieri	D	B	C
OK-01	Segment 2A	5/4/2015	2:00	After SS	Paul Randall	A	B	A	Simon Olivieri	A	B	A
OK-01	Segment 2B	5/4/2015	2:00	After SS	Paul Randall	A	B	B	Simon Olivieri	A	B	B
OK-01	Segment 2A	6/15/2015	0:30	Before SS	Paul Randall	C	B	C	Simon Olivieri	C	B	C
OK-01	Segment 2B	6/15/2015	0:30	Before SS	Paul Randall	C	B	C	Simon Olivieri	C	B	C
OK-01	Segment 2A	6/15/2015	2:00	After SS	Paul Randall	B	B	B	Simon Olivieri	B	B	B
OK-01	Segment 2B	6/15/2015	2:00	After SS	Paul Randall	B	B	B	Simon Olivieri	B	B	B
OK-01	Segment 2A	7/20/2015	0:30	Before SS	Simon Olivieri	B	B	B	Stefan Grozev	C	B	C
OK-01	Segment 2B	7/20/2015	0:30	Before SS	Simon Olivieri	B	A	B	Stefan Grozev	B	A	B
OK-01	Segment 2A	7/20/2015	2:00	After SS	Simon Olivieri	A	B	A	Stefan Grozev	A	B	A
OK-01	Segment 2B	7/20/2015	2:00	After SS	Simon Olivieri	A	A	A	Stefan Grozev	A	A	A
OK-01	Segment 2A	7/27/2015	0:30	Before SS	Simon Olivieri	C	B	C	Stefan Grozev	C	B	C
OK-01	Segment 2B	7/27/2015	0:30	Before SS	Simon Olivieri	C	B	C	Stefan Grozev	D	B	C
OK-01	Segment 2A	7/27/2015	2:00	After SS	Simon Olivieri	B	B	B	Stefan Grozev	B	B	B
OK-01	Segment 2B	7/27/2015	2:00	After SS	Simon Olivieri	B	B	B	Stefan Grozev	B	B	B
OK-01	Segment 2A	8/10/2015	0:30	Before SS	Simon Olivieri	C	B	C	Stefan Grozev	C	B	C
OK-01	Segment 2B	8/10/2015	0:30	Before SS	Simon Olivieri	D	B	C	Stefan Grozev	D	B	D
OK-01	Segment 2A	8/10/2015	2:00	After SS	Simon Olivieri	C	B	C	Stefan Grozev	C	B	C
OK-01	Segment 2B	8/10/2015	2:00	After SS	Simon Olivieri	B	B	B	Stefan Grozev	B	B	B
OK-01	Segment 2A	8/31/2015	0:30	Before SS	Simon Olivieri	C	B	C	Stefan Grozev	C	B	C
OK-01	Segment 2B	8/31/2015	0:30	Before SS	Simon Olivieri	D	B	C	Stefan Grozev	D	B	D
OK-01	Segment 2A	8/31/2015	2:00	After SS	Simon Olivieri	C	B	C	Stefan Grozev	C	B	C
OK-01	Segment 2B	8/31/2015	2:00	After SS	Simon Olivieri	B	B	B	Stefan Grozev	B	B	B
OK-01	Segment 2	10/19/2015	0:30	Before SS	Simon Olivieri	D	B	C	Stefan Grozev	D	C	D
OK-01	Segment 2	10/19/2015	2:00	After SS	Simon Olivieri	B	B	B	Stefan Grozev	B	B	B
OK-01	Segment 2	11/16/2015	0:30	Before SS	Simon Olivieri	B	B	B	Stefan Grozev	B	B	B
OK-01	Segment 2	11/16/2015	2:00	After SS	Simon Olivieri	B	B	B	Stefan Grozev	B	B	B
OK-01	Segment 2	11/30/2015	0:30	Before SS	Simon Olivieri	B	A	B	Stefan Grozev	B	B	B
OK-01	Segment 2	11/30/2015	2:00	After SS	Simon Olivieri	A	A	B	Stefan Grozev	A	B	B
OK-01	Segment 2	1/25/2016	0:30	Before SS	Simon Olivieri	C	C	C	Stefan Grozev	C	B	C
OK-01	Segment 2	1/25/2016	2:00	After SS	Simon Olivieri	C	B	C	Stefan Grozev	C	B	C
OK-01	Segment 2	2/17/2016	16:35	Before Rain Event	Nick Zigler	D	C	D				
OK-01	Segment 2	2/18/2016	9:00	After Rain Event	Nick Zigler	B	B	B				
OK-01	Segment 2	2/22/2016	0:30	Before SS	Paul Randall	C	B	C	Stefan Grozev	C	B	C
OK-01	Segment 2	2/22/2016	2:00	After SS	Paul Randall	B	B	B	Stefan Grozev	C	B	C
OK-01	Segment 2	2/22/2016	10:26	Between SS	Nick Zigler	B	A	B				
OK-01	Segment 2	2/22/2016	16:55	Before SS	Nick Zigler	C	B	C	Andrea Trese	C	B	C
OK-01	Segment 2	2/23/2016	10:00	After SS	Nick Zigler	B	B	B				
OK-01	Segment 2	2/23/2016	16:10	Before SS	Nick Zigler	B	B	B	Andrea Trese	B	B	C
OK-01	Segment 2	2/24/2016	7:30	After SS	Nick Zigler	B	B	B				
OK-01	Segment 2	2/24/2016	16:50	Before SS	Nick Zigler	C	B	C				
OK-01	Segment 2	2/25/2016	8:12	After SS	Nick Zigler	B	B	B				
OK-01	Segment 2	2/25/2016	15:40	Between SS	Nick Zigler	B	B	C				
OK-01	Segment 2	3/4/2016	14:04	Before Rain Event	Stefan Grozev	B	C	C				
OK-01	Segment 2	3/7/2016	8:05	After Rain Event	Stefan Grozev	B	B	B				
OK-01	Segment 2	3/21/2016	0:30	Before SS	Nick Zigler	D	C	D	Stefan Grozev	C	B	C
OK-01	Segment 2	3/21/2016	2:00	After SS	Nick Zigler	B	C	C	Stefan Grozev	B	B	B
OK-01	Segment 2	3/21/2016	11:15	Between SS	Nick Zigler	B	A	B				
OK-01	Segment 2	3/21/2016	18:45	Before SS	Nick Zigler	C	A	C				
OK-01	Segment 2	3/22/2016	7:35	After SS	Nick Zigler	B	A	B				
OK-01	Segment 2	3/22/2016	17:40	Before SS	Nick Zigler	C	B	C				
OK-01	Segment 2	3/23/2016	7:50	After SS	Nick Zigler	B	B	B				
OK-01	Segment 2	3/23/2016	15:08	Before SS	Nick Zigler	B	B	B				
OK-01	Segment 2	3/24/2016	7:48	After SS	Nick Zigler	B	B	B				
OK-01	Segment 2	3/24/2016	18:20	Before SS	Nick Zigler	B	B	C				
OK-01	Segment 2	3/25/2016	8:20	After SS	Nick Zigler	B	B	B				
OK-01	Segment 2	4/4/2016	0:30	Before SS	Paul Randall	C	B	C	Stefan Grozev	D	B	C

Site ID	Segment ID	Date	Time	Event Timing	Observer #1	O#1 Street Score	O #1 Sidewalk Score	O#1 Overall Score	Observer #2	O#2 Street Score	O#2 Sidewalk Score	O#2 Overall Score
OK-01	Segment 2	4/4/2016	2:00	After SS	Paul Randall	B	B	B	Stefan Grozev	B	B	B
OK-01	Segment 2	4/18/2016	0:30	Before SS	Nick Zigler	C	B	C	Stefan Grozev	C	B	C
OK-01	Segment 2	4/18/2016	2:00	After SS	Nick Zigler	B	B	B	Stefan Grozev	B	B	B
OK-02	Segment 1	4/1/2015	11:40	Before SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-02	Segment 1	4/1/2015	15:25	After SS	Nick Zigler	C	C	C	Stefan Grozev	C	C	C
OK-02	Segment 1	4/3/2015	16:25	Between SS	Nick Zigler	C	C	C	Stefan Grozev	C	C	C
OK-02	Segment 1	4/7/2015	9:40	After Rain Event	Nick Zigler	C	C	C	Stefan Grozev	C	C	C
OK-02	Segment 1	7/15/2015	11:30	Before SS	Nick Zigler	D	C	D	Stefan Grozev	D	D	D
OK-02	Segment 1	7/15/2015	14:58	After SS	Nick Zigler	C	C	C	Stefan Grozev	C	C	C
OK-02	Segment 1	7/20/2015	12:10	Between SS	Nick Zigler	D	C	D	Stefan Grozev	D	D	D
OK-02	Segment 1	7/24/2015	15:10	Between SS	Nick Zigler	D	C	D				
OK-02	Segment 1	7/30/2015	13:50	Between SS	Stefan Grozev	D	C	D	Andrea Trese	C	C	C
OK-02	Segment 1	8/5/2015	11:46	Before SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-02	Segment 1	8/5/2015	15:19	After SS	Nick Zigler	D	C	D	Stefan Grozev	C	C	C
OK-02	Segment 1	8/10/2015	14:36	Between SS	Nick Zigler	D	D	D	Stefan Grozev	D	D	D
OK-02	Segment 1	8/14/2015	15:10	Between SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-02	Segment 1	8/17/2015	11:36	Between SS	Nick Zigler	D	D	D	Stefan Grozev	D	D	D
OK-02	Segment 1	8/19/2015	11:31	Before SS	Andrea Trese	D	C	D	Stefan Grozev	D	D	D
OK-02	Segment 1	8/19/2015	15:29	After SS	Nick Zigler	D	D	D	Stefan Grozev	C	D	D
OK-02	Segment 1	8/21/2015	13:50	Between SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-02	Segment 1	8/25/2015	11:08	Between SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-02	Segment 1	8/28/2015	11:26	Between SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-02	Segment 1	9/2/2015	11:46	Before SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-02	Segment 1	9/2/2015	14:52	After SS	Nick Zigler	C	C	C	Stefan Grozev	C	C	C
OK-02	Segment 1	11/4/2015	11:20	Between SS	Nick Zigler	D	D	D	Stefan Grozev	D	C	D
OK-02	Segment 1	11/6/2015	15:31	Before Rain Event	Nick Zigler	D	D	D	Stefan Grozev	D	D	D
OK-02	Segment 1	11/9/2015	12:08	After Rain Event	Nick Zigler	D	C	D	Stefan Grozev	D	D	D
OK-02	Segment 1	11/13/2015	15:58	Before Rain Event	Nick Zigler	D	C	D				
OK-02	Segment 1	11/16/2015	9:20	After Rain Event	Nick Zigler	D	C	D				
OK-02	Segment 1	11/18/2015	15:35	Between SS	Nick Zigler	C	C	C				
OK-02	Segment 1	11/21/2015	11:15	Between SS	Nick Zigler	C	C	C				
OK-02	Segment 1	11/24/2015	10:35	Between SS	Nick Zigler	C	C	D				
OK-02	Segment 1	11/30/2015	11:18	Between SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-02	Segment 1	12/2/2015	11:55	Before SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-02	Segment 1	12/2/2015	15:00	After SS	Stefan Grozev	B	C	C	Andrea Trese	B	B	B
OK-02	Segment 1	12/3/2015	15:17	Between SS	Nick Zigler	B	C	C	Stefan Grozev	B	B	C
OK-02	Segment 1	12/9/2015	15:00	Before Rain Event	Nick Zigler	C	C	C	Stefan Grozev	D	C	D
OK-02	Segment 1	12/11/2015	12:02	After Rain Event	Nick Zigler	D	C	D	Stefan Grozev	D	D	D
OK-02	Segment 1	12/14/2015	9:40	Between SS	Stefan Grozev	C	C	D	Andrea Trese	C	C	C
OK-02	Segment 1	12/16/2015	11:18	Before SS	Nick Zigler	D	D	D	Stefan Grozev	D	C	D
OK-02	Segment 1	12/16/2015	15:11	After SS	Nick Zigler	C	D	D	Stefan Grozev	C	C	D
OK-02	Segment 1	1/20/2016	11:20	Before SS	Andrea Trese	D	B	D	Stefan Grozev	C	C	D
OK-02	Segment 1	1/20/2016	15:45	After SS	Andrea Trese	C	B	C	Stefan Grozev	C	C	C
OK-02	Segment 1	1/22/2016	15:52	Between SS	Nick Zigler	C	B	C	Stefan Grozev	C	B	C
OK-02	Segment 1	1/29/2016	10:46	Between SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-02	Segment 1	2/3/2016	10:30	Before SS	Nick Zigler	D	D	D	Stefan Grozev	D	D	D
OK-02	Segment 1	2/3/2016	15:45	After SS	Nick Zigler	B	D	D	Stefan Grozev	B	D	D
OK-02	Segment 1	2/5/2016	14:35	Between SS	Nick Zigler	C	D	D	Stefan Grozev	C	D	D
OK-02	Segment 1	2/8/2016	13:46	Between SS	Nick Zigler	D	D	D	Stefan Grozev	D	D	D
OK-02	Segment 1	2/12/2016	10:55	Between SS	Nick Zigler	D	C	D				
OK-02	Segment 1	2/17/2016	11:32	Before SS	Nick Zigler	D	C	D				
OK-02	Segment 1	2/17/2016	15:28	After SS	Nick Zigler	C	C	C				
OK-02	Segment 1	3/4/2016	14:51	Before Rain Event	Stefan Grozev	D	C	D				
OK-02	Segment 1	3/7/2016	7:50	After Rain Event	Stefan Grozev	C	C	C				
OK-02	Segment 2	4/1/2015	11:40	Before SS	Nick Zigler	C	C	C	Stefan Grozev	D	C	C
OK-02	Segment 2	4/1/2015	15:25	After SS	Nick Zigler	B	C	C	Stefan Grozev	B	C	C
OK-02	Segment 2	4/3/2015	16:25	Between SS	Nick Zigler	C	C	C	Stefan Grozev	C	C	C
OK-02	Segment 2	4/7/2015	9:40	After Rain Event	Nick Zigler	C	B	C	Stefan Grozev	C	C	C
OK-02	Segment 2	7/15/2015	11:30	Before SS	Nick Zigler	D	C	D	Stefan Grozev	C	B	C
OK-02	Segment 2	7/15/2015	14:58	After SS	Nick Zigler	C	C	C	Stefan Grozev	C	B	C
OK-02	Segment 2	7/20/2015	12:10	Between SS	Nick Zigler	C	C	C	Stefan Grozev	C	C	C
OK-02	Segment 2	7/24/2015	15:10	Between SS	Nick Zigler	C	B	C				
OK-02	Segment 2	7/30/2015	13:50	Between SS	Stefan Grozev	C	C	C	Andrea Trese	C	C	C
OK-02	Segment 2	8/5/2015	11:46	Before SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-02	Segment 2	8/5/2015	15:19	After SS	Nick Zigler	C	C	C	Stefan Grozev	C	C	C
OK-02	Segment 2	8/10/2015	14:36	Between SS	Nick Zigler	C	C	D	Stefan Grozev	C	C	D
OK-02	Segment 2	8/14/2015	15:10	Between SS	Nick Zigler	D	C	D	Stefan Grozev	C	C	C
OK-02	Segment 2	8/17/2015	11:36	Between SS	Nick Zigler	D	C	D	Stefan Grozev	C	C	C
OK-02	Segment 2	8/19/2015	11:31	Before SS	Andrea Trese	C	C	D	Stefan Grozev	C	C	C
OK-02	Segment 2	8/19/2015	15:29	After SS	Nick Zigler	D	C	D	Stefan Grozev	C	C	C
OK-02	Segment 2	8/21/2015	13:50	Between SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-02	Segment 2	8/25/2015	11:08	Between SS	Nick Zigler	D	C	D	Stefan Grozev	C	C	C
OK-02	Segment 2	8/28/2015	11:26	Between SS	Nick Zigler	D	B	D	Stefan Grozev	C	B	C
OK-02	Segment 2	9/2/2015	11:46	Before SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-02	Segment 2	9/2/2015	14:52	After SS	Nick Zigler	B	C	C	Stefan Grozev	B	C	C
OK-02	Segment 2	11/4/2015	11:20	Between SS	Nick Zigler	C	B	C	Stefan Grozev	C	B	C
OK-02	Segment 2	11/6/2015	15:31	Before Rain Event	Nick Zigler	D	B	D	Stefan Grozev	D	C	D
OK-02	Segment 2	11/9/2015	12:08	After Rain Event	Nick Zigler	D	B	D	Stefan Grozev	D	B	D
OK-02	Segment 2	11/13/2015	15:58	Before Rain Event	Nick Zigler	D	C	D				
OK-02	Segment 2	11/16/2015	9:20	After Rain Event	Nick Zigler	D	D	D				
OK-02	Segment 2	11/18/2015	15:35	Between SS	Nick Zigler	B	C	C				
OK-02	Segment 2	11/21/2015	11:15	Between SS	Nick Zigler	C	C	C				
OK-02	Segment 2	11/24/2015	10:35	Between SS	Nick Zigler	C	C	C				
OK-02	Segment 2	11/30/2015	11:18	Between SS	Nick Zigler	D	C	D	Stefan Grozev	D	B	D
OK-02	Segment 2	12/2/2015	11:55	Before SS	Nick Zigler	D	B	D	Stefan Grozev	D	B	D
OK-02	Segment 2	12/2/2015	15:00	After SS	Stefan Grozev	B	B	B	Andrea Trese	B	B	C
OK-02	Segment 2	12/3/2015	15:17	Between SS	Nick Zigler	B	B	B	Stefan Grozev	B	A	B
OK-02	Segment 2	12/9/2015	15:00	Before Rain Event	Nick Zigler	D	B	D	Stefan Grozev	C	B	C
OK-02	Segment 2	12/11/2015	12:02	After Rain Event	Nick Zigler	B	B	B	Stefan Grozev	B	B	C
OK-02	Segment 2	12/14/2015	9:40	Between SS	Stefan Grozev	C	B	C	Andrea Trese	C	C	C
OK-02	Segment 2	12/16/2015	11:18	Before SS	Nick Zigler	D	B	D	Stefan Grozev	D	B	D
OK-02	Segment 2	12/16/2015	15:11	After SS	Nick Zigler	C	C	C	Stefan Grozev	C	B	C
OK-02	Segment 2	1/20/2016	11:20	Before SS	Andrea Trese	C	C	C	Stefan Grozev	C	B	C
OK-02	Segment 2	1/20/2016	15:45	After SS	Andrea Trese	C	C	C	Stefan Grozev	C	C	C
OK-02	Segment 2	1/22/2016	15:52	Between SS	Nick Zigler	C	B	C	Stefan Grozev	B	B	B
OK-02	Segment 2	1/29/2016	10:46	Between SS	Nick Zigler	D	B	D	Stefan Grozev	D	B	D
OK-02	Segment 2	2/3/2016	10:30	Before SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-02	Segment 2	2/3/2016	15:45	After SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-02	Segment 2	2/5/2016	14:35	Between SS	Nick Zigler	D	C	D	Stefan Grozev	D	B	D
OK-02	Segment 2	2/8/2016	13:46	Between SS	Nick Zigler	D	C	D	Stefan Grozev	D	B	D
OK-02	Segment 2	2/12/2016	10:55	Between SS	Nick Zigler	D	C	D				
OK-02	Segment 2	2/17/2016	11:32	Before SS	Nick Zigler	D	B	D				
OK-02	Segment 2	2/17/2016	15:28	After SS	Nick Zigler	D	B	D				
OK-02	Segment 2	3/4/2016	14:51	Before Rain Event	Stefan Grozev	D	C	D				
OK-02	Segment 2	3/7/2016	7:50	After Rain Event	Stefan Grozev	C	B	C				
OK-03	Segment 1	4/1/2015	12:10	Before SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-03	Segment 1	4/1/2015	13:15	After SS	Nick Zigler	B	C	C	Stefan Grozev	B	C	C
OK-03	Segment 1	4/3/2015	16:00	Between SS	Nick Zigler	C	C	C	Stefan Grozev	C	C	C

Site ID	Segment ID	Date	Time	Event Timing	Observer #1	O#1 Street Score	O #1 Sidewalk Score	O#1 Overall Score	Observer #2	O#2 Street Score	O#2 Sidewalk Score	O#2 Overall Score
OK-03	Segment 1	4/7/2015	10:20	After Rain Event	Nick Zigler	C	C	C	Stefan Grozev	C	B	C
OK-03	Segment 1	7/15/2015	11:07	Before SS	Nick Zigler	C	B	C	Stefan Grozev	C	B	C
OK-03	Segment 1	7/15/2015	14:32	After SS	Nick Zigler	B	B	B	Stefan Grozev	B	B	B
OK-03	Segment 1	7/20/2015	11:46	Between SS	Nick Zigler	D	C	D	Stefan Grozev	C	C	D
OK-03	Segment 1	7/24/2015	14:50	Between SS	Nick Zigler	C	B	C				
OK-03	Segment 1	7/30/2015	13:22	Between SS	Stefan Grozev	C	C	C	Andrea Trese	C	C	D
OK-03	Segment 1	8/5/2015	11:25	Before SS	Nick Zigler	C	B	C	Stefan Grozev	C	B	C
OK-03	Segment 1	8/5/2015	14:56	After SS	Nick Zigler	B	B	B	Stefan Grozev	C	B	C
OK-03	Segment 1	8/10/2015	14:12	Between SS	Nick Zigler	C	B	C	Stefan Grozev	C	B	C
OK-03	Segment 1	8/14/2015	14:57	Between SS	Nick Zigler	C	B	C	Stefan Grozev	C	B	C
OK-03	Segment 1	8/17/2015	11:14	Between SS	Nick Zigler	D	C	D	Stefan Grozev	C	C	D
OK-03	Segment 1	8/19/2015	11:14	Before SS	Andrea Trese	C	C	C	Stefan Grozev	C	C	D
OK-03	Segment 1	8/19/2015	13:48	After SS	Andrea Trese	B	C	C	Stefan Grozev	B	C	C
OK-03	Segment 1	8/21/2015	14:24	Between SS	Nick Zigler	C	B	C	Stefan Grozev	C	B	C
OK-03	Segment 1	8/25/2015	10:43	Between SS	Nick Zigler	D	C	D	Stefan Grozev	C	C	D
OK-03	Segment 1	8/28/2015	11:06	Between SS	Nick Zigler	D	C	D	Stefan Grozev	C	B	C
OK-03	Segment 1	9/2/2015	11:29	Before SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-03	Segment 1	9/2/2015	14:32	After SS	Nick Zigler	C	C	C	Stefan Grozev	C	C	C
OK-03	Segment 1	11/4/2015	10:55	Between SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-03	Segment 1	11/6/2015	15:17	Before Rain Event	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-03	Segment 1	11/9/2015	11:26	After Rain Event	Nick Zigler	D	B	D	Stefan Grozev	D	B	D
OK-03	Segment 1	11/13/2015	16:17	Before Rain Event	Nick Zigler	D	D	D				
OK-03	Segment 1	11/16/2015	9:00	After Rain Event	Nick Zigler	D	C	D				
OK-03	Segment 1	11/18/2015	15:10	Between SS	Nick Zigler	B	C	C				
OK-03	Segment 1	11/21/2015	10:55	Between SS	Nick Zigler	C	C	C				
OK-03	Segment 1	11/24/2015	10:20	Between SS	Nick Zigler	C	C	C				
OK-03	Segment 1	11/30/2015	10:55	Between SS	Nick Zigler	C	B	C	Stefan Grozev	C	C	C
OK-03	Segment 1	12/2/2015	11:40	Before SS	Nick Zigler	C	B	C	Stefan Grozev	D	C	D
OK-03	Segment 1	12/2/2015	14:45	After SS	Stefan Grozev	C	C	C	Andrea Trese	C	C	C
OK-03	Segment 1	12/3/2015	14:55	Between SS	Nick Zigler	B	B	B	Stefan Grozev	B	B	B
OK-03	Segment 1	12/9/2015	14:40	Before Rain Event	Nick Zigler	C	B	C	Stefan Grozev	C	B	C
OK-03	Segment 1	12/11/2015	11:45	After Rain Event	Nick Zigler	C	C	C	Stefan Grozev	C	C	C
OK-03	Segment 1	12/14/2015	9:22	Between SS	Stefan Grozev	C	C	D	Andrea Trese	C	C	D
OK-03	Segment 1	12/16/2015	11:02	Before SS	Nick Zigler	D	B	D	Stefan Grozev	D	C	D
OK-03	Segment 1	12/16/2015	14:47	After SS	Nick Zigler	B	B	B	Stefan Grozev	A	C	B
OK-03	Segment 1	1/20/2016	11:00	Before SS	Andrea Trese	C	C	D	Stefan Grozev	C	C	D
OK-03	Segment 1	1/20/2016	15:28	After SS	Andrea Trese	B	C	C	Stefan Grozev	B	C	C
OK-03	Segment 1	1/22/2016	15:27	Between SS	Nick Zigler	B	B	B	Stefan Grozev	B	B	B
OK-03	Segment 1	1/29/2016	10:19	Between SS	Nick Zigler	D	C	D	Stefan Grozev	D	B	D
OK-03	Segment 1	2/3/2016	10:05	Before SS	Nick Zigler	D	B	D	Stefan Grozev	D	B	D
OK-03	Segment 1	2/3/2016	15:20	After SS	Nick Zigler	D	C	D	Stefan Grozev	C	C	D
OK-03	Segment 1	2/5/2016	14:10	Between SS	Nick Zigler	D	B	D	Stefan Grozev	C	B	C
OK-03	Segment 1	2/8/2016	13:25	Between SS	Nick Zigler	D	C	D	Stefan Grozev	C	D	D
OK-03	Segment 1	2/12/2016	10:45	Between SS	Nick Zigler	D	D	D				
OK-03	Segment 1	2/17/2016	11:15	Before SS	Nick Zigler	C	C	C				
OK-03	Segment 1	2/17/2016	15:14	After SS	Nick Zigler	B	C	C				
OK-03	Segment 1	3/4/2016	14:21	Before Rain Event	Stefan Grozev	C	B	C				
OK-03	Segment 1	3/7/2016	7:10	After Rain Event	Stefan Grozev	B	B	B				
OK-03	Segment 2	4/1/2015	12:10	Before SS	Nick Zigler	D	D	D	Stefan Grozev	D	D	D
OK-03	Segment 2	4/1/2015	13:15	After SS	Nick Zigler	D	D	D	Stefan Grozev	D	D	D
OK-03	Segment 2	4/3/2015	16:00	Between SS	Nick Zigler	C	C	C	Stefan Grozev	C	C	C
OK-03	Segment 2	4/7/2015	10:20	After Rain Event	Nick Zigler	B	C	C	Stefan Grozev	C	C	C
OK-03	Segment 2	7/15/2015	11:07	Before SS	Nick Zigler	C	C	C	Stefan Grozev	D	C	C
OK-03	Segment 2	7/15/2015	14:32	After SS	Nick Zigler	B	C	C	Stefan Grozev	B	C	C
OK-03	Segment 2	7/20/2015	11:46	Between SS	Nick Zigler	C	C	C	Stefan Grozev	C	B	C
OK-03	Segment 2	7/24/2015	14:50	Between SS	Nick Zigler	C	C	C				
OK-03	Segment 2	7/30/2015	13:22	Between SS	Stefan Grozev	C	C	C	Andrea Trese	C	C	C
OK-03	Segment 2	8/5/2015	11:25	Before SS	Nick Zigler	D	C	D	Stefan Grozev	C	C	C
OK-03	Segment 2	8/5/2015	14:56	After SS	Nick Zigler	C	C	C	Stefan Grozev	C	C	C
OK-03	Segment 2	8/10/2015	14:12	Between SS	Nick Zigler	D	C	D	Stefan Grozev	C	C	C
OK-03	Segment 2	8/14/2015	14:57	Between SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-03	Segment 2	8/17/2015	11:14	Between SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-03	Segment 2	8/19/2015	11:14	Before SS	Andrea Trese	D	C	D	Stefan Grozev	D	C	D
OK-03	Segment 2	8/19/2015	13:48	After SS	Andrea Trese	C	C	D	Stefan Grozev	D	C	D
OK-03	Segment 2	8/21/2015	14:24	Between SS	Nick Zigler	D	C	D	Stefan Grozev	D	D	D
OK-03	Segment 2	8/25/2015	10:43	Between SS	Nick Zigler	D	D	D	Stefan Grozev	D	D	D
OK-03	Segment 2	8/28/2015	11:06	Between SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-03	Segment 2	9/2/2015	11:29	Before SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-03	Segment 2	9/2/2015	14:32	After SS	Nick Zigler	C	C	C	Stefan Grozev	C	C	C
OK-03	Segment 2	11/4/2015	10:55	Between SS	Nick Zigler	D	D	D	Stefan Grozev	D	D	D
OK-03	Segment 2	11/6/2015	15:17	Before Rain Event	Nick Zigler	C	C	C	Stefan Grozev	C	B	C
OK-03	Segment 2	11/9/2015	11:26	After Rain Event	Nick Zigler	C	C	C	Stefan Grozev	C	C	C
OK-03	Segment 2	11/13/2015	16:17	Before Rain Event	Nick Zigler	D	C	D				
OK-03	Segment 2	11/16/2015	9:00	After Rain Event	Nick Zigler	D	C	D				
OK-03	Segment 2	11/18/2015	15:10	Between SS	Nick Zigler	D	C	D				
OK-03	Segment 2	11/21/2015	10:55	Between SS	Nick Zigler	D	C	D				
OK-03	Segment 2	11/24/2015	10:20	Between SS	Nick Zigler	D	C	D				
OK-03	Segment 2	11/30/2015	10:55	Between SS	Nick Zigler	D	C	D	Stefan Grozev	C	C	D
OK-03	Segment 2	12/2/2015	11:40	Before SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-03	Segment 2	12/2/2015	14:45	After SS	Stefan Grozev	D	C	D	Andrea Trese	C	C	D
OK-03	Segment 2	12/3/2015	14:55	Between SS	Nick Zigler	C	C	C	Stefan Grozev	C	B	C
OK-03	Segment 2	12/9/2015	14:40	Before Rain Event	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-03	Segment 2	12/11/2015	11:45	After Rain Event	Nick Zigler	D	C	D	Stefan Grozev	C	C	C
OK-03	Segment 2	12/14/2015	9:22	Between SS	Stefan Grozev	D	C	D	Andrea Trese	D	C	D
OK-03	Segment 2	12/16/2015	11:02	Before SS	Nick Zigler	D	C	D	Stefan Grozev	D	C	D
OK-03	Segment 2	12/16/2015	14:47	After SS	Nick Zigler	B	C	C	Stefan Grozev	A	C	C
OK-03	Segment 2	1/20/2016	11:00	Before SS	Andrea Trese	D	C	D	Stefan Grozev	C	C	C
OK-03	Segment 2	1/20/2016	15:28	After SS	Andrea Trese	C	C	D	Stefan Grozev	C	C	D
OK-03	Segment 2	1/22/2016	15:27	Between SS	Nick Zigler	C	B	C	Stefan Grozev	C	C	C
OK-03	Segment 2	1/29/2016	10:19	Between SS	Nick Zigler	D	D	D	Stefan Grozev	D	C	D
OK-03	Segment 2	2/3/2016	10:05	Before SS	Nick Zigler	D	D	D	Stefan Grozev	D	D	D
OK-03	Segment 2	2/3/2016	15:20	After SS	Nick Zigler	C	D	D	Stefan Grozev	C	D	D
OK-03	Segment 2	2/5/2016	14:10	Between SS	Nick Zigler	C	D	D	Stefan Grozev	C	D	D
OK-03	Segment 2	2/8/2016	13:25	Between SS	Nick Zigler	C	D	D	Stefan Grozev	D	C	D
OK-03	Segment 2	2/12/2016	10:45	Between SS	Nick Zigler	D	D	D				
OK-03	Segment 2	2/17/2016	11:15	Before SS	Nick Zigler	D	D	D				
OK-03	Segment 2	2/17/2016	15:14	After SS	Nick Zigler	B	D	D				
OK-03	Segment 2	3/4/2016	14:21	Before Rain Event	Stefan Grozev	D	C	D				
OK-03	Segment 2	3/7/2016	7:10	After Rain Event	Stefan Grozev	C	D	D				
SJ-01	Segment 1	2/25/2015	0:30	Before SS	Nick Zigler	C	C	C	Lori Baumgartner	C	C	C
SJ-01	Segment 1	2/25/2015	2:00	After SS and Cleanup	Nick Zigler	A	A	A	Lori Baumgartner	A	A	A
SJ-01	Segment 1	3/25/2015	0:30	Before SS	Andrea Trese	C	B	C	Lori Baumgartner	C	B	C
SJ-01	Segment 1	3/25/2015	2:00	After SS and Cleanup	Andrea Trese	A	A	A	Lori Baumgartner	A	A	A
SJ-01	Segment 1	4/22/2015	0:30	Before SS	Nick Zigler	C	B	C	Lori Baumgartner	C	C	C
SJ-01	Segment 1	4/22/2015	2:00	After SS and Cleanup	Nick Zigler	A	A	A	Lori Baumgartner	A	A	A
SJ-01	Segment 1	5/27/2015	0:30	Before SS	Nick Zigler	C	C	C	Lori Baumgartner	C	C	C
SJ-01	Segment 1	5/27/2015	2:00	After SS and Cleanup	Nick Zigler	A	A	A	Lori Baumgartner	A	A	A
SJ-01	Segment 1	7/22/2015	0:30	Before SS	Nick Zigler	C	B	C	Lori Baumgartner	C	B	C

Site ID	Segment ID	Date	Time	Event Timing	Observer #1	O#1 Street Score	O #1 Sidewalk Score	O#1 Overall Score	Observer #2	O#2 Street Score	O#2 Sidewalk Score	O#2 Overall Score
SJ-01	Segment 1	7/22/2015	2:00	After SS and Cleanup	Nick Zigler	A	A	A	Lori Baumgartner	A	A	A
SJ-01	Segment 1	9/23/2015	0:30	Before SS	Nick Zigler	C	C	C	Lori Baumgartner	C	C	C
SJ-01	Segment 1	9/23/2015	2:00	After SS and Cleanup	Nick Zigler	A	A	A	Lori Baumgartner	A	A	A
SJ-01	Segment 1	9/25/2015	11:15	Between SS	Andrea Trese	B	B	B	Lori Baumgartner	B	B	B
SJ-01	Segment 1	10/2/2015	12:10	Between SS	Andrea Trese	B	B	C	Lori Baumgartner	B	B	B
SJ-01	Segment 1	10/13/2015	17:08	Before SS	Lori Baumgartner	C	B	C				
SJ-01	Segment 1	10/14/2015	8:12	After SS	Lori Baumgartner	B	B	B				
SJ-01	Segment 1	10/16/2015	15:33	Between SS	Lori Baumgartner	C	B	C				
SJ-01	Segment 1	10/20/2015	15:00	Between SS	Andrea Trese	C	B	C	Lori Baumgartner	C	B	B
SJ-01	Segment 1	11/2/2015	15:03	Between SS	Lori Baumgartner	B	B	B				
SJ-01	Segment 1	11/7/2015	12:43	Before Rain Event	Lori Baumgartner	B	B	B				
SJ-01	Segment 1	11/9/2015	14:28	After Rain Event	Lori Baumgartner	B	B	B	Andrea Trese	B	B	B
SJ-01	Segment 1	11/10/2015	15:02	Before SS	Lori Baumgartner	B	B	B				
SJ-01	Segment 1	11/11/2015	10:10	After SS	Lori Baumgartner	B	B	B				
SJ-01	Segment 1	11/13/2015	15:03	Between SS	Lori Baumgartner	B	B	B	Andrea Trese	B	B	B
SJ-01	Segment 1	11/16/2015	6:49	Between SS	Lori Baumgartner	B	B	B				
SJ-01	Segment 1	11/24/2015	8:12	Before Rain Event	Lori Baumgartner	C	B	C				
SJ-01	Segment 1	11/25/2015	8:40	After Rain Event	Lori Baumgartner	B	B	B				
SJ-01	Segment 1	12/2/2015	9:39	Between SS	Lori Baumgartner	C	B	B				
SJ-01	Segment 1	12/9/2015	0:30	Before SS	Nick Zigler	B	B	C	Lori Baumgartner	C	B	B
SJ-01	Segment 1	12/9/2015	2:00	After SS and Cleanup	Nick Zigler	A	A	A	Lori Baumgartner	A	A	A
SJ-01	Segment 1	12/11/2015	14:53	Between SS	Lori Baumgartner	B	B	B				
SJ-01	Segment 1	12/15/2015	15:43	Between SS	Lori Baumgartner	C	B	C				
SJ-01	Segment 1	1/5/2016	15:41	Between SS	Lori Baumgartner	B	B	B				
SJ-01	Segment 1	1/12/2016	15:16	Before SS	Lori Baumgartner	C	C	C				
SJ-01	Segment 1	1/13/2016	8:24	After SS	Lori Baumgartner	B	B	B				
SJ-01	Segment 1	1/15/2016	15:43	Between SS	Lori Baumgartner	C	B	C				
SJ-01	Segment 1	1/19/2016	13:41	Between SS	Lori Baumgartner	C	C	C				
SJ-01	Segment 1	1/22/2016	15:00	Between SS	Lori Baumgartner	B	B	B				
SJ-01	Segment 1	1/27/2016	0:30	Before SS	Nick Zigler	B	B	B	Lori Baumgartner	B	B	B
SJ-01	Segment 1	1/27/2016	2:00	After SS and Cleanup	Nick Zigler	A	A	A	Lori Baumgartner	A	A	A
SJ-01	Segment 1	2/9/2016	16:14	Before SS	Lori Baumgartner	C	C	C				
SJ-01	Segment 1	2/10/2016	6:53	After SS	Lori Baumgartner	A	C	B				
SJ-01	Segment 2	2/25/2015	0:30	Before SS	Nick Zigler	C	C	C	Lori Baumgartner	C	C	C
SJ-01	Segment 2	2/25/2015	2:00	After SS	Nick Zigler	B	C	C	Lori Baumgartner	B	C	C
SJ-01	Segment 2	3/25/2015	0:30	Before SS	Andrea Trese	C	B	C	Lori Baumgartner	C	B	C
SJ-01	Segment 2	3/25/2015	2:00	After SS	Andrea Trese	B	B	B	Lori Baumgartner	B	B	B
SJ-01	Segment 2	4/22/2015	0:30	Before SS	Nick Zigler	C	B	C	Lori Baumgartner	C	C	C
SJ-01	Segment 2	4/22/2015	2:00	After SS	Nick Zigler	B	B	B	Lori Baumgartner	B	C	C
SJ-01	Segment 2	5/27/2015	0:30	Before SS	Nick Zigler	C	B	C	Lori Baumgartner	B	B	B
SJ-01	Segment 2	5/27/2015	2:00	After SS	Nick Zigler	A	B	B	Lori Baumgartner	B	B	B
SJ-01	Segment 2	7/22/2015	0:30	Before SS	Nick Zigler	C	B	C	Lori Baumgartner	C	B	C
SJ-01	Segment 2	7/22/2015	2:00	After SS	Nick Zigler	A	B	B	Lori Baumgartner	A	B	B
SJ-01	Segment 2	9/23/2015	0:30	Before SS	Nick Zigler	B	B	B	Lori Baumgartner	C	B	C
SJ-01	Segment 2	9/23/2015	2:00	After SS	Nick Zigler	A	B	B	Lori Baumgartner	B	B	B
SJ-01	Segment 2	9/25/2015	11:15	Between SS	Andrea Trese	B	B	B	Lori Baumgartner	B	B	B
SJ-01	Segment 2	10/2/2015	12:10	Between SS	Andrea Trese	B	B	B	Lori Baumgartner	B	B	B
SJ-01	Segment 2	10/13/2015	17:08	Before SS	Lori Baumgartner	C	B	C				
SJ-01	Segment 2	10/14/2015	8:12	After SS	Lori Baumgartner	C	B	B				
SJ-01	Segment 2	10/16/2015	15:33	Between SS	Lori Baumgartner	C	B	C				
SJ-01	Segment 2	10/20/2015	15:00	Between SS	Andrea Trese	B	B	C	Lori Baumgartner	B	B	B
SJ-01	Segment 2	11/2/2015	15:03	Between SS	Lori Baumgartner	B	C	C				
SJ-01	Segment 2	11/7/2015	12:43	Before Rain Event	Lori Baumgartner	B	B	B				
SJ-01	Segment 2	11/9/2015	14:28	After Rain Event	Lori Baumgartner	B	B	B	Andrea Trese	B	B	B
SJ-01	Segment 2	11/10/2015	15:02	Before SS	Lori Baumgartner	B	B	B				
SJ-01	Segment 2	11/11/2015	10:10	After SS	Lori Baumgartner	B	B	B				
SJ-01	Segment 2	11/13/2015	15:03	Between SS	Lori Baumgartner	B	C	C	Andrea Trese	B	B	C
SJ-01	Segment 2	11/16/2015	6:49	Between SS	Lori Baumgartner	B	B	B				
SJ-01	Segment 2	11/24/2015	8:12	Before Rain Event	Lori Baumgartner	B	B	B				
SJ-01	Segment 2	11/25/2015	8:40	After Rain Event	Lori Baumgartner	B	B	B				
SJ-01	Segment 2	12/2/2015	9:39	Between SS	Lori Baumgartner	B	B	B				
SJ-01	Segment 2	12/9/2015	0:30	Before SS	Nick Zigler	B	B	B	Lori Baumgartner	B	B	B
SJ-01	Segment 2	12/9/2015	2:00	After SS	Nick Zigler	A	B	B	Lori Baumgartner	A	B	B
SJ-01	Segment 2	12/11/2015	14:53	Between SS	Lori Baumgartner	B	B	B				
SJ-01	Segment 2	12/15/2015	15:43	Between SS	Lori Baumgartner	C	B	C				
SJ-01	Segment 2	1/5/2016	15:41	Between SS	Lori Baumgartner	B	C	C				
SJ-01	Segment 2	1/12/2016	15:16	Before SS	Lori Baumgartner	C	C	C				
SJ-01	Segment 2	1/13/2016	8:24	After SS	Lori Baumgartner	B	C	B				
SJ-01	Segment 2	1/15/2016	15:43	Between SS	Lori Baumgartner	C	C	C				
SJ-01	Segment 2	1/19/2016	13:41	Between SS	Lori Baumgartner	C	C	C				
SJ-01	Segment 2	1/22/2016	15:00	Between SS	Lori Baumgartner	B	C	C				
SJ-01	Segment 2	1/27/2016	0:30	Before SS	Nick Zigler	B	B	B	Lori Baumgartner	C	B	C
SJ-01	Segment 2	1/27/2016	2:00	After SS	Nick Zigler	B	B	B	Lori Baumgartner	C	B	C
SJ-01	Segment 2	2/9/2016	16:14	Before SS	Lori Baumgartner	C	C	C				
SJ-01	Segment 2	2/10/2016	6:53	After SS	Lori Baumgartner	A	C	B				
SJ-02	Segment 1	9/25/2015	12:20	Between SS	Andrea Trese	C	C	C	Lori Baumgartner	C	C	C
SJ-02	Segment 1	10/2/2015	13:10	Between SS	Andrea Trese	D	C	D	Lori Baumgartner	C	C	C
SJ-02	Segment 1	10/6/2015	16:35	Before SS	Andrea Trese	D	C	D	Lori Baumgartner	D	C	C
SJ-02	Segment 1	10/7/2015	8:42	After SS	Lori Baumgartner	B	C	C				
SJ-02	Segment 1	10/9/2015	15:45	Between SS	Andrea Trese	C	B	C	Lori Baumgartner	C	C	C
SJ-02	Segment 1	10/13/2015	16:06	Between SS	Lori Baumgartner	C	D	C				
SJ-02	Segment 1	10/16/2015	14:47	Between SS	Lori Baumgartner	D	D	D				
SJ-02	Segment 1	10/20/2015	13:56	Before SS	Andrea Trese	C	C	C	Lori Baumgartner	C	C	D
SJ-02	Segment 1	10/21/2015	8:45	After SS	Andrea Trese	C	C	C				
SJ-02	Segment 1	10/27/2015	9:45	Before Rain Event	Lori Baumgartner	C	C	D				
SJ-02	Segment 1	11/2/2015	14:08	After Rain Event	Lori Baumgartner	C	C	C				
SJ-02	Segment 1	11/3/2015	15:07	Before SS	Lori Baumgartner	D	C	D				
SJ-02	Segment 1	11/4/2015	9:19	After SS	Lori Baumgartner	C	C	C				
SJ-02	Segment 1	11/6/2015	14:15	Between SS	Lori Baumgartner	C	C	C	Andrea Trese	C	C	C
SJ-02	Segment 1	11/7/2015	13:35	Before Rain Event	Lori Baumgartner	C	C	C				
SJ-02	Segment 1	11/9/2015	13:40	After Rain Event	Lori Baumgartner	C	C	C	Andrea Trese	C	C	C
SJ-02	Segment 1	11/13/2015	14:34	Between SS	Lori Baumgartner	C	C	C	Andrea Trese	C	C	C
SJ-02	Segment 1	11/16/2015	7:35	Before SS	Lori Baumgartner	C	C	D				
SJ-02	Segment 1	11/18/2015	8:34	After SS	Lori Baumgartner	D	C	D	Stefan Grozev	C	C	C
SJ-02	Segment 1	11/24/2015	9:23	Before Rain Event	Lori Baumgartner	C	C	C				
SJ-02	Segment 1	11/25/2015	9:36	After Rain Event	Lori Baumgartner	C	C	C				
SJ-02	Segment 1	12/1/2015	11:41	Before SS	Lori Baumgartner	C	B	C	Stefan Grozev	C	C	C
SJ-02	Segment 1	12/2/2015	10:39	After SS	Lori Baumgartner	B	D	C				
SJ-02	Segment 1	12/4/2015	9:37	Between SS	Lori Baumgartner	B	C	C				
SJ-02	Segment 1	12/9/2015	7:20	Before Rain Event	Andrea Trese	C	C	C				
SJ-02	Segment 1	12/11/2015	14:00	After Rain Event	Lori Baumgartner	C	D	C	Andrea Trese	C	C	C
SJ-02	Segment 1	12/15/2015	14:48	Before SS	Lori Baumgartner	C	D	C				
SJ-02	Segment 1	12/16/2015	7:20	After SS	Andrea Trese	C	C	C				
SJ-02	Segment 1	1/5/2016	14:00	Before SS	Lori Baumgartner	C	C	C				
SJ-02	Segment 1	1/6/2016	9:00	After SS	Lori Baumgartner	C	C	C				
SJ-02	Segment 1	1/13/2016	9:03	Between SS	Lori Baumgartner	C	D	D				
SJ-02	Segment 1	1/15/2016	15:06	Between SS	Lori Baumgartner	C	D	C				
SJ-02	Segment 1	1/19/2016	12:31	Before SS	Lori Baumgartner	D	C	D				

Site ID	Segment ID	Date	Time	Event Timing	Observer #1	O#1 Street Score	O #1 Sidewalk Score	O#1 Overall Score	Observer #2	O#2 Street Score	O#2 Sidewalk Score	O#2 Overall Score
SJ-02	Segment 1	1/20/2016	8:32	After SS	Lori Baumgartner	B	C	C				
SJ-02	Segment 1	1/22/2016	15:00	Between SS	Lori Baumgartner	C	D	C				
SJ-02	Segment 1	1/27/2016	17:03	Between SS	Lori Baumgartner	C	C	D				
SJ-02	Segment 1	2/2/2016	12:24	Before SS	Andrea Trese	C	C	C	Lori Baumgartner	D	C	C
SJ-02	Segment 1	2/3/2016	9:02	After SS	Lori Baumgartner	C	D	C				
SJ-02	Segment 1	2/5/2016	15:03	Between SS	Lori Baumgartner	D	C	D	Andrea Trese	D	C	D
SJ-02	Segment 1	2/10/2016	12:42	Between SS	Andrea Trese	C	C	D	Lori Baumgartner	C	C	D
SJ-02	Segment 1	2/12/2016	6:50	Between SS	Lori Baumgartner	C	D	D	Jonathan Hawkes	C	D	D
SJ-02	Segment 1	2/16/2016	14:18	Before SS	Lori Baumgartner	C	D	D				
SJ-02	Segment 1	2/17/2016	13:35	After SS	Lori Baumgartner	C	D	D	Jonathan Hawkes	C	C	C
SJ-02	Segment 1	2/19/2016	14:50	Between SS	Lori Baumgartner	C	D	C				
SJ-02	Segment 1	2/24/2016	15:40	Between SS	Lori Baumgartner	C	C	D	Andrea Trese	C	C	C
SJ-02	Segment 1	2/26/2016	15:41	Between SS	Lori Baumgartner	C	C	D				
SJ-02	Segment 1	3/1/2016	14:30	Before SS	Lori Baumgartner	C	C	D				
SJ-02	Segment 1	3/2/2016	10:59	After SS	Lori Baumgartner	C	D	D				
SJ-02	Segment 2	9/25/2015	12:20	Between SS	Andrea Trese	B	B	B	Lori Baumgartner	C	B	C
SJ-02	Segment 2	10/2/2015	13:10	Between SS	Andrea Trese	C	B	C	Lori Baumgartner	C	B	C
SJ-02	Segment 2	10/6/2015	16:35	Before SS	Andrea Trese	C	B	C	Lori Baumgartner	C	B	C
SJ-02	Segment 2	10/7/2015	8:42	After SS	Lori Baumgartner	B	B	B				
SJ-02	Segment 2	10/9/2015	15:45	Between SS	Andrea Trese	C	B	C	Lori Baumgartner	B	B	B
SJ-02	Segment 2	10/13/2015	16:06	Between SS	Lori Baumgartner	C	B	C				
SJ-02	Segment 2	10/16/2015	14:47	Between SS	Lori Baumgartner	C	B	C				
SJ-02	Segment 2	10/20/2015	13:56	Before SS	Andrea Trese	C	B	C	Lori Baumgartner	C	B	C
SJ-02	Segment 2	10/21/2015	8:45	After SS	Andrea Trese	C	B	C				
SJ-02	Segment 2	10/27/2015	9:45	Before Rain Event	Lori Baumgartner	C	B	C				
SJ-02	Segment 2	11/2/2015	14:08	After Rain Event	Lori Baumgartner	B	B	B				
SJ-02	Segment 2	11/3/2015	15:07	Before SS	Lori Baumgartner	C	B	C				
SJ-02	Segment 2	11/4/2015	9:19	After SS	Lori Baumgartner	B	B	B				
SJ-02	Segment 2	11/6/2015	14:15	Between SS	Lori Baumgartner	C	B	B	Andrea Trese	B	B	B
SJ-02	Segment 2	11/7/2015	13:35	Before Rain Event	Lori Baumgartner	C	B	C				
SJ-02	Segment 2	11/9/2015	13:40	After Rain Event	Lori Baumgartner	B	B	B	Andrea Trese	B	B	B
SJ-02	Segment 2	11/13/2015	14:34	Between SS	Lori Baumgartner	B	B	B	Andrea Trese	B	B	B
SJ-02	Segment 2	11/16/2015	7:35	Before SS	Lori Baumgartner	B	C	C				
SJ-02	Segment 2	11/18/2015	8:34	After SS	Lori Baumgartner	B	B	C	Stefan Grozev	C	B	C
SJ-02	Segment 2	11/24/2015	9:23	Before Rain Event	Lori Baumgartner	C	B	C				
SJ-02	Segment 2	11/25/2015	9:36	After Rain Event	Lori Baumgartner	B	B	B				
SJ-02	Segment 2	12/1/2015	11:41	Before SS	Lori Baumgartner	C	D	C	Stefan Grozev	C	C	C
SJ-02	Segment 2	12/2/2015	10:39	After SS	Lori Baumgartner	B	B	B				
SJ-02	Segment 2	12/4/2015	9:37	Between SS	Lori Baumgartner	A	B	B				
SJ-02	Segment 2	12/9/2015	7:20	Before Rain Event	Andrea Trese	C	C	C				
SJ-02	Segment 2	12/11/2015	14:00	After Rain Event	Lori Baumgartner	B	B	C	Andrea Trese	C	B	C
SJ-02	Segment 2	12/15/2015	14:48	Before SS	Lori Baumgartner	C	B	C				
SJ-02	Segment 2	12/16/2015	7:20	After SS	Andrea Trese	B	B	C				
SJ-02	Segment 2	1/5/2016	14:00	Before SS	Lori Baumgartner	B	C	C				
SJ-02	Segment 2	1/6/2016	9:00	After SS	Lori Baumgartner	B	C	C				
SJ-02	Segment 2	1/13/2016	9:03	Between SS	Lori Baumgartner	C	C	C				
SJ-02	Segment 2	1/15/2016	15:06	Between SS	Lori Baumgartner	C	B	C				
SJ-02	Segment 2	1/19/2016	12:31	Before SS	Lori Baumgartner	B	C	C				
SJ-02	Segment 2	1/20/2016	8:32	After SS	Lori Baumgartner	B	C	C				
SJ-02	Segment 2	1/22/2016	15:00	Between SS	Lori Baumgartner	C	B	C				
SJ-02	Segment 2	1/27/2016	17:03	Between SS	Lori Baumgartner	C	C	C				
SJ-02	Segment 2	2/2/2016	12:24	Before SS	Andrea Trese	C	B	C	Lori Baumgartner	C	C	C
SJ-02	Segment 2	2/3/2016	9:02	After SS	Lori Baumgartner	C	C	C				
SJ-02	Segment 2	2/5/2016	15:03	Between SS	Lori Baumgartner	C	C	C	Andrea Trese	C	C	C
SJ-02	Segment 2	2/10/2016	12:42	Between SS	Andrea Trese	C	C	C	Lori Baumgartner	C	C	C
SJ-02	Segment 2	2/12/2016	6:50	Between SS	Lori Baumgartner	C	C	C	Jonathan Hawkes	D	C	D
SJ-02	Segment 2	2/16/2016	14:18	Before SS	Lori Baumgartner	C	C	C				
SJ-02	Segment 2	2/17/2016	13:35	After SS	Lori Baumgartner	C	C	C	Jonathan Hawkes	C	B	C
SJ-02	Segment 2	2/19/2016	14:50	Between SS	Lori Baumgartner	B	B	B				
SJ-02	Segment 2	2/24/2016	15:40	Between SS	Lori Baumgartner	C	B	C	Andrea Trese	C	B	C
SJ-02	Segment 2	2/26/2016	15:41	Between SS	Lori Baumgartner	C	B	C				
SJ-02	Segment 2	3/1/2016	14:30	Before SS	Lori Baumgartner	C	C	C				
SJ-02	Segment 2	3/2/2016	10:59	After SS	Lori Baumgartner	C	C	C				
SJ-03	Segment 1	9/25/2015	11:45	Between SS	Andrea Trese	C	C	C	Lori Baumgartner	C	C	C
SJ-03	Segment 1	10/2/2015	12:36	Between SS	Andrea Trese	C	C	C	Lori Baumgartner	C	C	D
SJ-03	Segment 1	10/13/2015	16:36	Between SS	Lori Baumgartner	C	C	C				
SJ-03	Segment 1	10/20/2015	14:26	Before SS	Andrea Trese	C	C	C	Lori Baumgartner	D	C	D
SJ-03	Segment 1	10/21/2015	16:31	After SS	Andrea Trese	C	C	C				
SJ-03	Segment 1	10/27/2015	9:05	Before Rain Event	Lori Baumgartner	C	C	C				
SJ-03	Segment 1	11/2/2015	13:32	After Rain Event	Lori Baumgartner	C	C	C				
SJ-03	Segment 1	11/4/2015	8:34	Between SS	Lori Baumgartner	C	C	C				
SJ-03	Segment 1	11/7/2015	13:10	Before Rain Event	Lori Baumgartner	C	C	C				
SJ-03	Segment 1	11/9/2015	14:13	After Rain Event	Lori Baumgartner	C	B	C	Andrea Trese	C	C	C
SJ-03	Segment 1	11/16/2015	7:08	Before SS	Lori Baumgartner	C	C	C				
SJ-03	Segment 1	11/18/2015	16:09	After SS	Lori Baumgartner	B	C	C				
SJ-03	Segment 1	11/24/2015	15:44	Before Rain Event	Lori Baumgartner	D	D	D				
SJ-03	Segment 1	11/25/2015	9:04	After Rain Event	Lori Baumgartner	B	C	C				
SJ-03	Segment 1	12/2/2015	10:06	Between SS	Lori Baumgartner	C	C	C				
SJ-03	Segment 1	12/9/2015	8:00	Before Rain Event	Andrea Trese	C	C	C				
SJ-03	Segment 1	12/11/2015	14:27	After Rain Event	Lori Baumgartner	C	C	C	Andrea Trese	C	C	C
SJ-03	Segment 1	12/15/2015	15:14	Between SS	Lori Baumgartner	C	C	C				
SJ-03	Segment 1	12/16/2015	7:55	Before SS	Andrea Trese	C	C	C				
SJ-03	Segment 1	12/17/2015	7:50	After SS	Lori Baumgartner	B	C	C	Jonathan Hawkes	C	D	C
SJ-03	Segment 1	12/24/2015	12:05	Between SS	Nick Zigler	B	C	C				
SJ-03	Segment 1	1/5/2016	15:12	Between SS	Lori Baumgartner	C	C	D				
SJ-03	Segment 1	1/11/2016	15:53	Between SS	Lori Baumgartner	C	C	D				
SJ-03	Segment 1	1/19/2016	13:06	Before SS	Lori Baumgartner	D	C	D				
SJ-03	Segment 1	1/20/2016	14:33	After SS	Lori Baumgartner	C	C	C				
SJ-03	Segment 1	1/28/2016	14:50	Between SS	Lori Baumgartner	D	D	D				
SJ-03	Segment 1	2/3/2016	8:33	Between SS	Lori Baumgartner	C	C	C				
SJ-03	Segment 1	2/10/2016	14:44	Between SS	Andrea Trese	D	C	D	Lori Baumgartner	D	C	D
SJ-03	Segment 1	2/16/2016	15:00	Before SS	Lori Baumgartner	C	C	D				
SJ-03	Segment 1	2/17/2016	16:32	After SS	Lori Baumgartner	B	C	C				
SJ-03	Segment 1	2/26/2016	15:02	Between SS	Lori Baumgartner	C	C	C				
SJ-03	Segment 1	3/2/2016	10:33	Between SS	Lori Baumgartner	C	C	C				
SJ-03	Segment 1	3/9/2016	14:56	Between SS	Lori Baumgartner	C	D	C				
SJ-03	Segment 1	3/15/2016	17:03	Before SS	Lori Baumgartner	C	C	D				
SJ-03	Segment 1	3/16/2016	16:04	After SS	Lori Baumgartner	A	C	C				
SJ-03	Segment 2	9/25/2015	11:45	Between SS	Andrea Trese	C	D	D	Lori Baumgartner	C	C	C
SJ-03	Segment 2	10/2/2015	12:36	Between SS	Andrea Trese	C	C	D	Lori Baumgartner	D	D	D
SJ-03	Segment 2	10/13/2015	16:36	Between SS	Lori Baumgartner	C	D	C				
SJ-03	Segment 2	10/20/2015	14:26	Before SS	Andrea Trese	C	C	D	Lori Baumgartner	D	C	D
SJ-03	Segment 2	10/21/2015	16:31	After SS	Andrea Trese	C	C	C				
SJ-03	Segment 2	10/27/2015	9:05	Before Rain Event	Lori Baumgartner	C	D	D				
SJ-03	Segment 2	11/2/2015	13:32	After Rain Event	Lori Baumgartner	C	C	C				
SJ-03	Segment 2	11/4/2015	8:34	Between SS	Lori Baumgartner	C	C	C				
SJ-03	Segment 2	11/7/2015	13:10	Before Rain Event	Lori Baumgartner	C	C	C				
SJ-03	Segment 2	11/9/2015	14:13	After Rain Event	Lori Baumgartner	C	C	D	Andrea Trese	D	C	D

Site ID	Segment ID	Date	Time	Event Timing	Observer #1	O#1 Street Score	O #1 Sidewalk Score	O#1 Overall Score	Observer #2	O#2 Street Score	O#2 Sidewalk Score	O#2 Overall Score
SJ-03	Segment 2	11/16/2015	7:08	Before SS	Lori Baumgartner	C	C	D				
SJ-03	Segment 2	11/18/2015	16:09	After SS	Lori Baumgartner	B	C	C				
SJ-03	Segment 2	11/24/2015	15:44	Before Rain Event	Lori Baumgartner	D	D	D				
SJ-03	Segment 2	11/25/2015	9:04	After Rain Event	Lori Baumgartner	C	C	C				
SJ-03	Segment 2	12/2/2015	10:06	Between SS	Lori Baumgartner	C	D	D				
SJ-03	Segment 2	12/9/2015	8:00	Before Rain Event	Andrea Trese	D	C	D				
SJ-03	Segment 2	12/11/2015	14:27	After Rain Event	Lori Baumgartner	C	D	C	Andrea Trese	D	C	D
SJ-03	Segment 2	12/15/2015	15:14	Between SS	Lori Baumgartner	D	D	D				
SJ-03	Segment 2	12/16/2015	7:55	Before SS	Andrea Trese	C	D	D				
SJ-03	Segment 2	12/17/2015	7:50	After SS	Lori Baumgartner	C	C	C	Jonathan Hawkes	B	C	C
SJ-03	Segment 2	12/24/2015	12:05	Between SS	Nick Zigler	C	C	C				
SJ-03	Segment 2	1/5/2016	15:12	Between SS	Lori Baumgartner	D	D	D				
SJ-03	Segment 2	1/11/2016	15:53	Between SS	Lori Baumgartner	D	D	D				
SJ-03	Segment 2	1/19/2016	13:06	Before SS	Lori Baumgartner	D	C	D				
SJ-03	Segment 2	1/20/2016	14:33	After SS	Lori Baumgartner	B	C	C				
SJ-03	Segment 2	1/28/2016	14:50	Between SS	Lori Baumgartner	D	D	D				
SJ-03	Segment 2	2/3/2016	8:33	Between SS	Lori Baumgartner	D	D	D				
SJ-03	Segment 2	2/10/2016	14:44	Between SS	Andrea Trese	D	C	D	Lori Baumgartner	D	D	D
SJ-03	Segment 2	2/16/2016	15:00	Before SS	Lori Baumgartner	D	D	D				
SJ-03	Segment 2	2/17/2016	16:32	After SS	Lori Baumgartner	B	D	C				
SJ-03	Segment 2	2/26/2016	15:02	Between SS	Lori Baumgartner	C	C	D				
SJ-03	Segment 2	3/2/2016	10:33	Between SS	Lori Baumgartner	C	D	D				
SJ-03	Segment 2	3/9/2016	14:56	Between SS	Lori Baumgartner	C	D	C				
SJ-03	Segment 2	3/15/2016	17:03	Before SS	Lori Baumgartner	C	C	D				
SJ-03	Segment 2	3/16/2016	16:04	After SS	Lori Baumgartner	C	C	C				

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Appendix E

On-land Visual Trash Assessment Data Collected by Partner Public Agencies (San Mateo Countywide Water Pollution Prevention Program and Santa Clara Valley Urban Runoff Pollution Prevention Program) from 2014-2016

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
ATH0001	San Mateo	7/8/2014	A	1,040	0	0	0	1,040
ATH0001	San Mateo	6/5/2015	B	0	1,040	0	0	1,040
ATH0001	San Mateo	12/17/2015	B	0	1,040	0	0	1,040
ATH0001	San Mateo	4/13/2016	A	1,040	0	0	0	1,040
ATH0001	San Mateo	6/16/2016	A	1,040	0	0	0	1,040
ATH0001	San Mateo	6/20/2016	A	1,040	0	0	0	1,040
ATH0002	San Mateo	7/8/2014	A	1,109	0	0	0	1,109
ATH0002	San Mateo	6/5/2015	A	1,109	0	0	0	1,109
ATH0002	San Mateo	12/17/2015	B	0	1,109	0	0	1,109
ATH0002	San Mateo	4/13/2016	A	1,109	0	0	0	1,109
ATH0002	San Mateo	6/16/2016	A	1,109	0	0	0	1,109
ATH0002	San Mateo	6/20/2016	A	1,109	0	0	0	1,109
ATH0006	San Mateo	6/5/2015	A	1,115	0	0	0	1,115
ATH0006	San Mateo	12/9/2015	B	0	1,115	0	0	1,115
ATH0006	San Mateo	4/13/2016	A	1,115	0	0	0	1,115
ATH0006	San Mateo	6/16/2016	A	1,115	0	0	0	1,115
ATH0006	San Mateo	6/20/2016	A	1,115	0	0	0	1,115
ATH0017	San Mateo	6/5/2015	B	280	759	0	0	1,039
ATH0017	San Mateo	12/9/2015	B	0	1,039	0	0	1,039
ATH0017	San Mateo	4/13/2016	B	509	530	0	0	1,039
ATH0017	San Mateo	6/16/2016	B	0	1,039	0	0	1,039
ATH0017	San Mateo	6/20/2016	B	0	1,039	0	0	1,039
BEL0001	San Mateo	7/10/2014	A	929	0	0	0	929
BEL0001	San Mateo	5/6/2015	A	929	0	0	0	929
BEL0001	San Mateo	6/23/2015	A	929	0	0	0	929
BEL0001	San Mateo	11/17/2015	B	629	300	0	0	929
BEL0001	San Mateo	1/7/2016	B	0	929	0	0	929
BEL0001	San Mateo	3/23/2016	B	440	489	0	0	929
BEL0001	San Mateo	4/12/2016	A	929	0	0	0	929
BEL0006	San Mateo	7/10/2014	B	526	104	423	0	1,053
BEL0007	San Mateo	7/10/2014	B	0	947	0	0	947
BEL0007	San Mateo	1/7/2016	B	0	947	0	0	947
BEL0008	San Mateo	7/10/2014	B	0	1,039	0	0	1,039
BEL0009	San Mateo	5/27/2015	B	0	995	0	0	995
BEL0009	San Mateo	12/17/2015	B	0	995	0	0	995
BEL0009	San Mateo	2/25/2016	B	0	995	0	0	995
BEL0009	San Mateo	7/13/2016	A	995	0	0	0	995
BEL0015	San Mateo	6/26/2015	A	961	0	0	0	961
BEL0015	San Mateo	11/13/2015	A	961	0	0	0	961
BEL0015	San Mateo	3/18/2016	A	961	0	0	0	961
BEL0015	San Mateo	4/12/2016	A	961	0	0	0	961
BEL0017	San Mateo	5/28/2015	B	0	1,036	0	0	1,036
BEL0017	San Mateo	11/11/2015	A	1,036	0	0	0	1,036
BEL0017	San Mateo	2/17/2016	A	1,036	0	0	0	1,036
BEL0018	San Mateo	4/13/2015	B	0	1,034	100	0	1,134
BEL0018	San Mateo	6/23/2015	A	1,134	0	0	0	1,134
BEL0018	San Mateo	11/18/2015	B	0	1,134	0	0	1,134
BEL0018	San Mateo	2/9/2016	B	0	1,134	0	0	1,134
BEL0018	San Mateo	4/12/2016	B	315	819	0	0	1,134
BEL0024	San Mateo	1/23/2015	C	522	200	170	170	1,062
BEL0024	San Mateo	4/2/2015	B	0	1,062	0	0	1,062
BEL0029	San Mateo	1/23/2015	B	0	1,007	0	0	1,007
BEL0029	San Mateo	11/13/2015	B	0	1,007	0	0	1,007
BEL0029	San Mateo	3/18/2016	B	0	1,007	0	0	1,007
BEL0029	San Mateo	4/12/2016	A	877	130	0	0	1,007
BEL0040	San Mateo	5/29/2015	A	791	0	0	0	791

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
BEL0040	San Mateo	11/13/2015	A	791	0	0	0	791
BEL0040	San Mateo	1/7/2016	A	791	0	0	0	791
BEL0040	San Mateo	7/13/2016	A	791	0	0	0	791
BEL0051	San Mateo	1/23/2015	B	0	505	0	0	505
BEL0051	San Mateo	4/2/2015	A	505	0	0	0	505
BEL0051	San Mateo	11/13/2015	A	504	0	0	0	504
BEL0051	San Mateo	3/18/2016	A	504	0	0	0	504
BEL0051	San Mateo	4/12/2016	A	504	0	0	0	504
BRI0003	San Mateo	7/2/2015	A	1,111	0	0	0	1,111
BRI0016	San Mateo	7/2/2015	A	721	280	0	0	1,001
BRI0017	San Mateo	7/18/2014	A	1,046	0	0	0	1,046
BRI0017	San Mateo	7/2/2015	B	0	1,046	0	0	1,046
BRI0017	San Mateo	12/16/2015	B	0	1,046	0	0	1,046
BRI0017	San Mateo	2/17/2016	B	0	1,046	0	0	1,046
BRI0017	San Mateo	3/2/2016	B	0	1,046	0	0	1,046
BRI0019	San Mateo	7/18/2014	C	0	726	302	0	1,028
BRI0019	San Mateo	7/2/2015	C	0	0	1,028	0	1,028
BRI0041	San Mateo	7/18/2014	B	0	924	97	0	1,021
BRI0041	San Mateo	7/2/2015	C	0	0	1,021	0	1,021
BRI0041	San Mateo	12/16/2015	C	0	0	1,021	0	1,021
BRI0041	San Mateo	2/17/2016	B	0	1,021	0	0	1,021
BRI0041	San Mateo	3/2/2016	C	0	0	1,021	0	1,021
BRI0045	San Mateo	1/22/2015	B	0	1,019	0	0	1,019
BRI0045	San Mateo	7/2/2015	C	0	0	1,019	0	1,019
BRI0045	San Mateo	12/16/2015	D	0	0	0	1,019	1,019
BRI0045	San Mateo	2/17/2016	B	0	1,019	0	0	1,019
BRI0045	San Mateo	3/2/2016	B	0	1,019	0	0	1,019
BRI0045	San Mateo	4/6/2016	B	0	1,019	0	0	1,019
BRI0047	San Mateo	1/22/2015	B	0	974	0	0	974
BRI0047	San Mateo	7/2/2015	C	0	0	974	0	974
BRI0047	San Mateo	12/16/2015	D	0	0	0	974	974
BRI0047	San Mateo	2/17/2016	B	0	974	0	0	974
BRI0047	San Mateo	3/2/2016	B	0	974	0	0	974
BRI0047	San Mateo	4/6/2016	B	0	974	0	0	974
BRI0049	San Mateo	1/22/2015	A	1,015	0	0	0	1,015
BRI0049	San Mateo	7/2/2015	C	0	0	1,015	0	1,015
BRI0049	San Mateo	2/17/2016	B	0	1,015	0	0	1,015
BRI0049	San Mateo	3/2/2016	A	1,015	0	0	0	1,015
BRI0049	San Mateo	4/6/2016	B	0	1,015	0	0	1,015
BUR0002	San Mateo	7/16/2014	B	0	1,004	0	0	1,004
BUR0002	San Mateo	5/4/2015	B	0	1,004	0	0	1,004
BUR0002	San Mateo	12/17/2015	C	0	420	584	0	1,004
BUR0002	San Mateo	4/12/2016	C	0	814	190	0	1,004
BUR0002	San Mateo	6/13/2016	C	0	0	1,004	0	1,004
BUR0003	San Mateo	7/16/2014	B	0	1,347	0	0	1,347
BUR0003	San Mateo	5/4/2015	B	0	1,347	0	0	1,347
BUR0003	San Mateo	12/17/2015	B	0	1,347	0	0	1,347
BUR0003	San Mateo	6/13/2016	B	0	1,347	0	0	1,347
BUR0005	San Mateo	5/6/2015	C	0	0	958	0	958
BUR0005	San Mateo	12/18/2015	D	0	0	468	490	958
BUR0005	San Mateo	3/18/2016	C	0	0	548	410	958
BUR0005	San Mateo	7/8/2016	C	0	0	958	0	958
BUR0007	San Mateo	7/16/2014	A	1,010	0	0	0	1,010
BUR0007	San Mateo	5/4/2015	A	1,010	0	0	0	1,010
BUR0007	San Mateo	12/17/2015	B	310	700	0	0	1,010
BUR0007	San Mateo	6/13/2016	B	0	1,010	0	0	1,010

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
BUR0008	San Mateo	1/22/2015	C	0	308	647	0	955
BUR0008	San Mateo	4/2/2015	C	0	0	955	0	955
BUR0008	San Mateo	12/17/2015	C	0	0	955	0	955
BUR0008	San Mateo	2/12/2016	C	0	310	645	0	955
BUR0008	San Mateo	6/10/2016	B	0	955	0	0	955
BUR0008	San Mateo	7/8/2016	C	0	470	485	0	955
BUR0009	San Mateo	5/6/2015	B	0	1,101	0	0	1,101
BUR0009	San Mateo	12/18/2015	B	0	1,101	0	0	1,101
BUR0009	San Mateo	3/18/2016	C	0	561	540	0	1,101
BUR0009	San Mateo	7/8/2016	B	0	1,101	0	0	1,101
BUR0010	San Mateo	7/10/2014	B	0	1,034	0	0	1,034
BUR0010	San Mateo	5/29/2015	A	1,034	0	0	0	1,034
BUR0010	San Mateo	12/18/2015	B	0	1,035	0	0	1,035
BUR0010	San Mateo	2/12/2016	B	0	1,035	0	0	1,035
BUR0010	San Mateo	3/18/2016	A	1,035	0	0	0	1,035
BUR0012	San Mateo	1/22/2015	B	0	783	290	0	1,073
BUR0012	San Mateo	4/2/2015	B	0	753	320	0	1,073
BUR0015	San Mateo	5/6/2015	A	783	320	0	0	1,103
BUR0015	San Mateo	12/18/2015	B	823	0	280	0	1,103
BUR0015	San Mateo	3/18/2016	A	1,103	0	0	0	1,103
BUR0015	San Mateo	7/8/2016	B	0	1,103	0	0	1,103
BUR0016	San Mateo	1/22/2015	B	0	979	0	0	979
BUR0016	San Mateo	4/2/2015	B	0	979	0	0	979
BUR0016	San Mateo	12/18/2015	B	714	265	0	0	979
BUR0016	San Mateo	2/12/2016	B	0	979	0	0	979
BUR0016	San Mateo	3/18/2016	B	400	579	0	0	979
BUR0017	San Mateo	5/6/2015	B	0	1,047	0	0	1,047
BUR0018	San Mateo	5/6/2015	A	1,080	0	0	0	1,080
BUR0021	San Mateo	7/16/2014	B	0	1,115	0	0	1,115
BUR0021	San Mateo	5/4/2015	A	1,115	0	0	0	1,115
BUR0021	San Mateo	12/18/2015	B	410	0	705	0	1,115
BUR0021	San Mateo	4/12/2016	B	620	495	0	0	1,115
BUR0021	San Mateo	6/13/2016	B	0	1,115	0	0	1,115
BUR0022	San Mateo	1/22/2015	C	0	675	509	0	1,184
BUR0022	San Mateo	4/2/2015	C	0	0	1,184	0	1,184
BUR0023	San Mateo	5/27/2015	C	0	0	1,010	0	1,010
BUR0023	San Mateo	1/25/2016	D	0	0	285	725	1,010
BUR0023	San Mateo	3/18/2016	C	0	280	730	0	1,010
BUR0023	San Mateo	6/10/2016	C	0	0	1,010	0	1,010
BUR0026	San Mateo	7/18/2014	B	0	1,206	0	0	1,206
BUR0026	San Mateo	5/29/2015	B	806	400	0	0	1,206
BUR0026	San Mateo	12/18/2015	B	395	513	298	0	1,206
BUR0026	San Mateo	3/18/2016	B	0	1,206	0	0	1,206
BUR0026	San Mateo	7/8/2016	B	0	1,206	0	0	1,206
BUR0027	San Mateo	1/23/2015	C	0	598	355	0	953
BUR0027	San Mateo	6/4/2015	C	0	0	953	0	953
BUR0027	San Mateo	12/18/2015	C	0	0	952	0	952
BUR0027	San Mateo	2/12/2016	D	0	0	592	360	952
BUR0027	San Mateo	7/8/2016	C	0	0	952	0	952
BUR0029	San Mateo	1/22/2015	B	911	0	125	0	1,036
BUR0029	San Mateo	4/2/2015	B	766	170	100	0	1,036
BUR0033	San Mateo	5/27/2015	A	977	0	0	0	977
BUR0033	San Mateo	1/25/2016	B	0	977	0	0	977
BUR0033	San Mateo	4/12/2016	A	977	0	0	0	977
BUR0033	San Mateo	6/13/2016	A	977	0	0	0	977
BUR0036	San Mateo	5/6/2015	B	0	1,070	0	0	1,070

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
BUR0039	San Mateo	5/27/2015	B	0	800	300	0	1,100
BUR0039	San Mateo	1/25/2016	C	0	680	420	0	1,100
BUR0039	San Mateo	4/12/2016	B	290	810	0	0	1,100
BUR0039	San Mateo	6/13/2016	B	0	1,000	100	0	1,100
CAM0001	Santa Clara	6/23/2014	B	175	832	0	0	1,007
CAM0001	Santa Clara	1/14/2016	C	0	577	430	0	1,007
CAM0001	Santa Clara	2/19/2016	A	1,007	0	0	0	1,007
CAM0001	Santa Clara	3/24/2016	B	617	390	0	0	1,007
CAM0001	Santa Clara	4/14/2016	A	1,007	0	0	0	1,007
CAM0002	Santa Clara	6/25/2014	A	922	0	0	0	922
CAM0005	Santa Clara	6/23/2014	A	1,041	0	0	0	1,041
CAM0006	Santa Clara	6/23/2014	A	1,010	0	0	0	1,010
CAM0007	Campbell	1/12/2016	B	731	290	0	0	1,021
CAM0007	Campbell	3/1/2016	A	771	250	0	0	1,021
CAM0007	Campbell	4/5/2016	A	761	260	0	0	1,021
CAM0007	Campbell	4/19/2016	B	0	1,021	0	0	1,021
CAM0009	Santa Clara	7/18/2014	B	0	997	0	0	997
CAM0011	Santa Clara	6/19/2014	A	793	336	0	0	1,129
CAM0011	Santa Clara	7/18/2014	A	793	336	0	0	1,129
CAM0013	Santa Clara	6/23/2014	B	0	1,123	0	0	1,123
CAM0014	Santa Clara	1/12/2016	C	375	0	709	0	1,084
CAM0014	Santa Clara	3/1/2016	B	295	789	0	0	1,084
CAM0014	Santa Clara	4/5/2016	B	784	300	0	0	1,084
CAM0014	Santa Clara	4/19/2016	B	0	1,084	0	0	1,084
CAM0015	Santa Clara	7/18/2014	A	837	218	0	0	1,055
CAM0016	Santa Clara	11/25/2014	A	1,034	0	0	0	1,034
CAM0017	Santa Clara	4/21/2015	B	0	996	0	0	996
CAM0021	Santa Clara	11/25/2014	A	1,066	0	0	0	1,066
CAM0022	Santa Clara	4/21/2015	B	0	1,193	0	0	1,193
CAM0023	Santa Clara	11/25/2014	A	1,023	0	0	0	1,023
CAM0025	Santa Clara	1/9/2015	B	0	1,098	0	0	1,098
CAM0025	Santa Clara	1/14/2016	B	0	1,097	0	0	1,097
CAM0025	Santa Clara	3/24/2016	B	0	1,097	0	0	1,097
CAM0025	Santa Clara	6/3/2016	B	0	1,097	0	0	1,097
CAM0028	Santa Clara	2/27/2015	B	0	943	270	0	1,213
CAM0028	Santa Clara	1/14/2016	B	0	1,214	0	0	1,214
CAM0028	Santa Clara	3/24/2016	A	1,214	0	0	0	1,214
CAM0028	Santa Clara	6/24/2016	B	548	666	0	0	1,214
CAM0031	Santa Clara	1/19/2015	C	0	0	1,005	0	1,005
CAM0031	Santa Clara	1/12/2016	B	0	1,005	0	0	1,005
CAM0031	Santa Clara	2/24/2016	B	0	1,005	0	0	1,005
CAM0031	Santa Clara	6/6/2016	B	0	1,005	0	0	1,005
CAM0033	Santa Clara	11/20/2014	A	986	0	0	0	986
CAM0036	Santa Clara	11/20/2014	B	0	1,154	0	0	1,154
CAM0037	Santa Clara	3/3/2015	A	1,066	0	0	0	1,066
CAM0038	Santa Clara	3/3/2015	A	1,084	0	0	0	1,084
CAM0040	Santa Clara	1/14/2016	B	0	868	165	0	1,033
CAM0040	Santa Clara	3/21/2016	A	1,033	0	0	0	1,033
CAM0040	Santa Clara	6/14/2016	A	1,033	0	0	0	1,033
CAM0042	Santa Clara	2/27/2015	C	0	0	1,004	0	1,004
CAM0043	Santa Clara	3/4/2015	B	0	865	0	0	865
CAM0043	Santa Clara	1/12/2016	B	0	640	225	0	865
CAM0043	Santa Clara	2/24/2016	A	865	0	0	0	865
CAM0043	Santa Clara	3/23/2016	B	670	195	0	0	865
CAM0043	Santa Clara	4/13/2016	A	555	310	0	0	865
CAM0045	Santa Clara	2/27/2015	C	0	0	1,095	0	1,095

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
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CAM0047	Santa Clara	3/3/2015	A	1,053	0	0	0	1,053
CAM0050	Santa Clara	3/4/2015	C	0	573	320	0	893
CAM0050	Santa Clara	1/12/2016	C	0	564	330	0	894
CAM0050	Santa Clara	2/24/2016	B	0	894	0	0	894
CAM0050	Santa Clara	3/23/2016	B	714	180	0	0	894
CAM0050	Santa Clara	4/13/2016	C	0	0	894	0	894
CAM0051	Santa Clara	1/12/2016	B	0	1,202	0	0	1,202
CAM0051	Santa Clara	3/21/2016	A	1,202	0	0	0	1,202
CAM0051	Santa Clara	6/14/2016	B	0	1,202	0	0	1,202
CAM0053	Santa Clara	3/3/2015	A	716	320	0	0	1,036
CAM0054	Santa Clara	3/4/2015	A	985	0	0	0	985
CAM0054	Santa Clara	1/12/2016	B	0	985	0	0	985
CAM0054	Santa Clara	3/23/2016	A	985	0	0	0	985
CAM0054	Santa Clara	6/15/2016	A	985	0	0	0	985
CAM0056	Santa Clara	3/4/2015	B	0	1,061	0	0	1,061
CAM0057	Santa Clara	1/12/2016	B	0	1,081	0	0	1,081
CAM0057	Santa Clara	3/21/2016	A	1,081	0	0	0	1,081
CAM0057	Santa Clara	6/14/2016	A	1,081	0	0	0	1,081
CAM0060	Santa Clara	3/3/2015	A	998	125	0	0	1,123
CAM0062	Santa Clara	2/27/2015	B	0	994	0	0	994
CAM0062	Santa Clara	3/4/2015	B	0	994	0	0	994
CAM0065	Santa Clara	4/21/2015	A	1,066	0	0	0	1,066
CAM0070	Santa Clara	3/3/2015	A	804	250	0	0	1,054
CAM0071	Santa Clara	1/12/2016	B	0	1,033	0	0	1,033
CAM0071	Santa Clara	3/21/2016	A	1,033	0	0	0	1,033
CAM0071	Santa Clara	3/24/2016	B	623	0	410	0	1,033
CAM0071	Santa Clara	4/13/2016	B	0	1,033	0	0	1,033
CAM0072	Santa Clara	3/4/2015	B	0	972	0	0	972
CAM0075	Santa Clara	4/21/2015	A	1,100	0	0	0	1,100
CAM0076	Santa Clara	4/21/2015	B	0	797	300	0	1,097
CAM0079	Santa Clara	3/3/2015	A	180	807	0	0	987
CAM0080	Santa Clara	4/21/2015	B	360	711	0	0	1,071
CAM0082	Santa Clara	2/27/2015	A	661	315	0	0	976
CAM0082	Santa Clara	3/4/2015	B	0	976	0	0	976
CAM0085	Santa Clara	2/2/2016	B	240	971	0	0	1,211
CAM0085	Santa Clara	3/1/2016	C	0	630	581	0	1,211
CAM0085	Santa Clara	6/15/2016	B	200	1,011	0	0	1,211
CAM0088	Santa Clara	3/3/2015	A	1,037	0	0	0	1,037
CAM0096	Santa Clara	3/3/2015	B	0	924	130	0	1,054
CAM0097	Santa Clara	3/3/2015	A	1,094	0	0	0	1,094
CAM0103	Santa Clara	4/21/2015	B	0	966	0	0	966
CAM0108	Santa Clara	1/12/2016	C	390	0	716	0	1,106
CAM0108	Santa Clara	3/21/2016	B	775	331	0	0	1,106
CAM0108	Santa Clara	6/14/2016	A	1,106	0	0	0	1,106
CAM0115	Santa Clara	3/3/2015	A	1,000	0	0	0	1,000
CAM0116	Santa Clara	3/3/2015	A	1,050	0	0	0	1,050
CAM0117	Santa Clara	3/3/2015	B	0	851	210	0	1,061
CAM0187	Santa Clara	1/12/2016	B	0	1,170	0	0	1,170
CAM0187	Santa Clara	3/21/2016	A	945	225	0	0	1,170
CAM0187	Santa Clara	6/14/2016	A	1,170	0	0	0	1,170
COL0001	San Mateo	12/16/2015	B	660	470	0	0	1,130
COL0001	San Mateo	3/16/2016	A	665	465	0	0	1,130
COL0002	San Mateo	7/18/2014	B	0	1,076	0	0	1,076
COL0002	San Mateo	6/24/2015	B	581	0	495	0	1,076
COL0002	San Mateo	3/16/2016	A	1,076	0	0	0	1,076
COL0002	San Mateo	3/29/2016	A	1,076	0	0	0	1,076

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
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COL0002	San Mateo	4/5/2016	A	1,076	0	0	0	1,076
COL0002	San Mateo	6/7/2016	A	1,076	0	0	0	1,076
COL0003	San Mateo	1/30/2015	B	0	906	0	0	906
COL0003	San Mateo	6/24/2015	B	626	200	80	0	906
COL0004	San Mateo	7/18/2014	A	1,083	0	0	0	1,083
COL0004	San Mateo	6/24/2015	B	0	1,083	0	0	1,083
COL0005	San Mateo	1/30/2015	A	1,072	0	0	0	1,072
COL0005	San Mateo	6/24/2015	B	0	1,072	0	0	1,072
COL0005	San Mateo	3/16/2016	A	1,072	0	0	0	1,072
COL0005	San Mateo	4/5/2016	A	1,072	0	0	0	1,072
COL0005	San Mateo	6/7/2016	A	692	380	0	0	1,072
COL0008	San Mateo	12/16/2015	C	0	582	360	0	942
COL0008	San Mateo	3/16/2016	A	672	270	0	0	942
COL0008	San Mateo	6/29/2016	A	942	0	0	0	942
COL0018	San Mateo	12/16/2015	B	0	1,297	0	0	1,297
COL0018	San Mateo	3/16/2016	B	305	992	0	0	1,297
COL0018	San Mateo	6/29/2016	A	1,297	0	0	0	1,297
CUO0003	Santa Clara	6/13/2014	A	1,040	0	0	0	1,040
CUO0003	Santa Clara	2/10/2016	A	1,040	0	0	0	1,040
CUO0003	Santa Clara	3/23/2016	B	630	410	0	0	1,040
CUO0003	Santa Clara	6/21/2016	A	1,040	0	0	0	1,040
CUO0009	Santa Clara	6/23/2014	B	0	1,192	0	0	1,192
CUO0009	Santa Clara	2/22/2016	A	1,192	0	0	0	1,192
CUO0009	Santa Clara	4/12/2016	A	942	250	0	0	1,192
CUO0009	Santa Clara	5/24/2016	B	0	1,192	0	0	1,192
CUO0011	Santa Clara	6/19/2014	B	0	1,081	0	0	1,081
CUO0011	Santa Clara	2/19/2016	B	530	551	0	0	1,081
CUO0011	Santa Clara	4/7/2016	B	0	1,081	0	0	1,081
CUO0011	Santa Clara	6/3/2016	A	1,081	0	0	0	1,081
CUO0016	Santa Clara	6/19/2014	A	1,316	0	0	0	1,316
CUO0016	Santa Clara	2/29/2016	A	1,316	0	0	0	1,316
CUO0016	Santa Clara	4/4/2016	B	0	1,316	0	0	1,316
CUO0016	Santa Clara	4/19/2016	A	1,316	0	0	0	1,316
CUO0018	Santa Clara	6/19/2014	A	1,004	0	0	0	1,004
CUO0018	Santa Clara	2/19/2016	A	1,004	0	0	0	1,004
CUO0018	Santa Clara	4/7/2016	B	544	460	0	0	1,004
CUO0018	Santa Clara	6/3/2016	B	0	1,004	0	0	1,004
CUO0019	Santa Clara	6/23/2014	B	0	1,081	0	0	1,081
CUO0019	Santa Clara	2/22/2016	B	395	686	0	0	1,081
CUO0019	Santa Clara	4/12/2016	A	801	280	0	0	1,081
CUO0019	Santa Clara	6/14/2016	A	781	300	0	0	1,081
CUO0020	Santa Clara	6/13/2014	A	1,243	0	0	0	1,243
CUO0020	Santa Clara	2/10/2016	A	1,243	0	0	0	1,243
CUO0020	Santa Clara	3/23/2016	B	883	360	0	0	1,243
CUO0020	Santa Clara	6/21/2016	A	1,243	0	0	0	1,243
CUO0021	Santa Clara	6/13/2014	A	828	0	0	0	828
CUO0021	Santa Clara	2/22/2016	B	0	828	0	0	828
CUO0021	Santa Clara	4/12/2016	A	828	0	0	0	828
CUO0021	Santa Clara	5/24/2016	B	0	828	0	0	828
CUO0022	Santa Clara	7/18/2014	A	1,156	0	0	0	1,156
CUO0022	Santa Clara	2/10/2016	B	696	460	0	0	1,156
CUO0022	Santa Clara	3/23/2016	B	936	220	0	0	1,156
CUO0022	Santa Clara	6/21/2016	A	956	200	0	0	1,156
CUO0026	Santa Clara	3/9/2015	A	1,058	0	0	0	1,058
CUO0026	Santa Clara	2/22/2016	A	1,058	0	0	0	1,058
CUO0026	Santa Clara	5/24/2016	A	1,058	0	0	0	1,058

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
CUO0026	Santa Clara	6/14/2016	A	1,058	0	0	0	1,058
CUO0027	Santa Clara	1/14/2015	A	495	660	0	0	1,155
CUO0029	Santa Clara	1/26/2015	A	1,032	0	0	0	1,032
CUO0031	Santa Clara	1/14/2015	A	1,096	0	0	0	1,096
CUO0032	Santa Clara	7/14/2014	B	0	997	0	0	997
CUO0032	Santa Clara	2/17/2016	A	690	307	0	0	997
CUO0032	Santa Clara	3/16/2016	A	997	0	0	0	997
CUO0032	Santa Clara	6/15/2016	A	997	0	0	0	997
CUO0033	Santa Clara	7/28/2014	B	0	967	0	0	967
CUO0034	Santa Clara	1/26/2015	A	922	0	0	0	922
CUO0036	Santa Clara	3/17/2015	A	973	0	0	0	973
CUO0036	Santa Clara	4/4/2016	A	973	0	0	0	973
CUO0036	Santa Clara	6/21/2016	A	973	0	0	0	973
CUO0036	Santa Clara	7/5/2016	A	973	0	0	0	973
CUO0038	Santa Clara	4/13/2015	A	1,093	0	0	0	1,093
CUO0041	Santa Clara	7/29/2014	B	0	1,156	0	0	1,156
CUO0041	Santa Clara	2/22/2016	A	1,156	0	0	0	1,156
CUO0041	Santa Clara	3/21/2016	A	1,156	0	0	0	1,156
CUO0041	Santa Clara	4/12/2016	A	1,156	0	0	0	1,156
CUO0041	Santa Clara	5/24/2016	A	1,156	0	0	0	1,156
CUO0043	Santa Clara	7/29/2014	A	1,150	0	0	0	1,150
CUO0043	Santa Clara	2/29/2016	A	1,149	0	0	0	1,149
CUO0043	Santa Clara	4/4/2016	A	1,149	0	0	0	1,149
CUO0043	Santa Clara	4/19/2016	A	1,149	0	0	0	1,149
CUO0044	Santa Clara	4/13/2015	A	1,108	0	0	0	1,108
CUO0046	Santa Clara	1/14/2015	A	644	280	0	0	924
CUO0048	Santa Clara	4/13/2015	A	1,035	0	0	0	1,035
CUO0049	Santa Clara	4/13/2015	A	1,056	0	0	0	1,056
CUO0052	Santa Clara	3/9/2015	A	1,034	0	0	0	1,034
CUO0052	Santa Clara	2/22/2016	A	1,034	0	0	0	1,034
CUO0052	Santa Clara	5/24/2016	A	1,034	0	0	0	1,034
CUO0052	Santa Clara	6/14/2016	A	1,034	0	0	0	1,034
CUO0053	Santa Clara	1/14/2015	A	738	0	0	0	738
CUO0055	Santa Clara	7/29/2014	B	0	1,098	0	0	1,098
CUO0058	Santa Clara	3/9/2015	A	470	574	0	0	1,044
CUO0060	Santa Clara	3/3/2015	B	0	1,002	0	0	1,002
CUO0061	Santa Clara	7/28/2014	B	0	1,420	0	0	1,420
CUO0073	Santa Clara	7/29/2014	A	785	0	0	0	785
CUO0073	Santa Clara	2/17/2016	B	0	785	0	0	785
CUO0073	Santa Clara	3/16/2016	A	785	0	0	0	785
CUO0073	Santa Clara	4/6/2016	A	525	260	0	0	785
CUO0073	Santa Clara	4/19/2016	A	785	0	0	0	785
CUO0074	Santa Clara	3/9/2015	A	1,114	0	0	0	1,114
CUO0074	Santa Clara	2/22/2016	A	1,114	0	0	0	1,114
CUO0074	Santa Clara	4/12/2016	A	1,114	0	0	0	1,114
CUO0074	Santa Clara	5/24/2016	A	1,114	0	0	0	1,114
CUO0075	Santa Clara	3/9/2015	C	0	0	1,026	0	1,026
CUO0077	Santa Clara	7/29/2014	B	0	1,677	0	0	1,677
CUO0077	Santa Clara	2/22/2016	B	0	1,677	0	0	1,677
CUO0077	Santa Clara	3/21/2016	B	260	1,417	0	0	1,677
CUO0077	Santa Clara	4/12/2016	B	550	1,127	0	0	1,677
CUO0077	Santa Clara	5/24/2016	B	0	1,677	0	0	1,677
CUO0083	Santa Clara	3/9/2015	A	1,074	0	0	0	1,074
CUO0086	Santa Clara	7/28/2014	A	995	237	0	0	1,232
CUO0086	Santa Clara	2/15/2016	A	1,232	0	0	0	1,232
CUO0086	Santa Clara	4/4/2016	A	1,232	0	0	0	1,232

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
CUO0086	Santa Clara	4/19/2016	A	1,232	0	0	0	1,232
CUO0087	Santa Clara	3/9/2015	A	1,086	0	0	0	1,086
CUO0087	Santa Clara	2/22/2016	A	1,086	0	0	0	1,086
CUO0087	Santa Clara	3/21/2016	A	1,086	0	0	0	1,086
CUO0087	Santa Clara	4/12/2016	A	1,086	0	0	0	1,086
CUO0087	Santa Clara	5/24/2016	A	1,086	0	0	0	1,086
CUO0090	Santa Clara	3/9/2015	A	1,076	0	0	0	1,076
CUO0092	Santa Clara	7/28/2014	B	0	1,054	0	0	1,054
CUO0092	Santa Clara	2/17/2016	A	1,054	0	0	0	1,054
CUO0092	Santa Clara	3/16/2016	A	1,054	0	0	0	1,054
CUO0092	Santa Clara	6/15/2016	A	1,054	0	0	0	1,054
CUO0095	Santa Clara	3/9/2015	C	0	0	1,060	0	1,060
CUO0098	Santa Clara	3/9/2015	B	441	390	0	0	831
CUO0106	Santa Clara	1/19/2015	A	1,293	0	0	0	1,293
CUO0109	Santa Clara	3/17/2015	A	1,069	0	0	0	1,069
CUO0110	Santa Clara	1/19/2015	A	1,307	0	0	0	1,307
CUO0116	Santa Clara	3/17/2015	A	1,029	0	0	0	1,029
CUO0119	Santa Clara	3/17/2015	A	1,113	0	0	0	1,113
CUO0147	Santa Clara	7/29/2014	C	0	0	1,323	0	1,323
CUO0156	Santa Clara	1/14/2015	B	0	1,162	0	0	1,162
CUO0164	Santa Clara	4/13/2015	B	500	574	0	0	1,074
CUO0200	Santa Clara	3/9/2015	A	756	0	0	0	756
CUO0203	Santa Clara	7/29/2014	B	0	1,112	0	0	1,112
DCY0001	San Mateo	7/9/2014	B	0	1,248	0	0	1,248
DCY0001	San Mateo	4/14/2015	C	0	958	290	0	1,248
DCY0001	San Mateo	11/17/2015	B	0	1,248	0	0	1,248
DCY0001	San Mateo	2/9/2016	C	0	0	1,248	0	1,248
DCY0001	San Mateo	6/7/2016	B	0	1,248	0	0	1,248
DCY0004	San Mateo	7/9/2014	B	0	1,120	0	0	1,120
DCY0004	San Mateo	5/6/2015	C	210	320	590	0	1,120
DCY0004	San Mateo	11/11/2015	C	0	400	720	0	1,120
DCY0004	San Mateo	2/17/2016	C	0	210	910	0	1,120
DCY0004	San Mateo	6/29/2016	B	0	920	200	0	1,120
DCY0006	San Mateo	7/9/2014	A	999	0	0	0	999
DCY0006	San Mateo	4/14/2015	B	0	999	0	0	999
DCY0006	San Mateo	11/11/2015	C	0	0	999	0	999
DCY0006	San Mateo	3/16/2016	B	0	999	0	0	999
DCY0006	San Mateo	6/7/2016	B	649	350	0	0	999
DCY0007	San Mateo	7/9/2014	B	0	992	0	0	992
DCY0007	San Mateo	4/3/2015	B	0	992	0	0	992
DCY0007	San Mateo	11/20/2015	B	0	992	0	0	992
DCY0007	San Mateo	2/12/2016	A	992	0	0	0	992
DCY0007	San Mateo	6/10/2016	B	0	992	0	0	992
DCY0010	San Mateo	1/30/2015	C	0	0	843	225	1,068
DCY0010	San Mateo	4/3/2015	C	200	270	598	0	1,068
DCY0010	San Mateo	6/5/2015	C	0	498	450	120	1,068
DCY0010	San Mateo	11/20/2015	C	0	0	1,068	0	1,068
DCY0010	San Mateo	2/12/2016	C	0	485	583	0	1,068
DCY0010	San Mateo	6/10/2016	C	0	428	0	640	1,068
DCY0011	San Mateo	7/9/2014	B	0	607	403	0	1,010
DCY0011	San Mateo	4/3/2015	B	390	621	0	0	1,011
DCY0011	San Mateo	11/20/2015	B	0	1,011	0	0	1,011
DCY0011	San Mateo	3/2/2016	C	0	0	1,011	0	1,011
DCY0012	San Mateo	1/26/2015	A	1,021	0	0	0	1,021
DCY0012	San Mateo	4/14/2015	A	1,021	0	0	0	1,021
DCY0012	San Mateo	6/2/2015	B	0	1,021	0	0	1,021

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
DCY0012	San Mateo	11/17/2015	A	1,021	0	0	0	1,021
DCY0012	San Mateo	2/9/2016	B	0	1,021	0	0	1,021
DCY0012	San Mateo	6/7/2016	A	1,021	0	0	0	1,021
DCY0013	San Mateo	1/30/2015	B	0	1,039	165	0	1,204
DCY0013	San Mateo	4/3/2015	B	0	1,204	0	0	1,204
DCY0013	San Mateo	6/5/2015	B	619	585	0	0	1,204
DCY0013	San Mateo	11/20/2015	B	0	1,203	0	0	1,203
DCY0013	San Mateo	2/12/2016	B	0	1,023	180	0	1,203
DCY0013	San Mateo	3/18/2016	B	0	1,203	0	0	1,203
DCY0014	San Mateo	7/14/2014	B	0	1,018	0	0	1,018
DCY0014	San Mateo	4/13/2015	B	611	407	0	0	1,018
DCY0014	San Mateo	11/16/2015	B	0	1,018	0	0	1,018
DCY0014	San Mateo	2/15/2016	B	290	728	0	0	1,018
DCY0014	San Mateo	6/7/2016	C	610	408	0	0	1,018
DCY0016	San Mateo	7/14/2014	C	0	0	954	0	954
DCY0016	San Mateo	4/13/2015	B	0	644	310	0	954
DCY0016	San Mateo	11/16/2015	C	0	0	954	0	954
DCY0016	San Mateo	2/15/2016	B	560	394	0	0	954
DCY0016	San Mateo	6/7/2016	B	0	954	0	0	954
DCY0017	San Mateo	7/14/2014	C	0	0	1,211	0	1,211
DCY0017	San Mateo	4/13/2015	B	411	800	0	0	1,211
DCY0017	San Mateo	11/16/2015	C	0	0	1,210	0	1,210
DCY0017	San Mateo	2/15/2016	A	925	285	0	0	1,210
DCY0017	San Mateo	4/12/2016	B	275	935	0	0	1,210
DCY0018	San Mateo	1/30/2015	C	0	0	1,058	0	1,058
DCY0018	San Mateo	4/3/2015	B	0	1,058	0	0	1,058
DCY0018	San Mateo	6/5/2015	B	0	1,058	0	0	1,058
DCY0018	San Mateo	11/20/2015	B	0	1,058	0	0	1,058
DCY0018	San Mateo	2/12/2016	B	0	1,058	0	0	1,058
DCY0018	San Mateo	6/10/2016	C	0	0	1,058	0	1,058
DCY0020	San Mateo	7/14/2014	C	0	0	1,058	0	1,058
DCY0020	San Mateo	4/13/2015	B	424	0	634	0	1,058
DCY0020	San Mateo	6/1/2015	C	0	458	600	0	1,058
DCY0021	San Mateo	7/14/2014	C	0	0	956	0	956
DCY0021	San Mateo	4/13/2015	C	120	835	0	0	955
DCY0021	San Mateo	11/16/2015	C	0	0	956	0	956
DCY0021	San Mateo	2/15/2016	C	0	0	956	0	956
DCY0021	San Mateo	6/7/2016	C	0	478	478	0	956
DCY0022	San Mateo	7/14/2014	C	0	0	982	0	982
DCY0022	San Mateo	4/13/2015	C	510	472	0	0	982
DCY0022	San Mateo	11/16/2015	B	0	622	360	0	982
DCY0022	San Mateo	2/15/2016	C	0	550	432	0	982
DCY0022	San Mateo	6/7/2016	B	0	882	100	0	982
DCY0023	San Mateo	1/26/2015	A	954	0	0	0	954
DCY0023	San Mateo	4/3/2015	B	330	624	0	0	954
DCY0023	San Mateo	6/5/2015	B	400	554	0	0	954
DCY0023	San Mateo	11/20/2015	B	734	0	220	0	954
DCY0023	San Mateo	2/12/2016	B	450	504	0	0	954
DCY0023	San Mateo	6/10/2016	A	954	0	0	0	954
DCY0024	San Mateo	7/9/2014	A	1,082	0	0	0	1,082
DCY0024	San Mateo	4/14/2015	B	0	1,082	0	0	1,082
DCY0024	San Mateo	11/17/2015	A	1,082	0	0	0	1,082
DCY0024	San Mateo	2/9/2016	B	0	1,082	0	0	1,082
DCY0024	San Mateo	6/7/2016	B	0	1,082	0	0	1,082
DCY0025	San Mateo	7/9/2014	C	0	427	364	216	1,007
DCY0025	San Mateo	5/6/2015	C	0	420	587	0	1,007

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
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DCY0025	San Mateo	11/11/2015	C	0	0	1,007	0	1,007
DCY0025	San Mateo	2/17/2016	C	0	747	260	0	1,007
DCY0025	San Mateo	6/29/2016	C	0	847	0	160	1,007
DCY0032	San Mateo	7/9/2014	B	0	997	0	0	997
DCY0032	San Mateo	5/6/2015	B	0	997	0	0	997
DCY0032	San Mateo	11/11/2015	B	0	667	330	0	997
DCY0032	San Mateo	2/17/2016	B	0	997	0	0	997
DCY0032	San Mateo	6/29/2016	B	0	997	0	0	997
DCY0033	San Mateo	1/30/2015	C	0	843	215	0	1,058
DCY0033	San Mateo	4/3/2015	C	0	538	520	0	1,058
DCY0033	San Mateo	6/5/2015	B	0	1,058	0	0	1,058
DCY0036	San Mateo	1/30/2015	C	0	445	730	0	1,175
DCY0036	San Mateo	4/3/2015	B	210	545	420	0	1,175
DCY0036	San Mateo	6/5/2015	B	460	0	715	0	1,175
DCY0036	San Mateo	11/20/2015	C	0	0	1,175	0	1,175
DCY0036	San Mateo	2/12/2016	D	0	0	630	545	1,175
DCY0036	San Mateo	3/18/2016	C	0	445	730	0	1,175
DCY0041	San Mateo	6/8/2015	B	0	1,042	0	0	1,042
DCY0041	San Mateo	3/18/2016	B	0	1,042	0	0	1,042
DCY0041	San Mateo	4/12/2016	A	672	370	0	0	1,042
DCY0041	San Mateo	6/7/2016	A	1,042	0	0	0	1,042
DCY0044	San Mateo	7/14/2014	B	0	1,171	0	0	1,171
DCY0044	San Mateo	4/13/2015	B	0	460	711	0	1,171
DCY0044	San Mateo	6/1/2015	B	418	203	550	0	1,171
DCY0044	San Mateo	11/16/2015	B	460	710	0	0	1,170
DCY0044	San Mateo	2/15/2016	B	0	1,170	0	0	1,170
DCY0044	San Mateo	4/12/2016	A	995	175	0	0	1,170
DCY0047	San Mateo	7/9/2014	C	0	201	567	0	768
DCY0047	San Mateo	4/14/2015	C	0	0	768	0	768
DCY0047	San Mateo	11/17/2015	C	0	348	420	0	768
DCY0047	San Mateo	2/9/2016	C	0	0	768	0	768
DCY0047	San Mateo	6/7/2016	C	0	308	460	0	768
DCY0049	San Mateo	7/9/2014	D	0	0	0	1,001	1,001
DCY0049	San Mateo	4/14/2015	C	0	0	1,001	0	1,001
DCY0049	San Mateo	11/17/2015	B	0	1,001	0	0	1,001
DCY0049	San Mateo	2/9/2016	B	0	1,001	0	0	1,001
DCY0049	San Mateo	6/7/2016	B	0	1,001	0	0	1,001
DCY0053	San Mateo	7/18/2014	A	948	0	0	0	948
DCY0053	San Mateo	4/3/2015	A	708	240	0	0	948
DCY0053	San Mateo	11/20/2015	B	0	948	0	0	948
DCY0053	San Mateo	2/12/2016	B	620	328	0	0	948
DCY0053	San Mateo	6/10/2016	A	948	0	0	0	948
DCY0060	San Mateo	1/26/2015	C	0	370	0	679	1,049
DCY0060	San Mateo	4/3/2015	B	0	1,049	0	0	1,049
DCY0060	San Mateo	6/5/2015	C	0	420	629	0	1,049
DCY0060	San Mateo	6/15/2015	C	489	560	0	0	1,049
DCY0060	San Mateo	11/20/2015	C	0	0	1,049	0	1,049
DCY0060	San Mateo	2/15/2016	B	0	1,049	0	0	1,049
DCY0060	San Mateo	4/12/2016	B	230	819	0	0	1,049
DCY0061	San Mateo	1/26/2015	C	0	0	958	0	958
DCY0061	San Mateo	4/3/2015	B	0	958	0	0	958
DCY0061	San Mateo	6/15/2015	B	0	958	0	0	958
DCY0061	San Mateo	11/20/2015	B	0	958	0	0	958
DCY0061	San Mateo	2/15/2016	B	0	958	0	0	958
DCY0061	San Mateo	4/12/2016	B	0	958	0	0	958
DCY0063	San Mateo	12/8/2014	C	0	810	240	0	1,050

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
DCY0063	San Mateo	4/13/2015	B	0	1,050	0	0	1,050
DCY0063	San Mateo	11/16/2015	B	0	1,050	0	0	1,050
DCY0063	San Mateo	2/15/2016	B	0	1,050	0	0	1,050
DCY0063	San Mateo	4/12/2016	B	580	470	0	0	1,050
DCY0064	San Mateo	12/10/2014	C	0	329	0	650	979
DCY0064	San Mateo	5/6/2015	C	0	410	569	0	979
DCY0064	San Mateo	6/2/2015	C	0	360	619	0	979
DCY0074	San Mateo	12/8/2014	C	0	851	205	0	1,056
DCY0074	San Mateo	4/13/2015	B	0	1,056	0	0	1,056
DCY0081	San Mateo	12/8/2014	C	0	0	1,146	0	1,146
DCY0081	San Mateo	4/13/2015	B	0	1,146	0	0	1,146
DCY0081	San Mateo	11/16/2015	C	276	250	620	0	1,146
DCY0081	San Mateo	2/15/2016	C	0	280	866	0	1,146
DCY0081	San Mateo	6/7/2016	B	0	1,146	0	0	1,146
DCY0092	San Mateo	12/8/2014	C	0	0	1,092	0	1,092
DCY0092	San Mateo	6/5/2015	B	872	220	0	0	1,092
DCY0092	San Mateo	6/15/2015	B	0	1,092	0	0	1,092
DCY0092	San Mateo	11/16/2015	B	0	1,002	90	0	1,092
DCY0092	San Mateo	2/15/2016	B	0	1,092	0	0	1,092
DCY0092	San Mateo	6/7/2016	B	0	1,092	0	0	1,092
DCY0097	San Mateo	12/8/2014	B	0	1,069	0	0	1,069
DCY0097	San Mateo	4/13/2015	B	390	519	160	0	1,069
DCY0100	San Mateo	4/12/2016	B	0	1,031	0	0	1,031
DCY0100	San Mateo	6/7/2016	C	0	0	1,031	0	1,031
DCY0100	San Mateo	6/20/2016	C	0	0	1,031	0	1,031
DCY0102	San Mateo	4/12/2016	A	1,003	195	0	0	1,198
DCY0102	San Mateo	6/7/2016	A	1,198	0	0	0	1,198
DCY0102	San Mateo	6/20/2016	A	1,198	0	0	0	1,198
DCY0110	San Mateo	12/8/2014	C	0	0	1,437	0	1,437
DCY0110	San Mateo	4/3/2015	B	410	667	360	0	1,437
DCY0110	San Mateo	6/5/2015	C	0	450	987	0	1,437
DCY0110	San Mateo	11/20/2015	C	0	890	547	0	1,437
DCY0110	San Mateo	2/12/2016	B	0	1,212	225	0	1,437
DCY0110	San Mateo	4/12/2016	C	0	677	760	0	1,437
DCY0120	San Mateo	3/18/2016	B	0	1,094	0	0	1,094
DCY0120	San Mateo	4/12/2016	C	0	676	418	0	1,094
DCY0120	San Mateo	6/7/2016	C	0	494	600	0	1,094
DCY0120	San Mateo	6/20/2016	C	0	440	654	0	1,094
DCY0257	San Mateo	3/18/2016	B	0	1,120	0	0	1,120
DCY0257	San Mateo	4/15/2016	C	300	295	525	0	1,120
DCY0257	San Mateo	6/10/2016	C	0	740	380	0	1,120
EPA0003	San Mateo	7/8/2014	B	0	1,026	0	0	1,026
EPA0003	San Mateo	6/2/2015	C	0	0	1,026	0	1,026
EPA0003	San Mateo	12/1/2015	B	0	911	115	0	1,026
EPA0003	San Mateo	2/9/2016	C	0	0	1,026	0	1,026
EPA0003	San Mateo	3/21/2016	B	0	1,026	0	0	1,026
EPA0003	San Mateo	4/5/2016	B	0	1,026	0	0	1,026
EPA0004	San Mateo	7/8/2014	B	0	1,051	0	0	1,051
EPA0004	San Mateo	6/8/2015	C	0	200	851	0	1,051
EPA0004	San Mateo	12/17/2015	C	0	410	641	0	1,051
EPA0004	San Mateo	2/25/2016	B	0	1,051	0	0	1,051
EPA0004	San Mateo	3/25/2016	B	0	1,051	0	0	1,051
EPA0004	San Mateo	4/13/2016	B	0	1,051	0	0	1,051
EPA0005	San Mateo	7/14/2014	B	0	1,003	0	0	1,003
EPA0005	San Mateo	6/4/2015	C	0	0	1,003	0	1,003
EPA0005	San Mateo	11/19/2015	C	0	0	1,003	0	1,003

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
EPA0005	San Mateo	2/19/2016	B	0	1,003	0	0	1,003
EPA0005	San Mateo	3/17/2016	C	0	0	1,003	0	1,003
EPA0005	San Mateo	4/6/2016	C	0	0	1,003	0	1,003
EPA0008	San Mateo	7/8/2014	B	0	1,145	0	0	1,145
EPA0008	San Mateo	6/8/2015	C	0	865	280	0	1,145
EPA0008	San Mateo	11/23/2015	B	0	1,145	0	0	1,145
EPA0008	San Mateo	3/21/2016	B	0	1,145	0	0	1,145
EPA0008	San Mateo	4/25/2016	B	350	795	0	0	1,145
EPA0010	San Mateo	7/8/2014	B	0	1,005	0	0	1,005
EPA0010	San Mateo	6/11/2015	B	0	1,005	0	0	1,005
EPA0010	San Mateo	11/12/2015	B	0	210	795	0	1,005
EPA0010	San Mateo	2/25/2016	B	0	1,005	0	0	1,005
EPA0010	San Mateo	3/25/2016	B	0	1,005	0	0	1,005
EPA0010	San Mateo	4/13/2016	B	0	1,005	0	0	1,005
EPA0017	San Mateo	7/8/2014	B	0	1,095	0	0	1,095
EPA0017	San Mateo	6/11/2015	B	0	1,095	0	0	1,095
EPA0017	San Mateo	11/12/2015	B	300	200	595	0	1,095
EPA0017	San Mateo	2/25/2016	C	410	0	685	0	1,095
EPA0017	San Mateo	3/25/2016	B	395	700	0	0	1,095
EPA0017	San Mateo	4/13/2016	B	320	525	250	0	1,095
EPA0018	San Mateo	7/8/2014	B	0	1,029	0	0	1,029
EPA0018	San Mateo	6/11/2015	C	0	330	699	0	1,029
EPA0018	San Mateo	11/12/2015	C	0	0	1,029	0	1,029
EPA0018	San Mateo	2/25/2016	C	0	0	1,029	0	1,029
EPA0018	San Mateo	3/25/2016	C	0	559	470	0	1,029
EPA0018	San Mateo	4/13/2016	C	0	550	479	0	1,029
EPA0020	San Mateo	7/14/2014	B	0	1,045	0	0	1,045
EPA0020	San Mateo	6/4/2015	C	0	0	1,045	0	1,045
EPA0020	San Mateo	11/19/2015	B	0	1,045	0	0	1,045
EPA0020	San Mateo	2/19/2016	B	0	620	425	0	1,045
EPA0020	San Mateo	3/17/2016	B	0	1,045	0	0	1,045
EPA0020	San Mateo	4/6/2016	B	0	1,045	0	0	1,045
EPA0027	San Mateo	1/16/2015	D	0	0	0	955	955
EPA0027	San Mateo	6/4/2015	C	0	0	955	0	955
EPA0027	San Mateo	11/19/2015	C	0	0	955	0	955
EPA0027	San Mateo	2/19/2016	C	0	0	955	0	955
EPA0027	San Mateo	3/17/2016	C	0	0	955	0	955
EPA0027	San Mateo	4/6/2016	C	0	0	955	0	955
EPA0029	San Mateo	12/8/2014	C	310	0	759	0	1,069
EPA0029	San Mateo	11/19/2015	C	259	450	360	0	1,069
EPA0029	San Mateo	2/15/2016	C	0	249	470	350	1,069
EPA0029	San Mateo	3/21/2016	C	0	819	250	0	1,069
EPA0029	San Mateo	4/5/2016	C	0	0	1,069	0	1,069
EPA0037	San Mateo	12/8/2014	C	0	0	1,315	0	1,315
EPA0037	San Mateo	6/8/2015	C	0	0	1,315	0	1,315
EPA0037	San Mateo	11/23/2015	C	0	0	1,315	0	1,315
EPA0037	San Mateo	3/21/2016	C	0	465	850	0	1,315
EPA0037	San Mateo	4/25/2016	B	0	1,315	0	0	1,315
EPA0041	San Mateo	12/8/2014	B	0	1,058	0	0	1,058
EPA0041	San Mateo	6/8/2015	B	310	748	0	0	1,058
EPA0041	San Mateo	11/23/2015	B	0	1,058	0	0	1,058
EPA0041	San Mateo	3/21/2016	B	0	1,058	0	0	1,058
EPA0041	San Mateo	4/25/2016	B	638	420	0	0	1,058
EPA0045	San Mateo	1/16/2015	C	0	0	1,035	0	1,035
EPA0045	San Mateo	6/4/2015	C	0	0	1,035	0	1,035
EPA0045	San Mateo	11/19/2015	C	0	0	1,035	0	1,035

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EPA0045	San Mateo	2/19/2016	C	0	0	785	250	1,035
EPA0045	San Mateo	3/17/2016	D	0	0	515	520	1,035
EPA0045	San Mateo	4/6/2016	D	0	0	0	1,035	1,035
EPA0049	San Mateo	12/8/2014	C	0	335	657	0	992
EPA0049	San Mateo	6/1/2015	C	285	0	707	0	992
EPA0049	San Mateo	11/23/2015	C	0	345	647	0	992
EPA0049	San Mateo	2/15/2016	C	0	370	622	0	992
EPA0049	San Mateo	3/21/2016	C	0	672	320	0	992
EPA0049	San Mateo	4/5/2016	C	0	0	992	0	992
EPA0050	San Mateo	1/16/2015	B	0	968	0	0	968
EPA0050	San Mateo	6/4/2015	C	0	0	968	0	968
EPA0054	San Mateo	12/10/2014	C	0	0	982	0	982
EPA0054	San Mateo	6/11/2015	C	0	0	982	0	982
FCY0001	San Mateo	7/14/2014	B	498	0	574	0	1,072
FCY0001	San Mateo	5/1/2015	B	0	1,072	0	0	1,072
FCY0001	San Mateo	6/5/2015	B	350	722	0	0	1,072
FCY0001	San Mateo	11/13/2015	B	0	1,072	0	0	1,072
FCY0001	San Mateo	2/12/2016	B	0	1,072	0	0	1,072
FCY0001	San Mateo	7/8/2016	C	0	0	1,072	0	1,072
FCY0002	San Mateo	7/14/2014	B	152	593	275	0	1,020
FCY0002	San Mateo	5/1/2015	A	1,020	0	0	0	1,020
FCY0002	San Mateo	11/13/2015	A	1,020	0	0	0	1,020
FCY0002	San Mateo	2/12/2016	A	1,020	0	0	0	1,020
FCY0002	San Mateo	3/18/2016	A	1,020	0	0	0	1,020
FCY0002	San Mateo	4/15/2016	A	760	260	0	0	1,020
FCY0003	San Mateo	7/14/2014	B	0	1,262	0	0	1,262
FCY0003	San Mateo	5/1/2015	A	992	270	0	0	1,262
FCY0003	San Mateo	6/8/2015	B	600	662	0	0	1,262
FCY0003	San Mateo	2/12/2016	B	330	932	0	0	1,262
FCY0003	San Mateo	3/18/2016	A	825	437	0	0	1,262
FCY0003	San Mateo	4/15/2016	A	1,262	0	0	0	1,262
FCY0004	San Mateo	7/14/2014	A	1,327	0	0	0	1,327
FCY0004	San Mateo	5/1/2015	A	1,077	250	0	0	1,327
FCY0004	San Mateo	11/13/2015	A	1,327	0	0	0	1,327
FCY0004	San Mateo	2/12/2016	A	1,327	0	0	0	1,327
FCY0004	San Mateo	3/18/2016	A	1,327	0	0	0	1,327
FCY0004	San Mateo	4/15/2016	A	1,327	0	0	0	1,327
FCY0006	San Mateo	1/30/2015	B	0	1,024	0	0	1,024
FCY0006	San Mateo	5/1/2015	A	1,024	0	0	0	1,024
FCY0006	San Mateo	2/12/2016	B	0	1,024	0	0	1,024
FCY0006	San Mateo	3/18/2016	B	0	1,024	0	0	1,024
FCY0006	San Mateo	4/15/2016	A	1,024	0	0	0	1,024
FCY0007	San Mateo	1/30/2015	A	1,074	0	0	0	1,074
FCY0007	San Mateo	5/1/2015	A	1,074	0	0	0	1,074
FCY0007	San Mateo	11/13/2015	A	1,074	0	0	0	1,074
FCY0007	San Mateo	2/12/2016	A	1,074	0	0	0	1,074
FCY0007	San Mateo	3/18/2016	A	1,074	0	0	0	1,074
FCY0007	San Mateo	4/15/2016	A	1,074	0	0	0	1,074
FCY0019	San Mateo	1/30/2015	A	1,225	0	0	0	1,225
FCY0019	San Mateo	6/8/2015	A	1,225	0	0	0	1,225
FCY0019	San Mateo	11/13/2015	A	975	250	0	0	1,225
FCY0019	San Mateo	2/12/2016	A	1,225	0	0	0	1,225
FCY0019	San Mateo	3/18/2016	A	1,225	0	0	0	1,225
FCY0019	San Mateo	4/15/2016	A	725	500	0	0	1,225
FCY0021	San Mateo	1/30/2015	A	1,017	0	0	0	1,017
FCY0021	San Mateo	5/1/2015	A	1,017	0	0	0	1,017

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				Low	Moderate	High	Very High	
FCY0021	San Mateo	11/13/2015	A	1,017	0	0	0	1,017
FCY0021	San Mateo	2/12/2016	A	1,017	0	0	0	1,017
FCY0021	San Mateo	7/8/2016	A	1,017	0	0	0	1,017
HIL0001	San Mateo	7/16/2014	B	0	1,020	0	0	1,020
HIL0001	San Mateo	12/9/2015	C	0	0	1,020	0	1,020
HIL0001	San Mateo	3/16/2016	B	0	1,020	0	0	1,020
HIL0001	San Mateo	6/20/2016	B	0	1,020	0	0	1,020
HIL0002	San Mateo	7/16/2014	A	1,124	0	0	0	1,124
HIL0002	San Mateo	12/9/2015	B	0	1,124	0	0	1,124
HIL0002	San Mateo	3/16/2016	A	1,124	0	0	0	1,124
HIL0002	San Mateo	6/20/2016	A	1,124	0	0	0	1,124
HMB0001	San Mateo	7/22/2014	A	676	0	0	0	676
HMB0006	San Mateo	7/16/2014	A	1,062	0	0	0	1,062
LAH0001	Santa Clara	6/23/2014	B	0	1,009	0	0	1,009
LAH0001	Santa Clara	7/29/2015	A	1,009	0	0	0	1,009
LAH0001	Santa Clara	7/5/2016	A	1,009	0	0	0	1,009
LAH0002	Santa Clara	6/23/2014	B	0	1,081	0	0	1,081
LAH0002	Santa Clara	7/29/2015	A	1,081	0	0	0	1,081
LAH0002	Santa Clara	7/5/2016	B	0	1,081	0	0	1,081
LOA0001	Santa Clara	6/24/2014	A	432	710	0	0	1,142
LOA0001	Santa Clara	2/17/2016	B	0	1,142	0	0	1,142
LOA0001	Santa Clara	6/6/2016	A	1,142	0	0	0	1,142
LOA0003	Santa Clara	6/24/2014	B	0	1,129	0	0	1,129
LOA0003	Santa Clara	2/17/2016	B	0	769	360	0	1,129
LOA0004	Santa Clara	6/24/2014	A	1,091	0	0	0	1,091
LOA0006	Santa Clara	11/26/2014	A	940	0	0	0	940
LOA0007	Santa Clara	11/26/2014	A	965	0	0	0	965
LOA0008	Santa Clara	11/20/2014	B	0	947	130	0	1,077
LOA0008	Santa Clara	2/15/2016	C	0	428	650	0	1,078
LOA0008	Santa Clara	6/6/2016	B	0	1,078	0	0	1,078
LSG0003	Santa Clara	8/22/2014	B	462	675	0	0	1,137
LSG0005	Santa Clara	6/19/2014	B	0	809	0	0	809
LSG0005	Santa Clara	2/15/2016	A	809	0	0	0	809
LSG0005	Santa Clara	6/17/2016	B	0	809	0	0	809
LSG0006	Santa Clara	8/22/2014	A	922	0	0	0	922
LSG0006	Santa Clara	1/27/2016	A	822	100	0	0	922
LSG0006	Santa Clara	3/23/2016	A	922	0	0	0	922
LSG0006	Santa Clara	6/24/2016	B	0	922	0	0	922
LSG0009	Santa Clara	6/19/2014	B	0	1,202	0	0	1,202
LSG0025	Santa Clara	6/25/2014	A	1,118	0	0	0	1,118
LSG0025	Santa Clara	1/27/2016	A	1,028	90	0	0	1,118
LSG0025	Santa Clara	5/24/2016	A	1,118	0	0	0	1,118
LSG0026	Santa Clara	6/25/2014	A	1,093	0	0	0	1,093
LSG0026	Santa Clara	1/27/2016	A	1,093	0	0	0	1,093
LSG0026	Santa Clara	3/25/2016	A	1,093	0	0	0	1,093
LSG0026	Santa Clara	6/24/2016	A	1,093	0	0	0	1,093
LSG0027	Santa Clara	7/18/2014	A	907	0	0	0	907
LSG0027	Santa Clara	1/27/2016	A	907	0	0	0	907
LSG0027	Santa Clara	5/24/2016	A	907	0	0	0	907
LSG0029	Santa Clara	8/22/2014	A	707	0	0	0	707
LSG0031	Santa Clara	11/20/2014	B	623	454	0	0	1,077
LSG0031	Santa Clara	2/15/2016	A	1,077	0	0	0	1,077
LSG0031	Santa Clara	6/17/2016	A	1,077	0	0	0	1,077
LSG0032	Santa Clara	8/22/2014	A	727	0	0	0	727
LSG0033	Santa Clara	3/17/2015	B	0	1,041	0	0	1,041
LSG0033	Santa Clara	2/15/2016	C	0	381	660	0	1,041

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LSG0033	Santa Clara	6/15/2016	B	0	1,041	0	0	1,041
LSG0034	Santa Clara	2/22/2016	B	0	968	0	0	968
LSG0034	Santa Clara	5/24/2016	B	400	568	0	0	968
LSG0034	Santa Clara	6/24/2016	A	968	0	0	0	968
LSG0039	Santa Clara	11/25/2014	A	1,202	0	0	0	1,202
LSG0039	Santa Clara	1/27/2016	A	1,202	0	0	0	1,202
LSG0039	Santa Clara	5/24/2016	A	1,202	0	0	0	1,202
LSG0040	Santa Clara	8/22/2014	A	1,145	0	0	0	1,145
LSG0042	Santa Clara	2/15/2016	A	1,076	0	0	0	1,076
LSG0042	Santa Clara	6/15/2016	B	0	1,076	0	0	1,076
LSG0047	Santa Clara	11/25/2014	A	1,261	0	0	0	1,261
LSG0049	Santa Clara	3/17/2015	B	500	402	0	0	902
LSG0049	Santa Clara	2/15/2016	B	500	402	0	0	902
LSG0049	Santa Clara	6/15/2016	B	500	402	0	0	902
LSG0052	Santa Clara	8/22/2014	B	0	1,197	0	0	1,197
LSG0052	Santa Clara	1/27/2016	B	380	817	0	0	1,197
LSG0052	Santa Clara	3/25/2016	A	1,197	0	0	0	1,197
LSG0052	Santa Clara	6/24/2016	B	530	667	0	0	1,197
LSG0055	Santa Clara	3/17/2015	A	1,039	0	0	0	1,039
LSG0056	Santa Clara	11/26/2014	A	997	0	0	0	997
LSG0056	Santa Clara	1/27/2016	A	997	0	0	0	997
LSG0056	Santa Clara	3/25/2016	A	997	0	0	0	997
LSG0056	Santa Clara	6/24/2016	A	997	0	0	0	997
LSG0057	Santa Clara	3/17/2015	B	210	791	0	0	1,001
LSG0058	Santa Clara	3/17/2015	A	616	430	0	0	1,046
LSG0064	Santa Clara	2/22/2016	B	0	903	0	0	903
LSG0064	Santa Clara	5/24/2016	B	260	643	0	0	903
LSG0064	Santa Clara	6/24/2016	A	903	0	0	0	903
LSG0066	Santa Clara	3/17/2015	A	1,047	0	0	0	1,047
LSG0080	Santa Clara	3/17/2015	B	380	637	0	0	1,017
LSG0147	Santa Clara	2/22/2016	A	1,050	0	0	0	1,050
LSG0147	Santa Clara	5/24/2016	A	1,050	0	0	0	1,050
LSG0147	Santa Clara	6/24/2016	A	1,050	0	0	0	1,050
LSG1001T	Santa Clara	7/17/2014	B	0	1,029	0	0	1,029
LSG1001T	Santa Clara	1/21/2016	C	100	929	0	0	1,029
LSG1001T	Santa Clara	6/17/2016	B	0	1,029	0	0	1,029
LSG1003	Santa Clara	7/17/2014	A	1,217	0	0	0	1,217
LSG1003	Santa Clara	2/15/2016	B	842	375	0	0	1,217
LSG1003	Santa Clara	6/15/2016	B	0	1,217	0	0	1,217
LSG1004	Santa Clara	7/17/2014	A	1,025	0	0	0	1,025
LSG1004	Santa Clara	2/15/2016	A	845	180	0	0	1,025
LSG1004	Santa Clara	6/15/2016	A	1,025	0	0	0	1,025
MIL0003	San Mateo	7/10/2014	C	240	857	212	104	1,413
MIL0003	San Mateo	4/3/2015	B	1,000	0	413	0	1,413
MIL0003	San Mateo	6/5/2015	B	260	1,153	0	0	1,413
MIL0004	San Mateo	7/14/2014	C	0	158	860	0	1,018
MIL0004	San Mateo	4/13/2015	B	280	380	358	0	1,018
MIL0005	San Mateo	7/14/2014	C	0	0	1,023	0	1,023
MIL0005	San Mateo	4/13/2015	C	140	250	633	0	1,023
MIL0005	San Mateo	11/16/2015	C	0	195	828	0	1,023
MIL0005	San Mateo	11/23/2015	B	0	763	260	0	1,023
MIL0011	San Mateo	1/19/2015	B	0	592	570	0	1,162
MIL0011	San Mateo	11/17/2015	B	450	712	0	0	1,162
MIL0011	San Mateo	2/17/2016	A	927	235	0	0	1,162
MIL0011	San Mateo	6/13/2016	A	1,162	0	0	0	1,162
MIL0014	San Mateo	1/22/2015	B	0	985	0	0	985

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MIL0014	San Mateo	4/2/2015	A	985	0	0	0	985
MIL0014	San Mateo	11/11/2015	A	985	0	0	0	985
MIL0014	San Mateo	2/17/2016	A	985	0	0	0	985
MIL0017	San Mateo	7/16/2014	B	618	386	0	0	1,004
MIL0017	San Mateo	4/3/2015	A	1,004	0	0	0	1,004
MIL0017	San Mateo	11/12/2015	B	0	1,003	0	0	1,003
MIL0017	San Mateo	2/17/2016	B	400	603	0	0	1,003
MIL0017	San Mateo	3/23/2016	A	613	390	0	0	1,003
MIL0021	San Mateo	5/4/2015	C	0	0	1,069	0	1,069
MIL0021	San Mateo	11/16/2015	C	150	0	919	0	1,069
MIL0021	San Mateo	11/23/2015	B	0	785	140	144	1,069
MIL0022	San Mateo	4/13/2015	B	0	1,128	0	0	1,128
MIL0024	San Mateo	12/10/2014	C	0	340	737	0	1,077
MIL0024	San Mateo	4/2/2015	B	240	477	360	0	1,077
MIL0024	San Mateo	2/17/2016	B	707	370	0	0	1,077
MIL0024	San Mateo	3/23/2016	B	0	782	295	0	1,077
MIL0030	San Mateo	5/4/2015	B	698	0	340	0	1,038
MIL0030	San Mateo	11/16/2015	C	0	395	642	0	1,037
MIL0030	San Mateo	11/23/2015	C	0	317	720	0	1,037
MIL0035	San Mateo	12/10/2014	B	462	480	0	0	942
MIL0035	San Mateo	5/27/2015	B	672	270	0	0	942
MIL0035	San Mateo	11/11/2015	A	942	0	0	0	942
MIL0035	San Mateo	3/23/2016	B	442	300	200	0	942
MIL0035	San Mateo	4/25/2016	B	471	471	0	0	942
MIL0044	San Mateo	3/22/2016	B	724	315	0	0	1,039
MIL0044	San Mateo	4/25/2016	A	1,039	0	0	0	1,039
MIL0044	San Mateo	7/13/2016	C	350	0	689	0	1,039
MIP0001	Santa Clara	6/17/2014	A	1,142	0	0	0	1,142
MIP0002	Santa Clara	6/17/2014	A	1,549	0	0	0	1,549
MIP0004	Santa Clara	6/17/2014	A	984	0	0	0	984
MIP0005	Santa Clara	6/16/2014	A	844	0	188	0	1,032
MIP0006	Santa Clara	6/17/2014	A	1,148	0	0	0	1,148
MIP0007	Santa Clara	6/16/2014	B	0	936	0	0	936
MIP0015	Santa Clara	6/17/2014	A	1,049	0	0	0	1,049
MIP0016	Santa Clara	6/17/2014	A	1,000	0	0	0	1,000
MIP0022	Santa Clara	6/17/2014	A	1,198	0	0	0	1,198
MIP0024	Santa Clara	6/17/2014	A	1,173	0	0	0	1,173
MIP0024	Santa Clara	11/11/2015	C	0	0	1,173	0	1,173
MIP0036	Santa Clara	6/17/2014	A	1,122	0	0	0	1,122
MIP0041	Santa Clara	6/17/2014	B	525	738	0	0	1,263
MIP0042	Santa Clara	11/10/2014	A	992	0	0	0	992
MIP0045	Santa Clara	11/10/2014	A	954	0	0	0	954
MIP0046	Santa Clara	2/19/2016	B	0	1,064	0	0	1,064
MIP0046	Santa Clara	4/1/2016	A	849	215	0	0	1,064
MIP0046	Santa Clara	6/17/2016	B	0	1,064	0	0	1,064
MIP0048	Santa Clara	11/10/2014	B	306	763	0	0	1,069
MIP0050	Santa Clara	11/10/2014	A	1,192	0	0	0	1,192
MIP0051	Santa Clara	11/10/2014	A	593	325	0	0	918
MIP0053	Santa Clara	11/10/2014	A	1,233	0	0	0	1,233
MIP0060	Santa Clara	2/19/2016	B	0	1,041	0	0	1,041
MIP0060	Santa Clara	4/1/2016	B	0	1,041	0	0	1,041
MIP0060	Santa Clara	6/17/2016	B	0	1,041	0	0	1,041
MIP0061	Santa Clara	11/10/2014	B	326	1,034	0	0	1,360
MIP0066	Santa Clara	11/10/2014	A	1,004	0	0	0	1,004
MIP0077	Santa Clara	2/15/2016	B	0	953	150	0	1,103
MIP0077	Santa Clara	6/2/2016	B	0	1,103	0	0	1,103

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
MIP0079	Santa Clara	2/19/2016	B	0	1,081	0	0	1,081
MIP0079	Santa Clara	4/1/2016	B	0	1,081	0	0	1,081
MIP0079	Santa Clara	6/17/2016	B	0	1,081	0	0	1,081
MIP0080	Santa Clara	11/10/2014	A	986	0	0	0	986
MIP0083	Santa Clara	11/10/2014	A	1,040	0	0	0	1,040
MIP0084	Santa Clara	11/10/2014	C	0	743	291	0	1,034
MIP0089	Santa Clara	11/10/2014	A	1,309	0	0	0	1,309
MIP0092	Santa Clara	2/17/2016	C	0	0	1,095	0	1,095
MIP0092	Santa Clara	3/16/2016	B	0	1,095	0	0	1,095
MIP0092	Santa Clara	6/2/2016	B	350	745	0	0	1,095
MIP0103	Santa Clara	11/6/2014	B	0	1,039	0	0	1,039
MIP0107	Santa Clara	2/19/2016	B	0	1,033	0	0	1,033
MIP0107	Santa Clara	4/1/2016	A	1,033	0	0	0	1,033
MIP0107	Santa Clara	6/17/2016	B	360	673	0	0	1,033
MIP0112	Santa Clara	11/10/2014	A	1,031	0	0	0	1,031
MIP0164	Santa Clara	2/19/2016	C	0	0	994	0	994
MIP0164	Santa Clara	4/1/2016	C	0	0	994	0	994
MIP0164	Santa Clara	6/17/2016	B	0	894	0	100	994
MIP0205	Santa Clara	2/19/2016	B	0	1,043	0	0	1,043
MIP0205	Santa Clara	4/1/2016	B	0	668	375	0	1,043
MIP0205	Santa Clara	6/17/2016	B	0	893	150	0	1,043
MIP0276	Santa Clara	2/19/2016	B	0	1,172	0	0	1,172
MIP0276	Santa Clara	3/24/2016	B	682	490	0	0	1,172
MIP0276	Santa Clara	4/1/2016	B	0	1,172	0	0	1,172
MIP0351	Santa Clara	2/19/2016	B	0	726	0	0	726
MIP0351	Santa Clara	3/24/2016	B	0	726	0	0	726
MIP0351	Santa Clara	4/1/2016	B	0	726	0	0	726
MNS0001	Santa Clara	8/22/2014	A	1,010	0	0	0	1,010
MOV0005	Santa Clara	6/19/2014	A	813	0	0	0	813
MOV0005	Santa Clara	3/24/2016	A	813	0	0	0	813
MOV0005	Santa Clara	4/14/2016	A	813	0	0	0	813
MOV0005	Santa Clara	6/2/2016	A	813	0	0	0	813
MOV0010	Santa Clara	6/26/2014	A	1,088	0	0	0	1,088
MOV0010	Santa Clara	4/14/2016	A	1,088	0	0	0	1,088
MOV0010	Santa Clara	5/26/2016	A	838	250	0	0	1,088
MOV0014	Santa Clara	4/7/2016	B	511	770	0	0	1,281
MOV0015	Santa Clara	6/26/2014	B	414	334	82	0	830
MOV0015	Santa Clara	3/23/2016	B	305	525	0	0	830
MOV0015	Santa Clara	4/13/2016	B	320	0	510	0	830
MOV0015	Santa Clara	5/26/2016	B	330	200	300	0	830
MOV0019	Santa Clara	6/26/2014	B	0	1,006	0	0	1,006
MOV0019	Santa Clara	4/14/2016	B	440	566	0	0	1,006
MOV0019	Santa Clara	5/26/2016	B	0	1,006	0	0	1,006
MOV0021	Santa Clara	6/19/2014	A	1,000	0	0	0	1,000
MOV0021	Santa Clara	3/24/2016	A	1,000	0	0	0	1,000
MOV0021	Santa Clara	4/14/2016	A	1,000	0	0	0	1,000
MOV0021	Santa Clara	6/2/2016	A	1,000	0	0	0	1,000
MOV0024	Santa Clara	2/26/2015	B	0	982	0	0	982
MOV0024	Santa Clara	4/14/2016	B	300	682	0	0	982
MOV0024	Santa Clara	5/26/2016	B	0	982	0	0	982
MOV0025	Santa Clara	2/26/2015	B	0	878	0	0	878
MOV0030	Santa Clara	4/7/2016	B	0	919	0	0	919
MOV0031	Santa Clara	6/19/2014	A	980	0	0	0	980
MOV0031	Santa Clara	3/24/2016	A	980	0	0	0	980
MOV0031	Santa Clara	4/14/2016	B	630	350	0	0	980
MOV0032	Santa Clara	6/19/2014	A	975	0	0	0	975

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
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MOV0032	Santa Clara	3/24/2016	A	975	0	0	0	975
MOV0032	Santa Clara	4/14/2016	A	975	0	0	0	975
MOV0032	Santa Clara	6/2/2016	A	975	0	0	0	975
MOV0038	Santa Clara	6/24/2014	A	1,040	0	0	0	1,040
MOV0038	Santa Clara	3/21/2016	A	1,040	0	0	0	1,040
MOV0038	Santa Clara	4/5/2016	A	1,040	0	0	0	1,040
MOV0038	Santa Clara	6/6/2016	B	650	390	0	0	1,040
MOV0039	Santa Clara	6/19/2014	A	1,040	0	0	0	1,040
MOV0039	Santa Clara	3/16/2016	A	1,040	0	0	0	1,040
MOV0039	Santa Clara	4/5/2016	B	0	1,040	0	0	1,040
MOV0039	Santa Clara	6/15/2016	A	1,040	0	0	0	1,040
MOV0044	Santa Clara	6/19/2014	A	988	0	0	0	988
MOV0044	Santa Clara	3/24/2016	A	988	0	0	0	988
MOV0044	Santa Clara	4/14/2016	A	988	0	0	0	988
MOV0044	Santa Clara	6/9/2016	A	988	0	0	0	988
MOV0047	Santa Clara	6/19/2014	A	1,375	0	0	0	1,375
MOV0047	Santa Clara	3/24/2016	A	1,375	0	0	0	1,375
MOV0047	Santa Clara	4/14/2016	A	1,375	0	0	0	1,375
MOV0047	Santa Clara	6/9/2016	A	1,375	0	0	0	1,375
MOV0051	Santa Clara	6/24/2014	B	0	1,177	0	0	1,177
MOV0051	Santa Clara	3/21/2016	B	370	807	0	0	1,177
MOV0051	Santa Clara	4/12/2016	B	185	992	0	0	1,177
MOV0051	Santa Clara	6/14/2016	A	1,177	0	0	0	1,177
MOV0052	Santa Clara	6/19/2014	A	945	0	0	0	945
MOV0052	Santa Clara	3/24/2016	A	945	0	0	0	945
MOV0052	Santa Clara	4/14/2016	A	945	0	0	0	945
MOV0052	Santa Clara	6/2/2016	A	945	0	0	0	945
MOV0062	Santa Clara	5/26/2016	C	0	757	400	0	1,157
MOV0062	Santa Clara	6/14/2016	C	0	522	635	0	1,157
MOV0062	Santa Clara	7/12/2016	B	0	1,157	0	0	1,157
MOV0068	Santa Clara	3/23/2016	B	0	1,109	0	0	1,109
MOV0068	Santa Clara	4/13/2016	B	0	1,109	0	0	1,109
MOV0068	Santa Clara	5/26/2016	B	609	500	0	0	1,109
MOV0073	Santa Clara	11/14/2014	A	1,167	0	0	0	1,167
MOV0073	Santa Clara	3/24/2016	A	1,167	0	0	0	1,167
MOV0073	Santa Clara	4/14/2016	A	1,167	0	0	0	1,167
MOV0073	Santa Clara	6/9/2016	A	1,167	0	0	0	1,167
MOV0074	Santa Clara	5/26/2016	B	0	1,050	0	0	1,050
MOV0074	Santa Clara	6/14/2016	A	1,050	0	0	0	1,050
MOV0074	Santa Clara	7/12/2016	A	1,050	0	0	0	1,050
MOV0077	Santa Clara	3/23/2016	A	1,064	0	0	0	1,064
MOV0077	Santa Clara	4/13/2016	A	1,064	0	0	0	1,064
MOV0077	Santa Clara	5/26/2016	A	1,064	0	0	0	1,064
MOV0078	Santa Clara	11/25/2014	A	893	154	0	0	1,047
MOV0079	Santa Clara	5/26/2016	A	1,190	0	0	0	1,190
MOV0079	Santa Clara	6/14/2016	A	1,190	0	0	0	1,190
MOV0079	Santa Clara	7/12/2016	A	1,190	0	0	0	1,190
MOV0080	Santa Clara	11/14/2014	A	1,221	0	0	0	1,221
MOV0080	Santa Clara	3/24/2016	A	1,221	0	0	0	1,221
MOV0080	Santa Clara	4/14/2016	A	1,221	0	0	0	1,221
MOV0080	Santa Clara	6/9/2016	A	1,221	0	0	0	1,221
MOV0082	Santa Clara	5/26/2016	B	0	1,020	0	0	1,020
MOV0082	Santa Clara	6/14/2016	A	650	370	0	0	1,020
MOV0082	Santa Clara	7/12/2016	A	1,020	0	0	0	1,020
MOV0085	Santa Clara	11/14/2014	A	1,092	0	0	0	1,092
MOV0085	Santa Clara	3/24/2016	A	1,092	0	0	0	1,092

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MOV0085	Santa Clara	4/14/2016	A	820	272	0	0	1,092
MOV0085	Santa Clara	6/2/2016	A	1,092	0	0	0	1,092
MOV0090	Santa Clara	4/21/2015	A	1,121	0	0	0	1,121
MOV0090	Santa Clara	3/21/2016	A	1,121	0	0	0	1,121
MOV0090	Santa Clara	4/5/2016	A	921	200	0	0	1,121
MOV0090	Santa Clara	6/6/2016	A	1,121	0	0	0	1,121
MOV0091	Santa Clara	3/23/2016	B	0	1,057	0	0	1,057
MOV0091	Santa Clara	4/13/2016	B	0	1,057	0	0	1,057
MOV0091	Santa Clara	5/26/2016	B	0	1,057	0	0	1,057
MOV0096	Santa Clara	5/26/2016	B	0	950	0	0	950
MOV0096	Santa Clara	6/14/2016	A	950	0	0	0	950
MOV0096	Santa Clara	7/12/2016	B	0	950	0	0	950
MOV0103	Santa Clara	5/26/2016	A	1,168	0	0	0	1,168
MOV0103	Santa Clara	6/14/2016	A	1,168	0	0	0	1,168
MOV0103	Santa Clara	7/12/2016	A	1,168	0	0	0	1,168
MOV0104	Santa Clara	4/13/2015	B	0	1,120	0	0	1,120
MOV0104	Santa Clara	3/21/2016	A	1,121	0	0	0	1,121
MOV0104	Santa Clara	4/12/2016	B	0	1,121	0	0	1,121
MOV0104	Santa Clara	6/14/2016	B	0	1,121	0	0	1,121
MOV0106	Santa Clara	4/13/2016	B	0	1,157	0	0	1,157
MOV0106	Santa Clara	5/26/2016	B	717	440	0	0	1,157
MOV0106	Santa Clara	6/24/2016	A	1,157	0	0	0	1,157
MOV0109	Santa Clara	11/14/2014	B	618	0	400	0	1,018
MOV0109	Santa Clara	3/24/2016	B	390	628	0	0	1,018
MOV0109	Santa Clara	4/14/2016	A	1,018	0	0	0	1,018
MOV0109	Santa Clara	6/9/2016	A	1,018	0	0	0	1,018
MOV0111	Santa Clara	11/14/2014	A	995	0	0	0	995
MOV0111	Santa Clara	3/24/2016	A	995	0	0	0	995
MOV0111	Santa Clara	4/14/2016	A	995	0	0	0	995
MOV0111	Santa Clara	6/2/2016	A	995	0	0	0	995
MOV0112	Santa Clara	11/20/2014	A	1,257	0	0	0	1,257
MOV0112	Santa Clara	3/24/2016	A	1,257	0	0	0	1,257
MOV0112	Santa Clara	4/14/2016	A	1,257	0	0	0	1,257
MOV0112	Santa Clara	6/24/2016	A	1,257	0	0	0	1,257
MOV0115	Santa Clara	11/20/2014	B	527	450	0	0	977
MOV0116	Santa Clara	11/14/2014	A	1,023	0	0	0	1,023
MOV0116	Santa Clara	3/24/2016	A	1,023	0	0	0	1,023
MOV0116	Santa Clara	4/14/2016	A	1,023	0	0	0	1,023
MOV0116	Santa Clara	6/2/2016	A	1,023	0	0	0	1,023
MOV0120	Santa Clara	2/26/2015	B	0	1,082	0	0	1,082
MOV0126	Santa Clara	11/20/2014	B	0	1,094	0	0	1,094
MOV0126	Santa Clara	3/23/2016	C	0	574	520	0	1,094
MOV0126	Santa Clara	4/13/2016	C	0	0	1,094	0	1,094
MOV0126	Santa Clara	5/26/2016	C	0	0	1,094	0	1,094
MOV0130	Santa Clara	11/14/2014	A	1,148	0	0	0	1,148
MOV0132	Santa Clara	11/14/2014	A	1,222	0	0	0	1,222
MOV0138	Santa Clara	2/26/2015	B	0	950	0	0	950
MOV0141	Santa Clara	4/13/2016	A	1,101	0	0	0	1,101
MOV0141	Santa Clara	5/26/2016	B	0	1,101	0	0	1,101
MOV0145	Santa Clara	4/21/2015	B	360	688	0	0	1,048
MOV0146	Santa Clara	2/26/2015	A	1,148	0	0	0	1,148
MOV0149	Santa Clara	2/26/2015	A	992	0	0	0	992
MOV0150	Santa Clara	3/23/2016	B	650	300	0	0	950
MOV0150	Santa Clara	4/13/2016	A	655	295	0	0	950
MOV0150	Santa Clara	5/26/2016	A	950	0	0	0	950
MOV0150	Santa Clara	6/24/2016	B	0	950	0	0	950

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MOV0153	Santa Clara	2/26/2015	A	993	0	0	0	993
MOV0154	Santa Clara	2/26/2015	A	1,090	0	0	0	1,090
MOV0157	Santa Clara	2/27/2015	A	1,088	0	0	0	1,088
MOV0157	Santa Clara	3/24/2016	A	1,088	0	0	0	1,088
MOV0157	Santa Clara	4/14/2016	A	1,088	0	0	0	1,088
MOV0157	Santa Clara	6/2/2016	A	1,088	0	0	0	1,088
MOV0164	Santa Clara	2/26/2015	A	1,112	0	0	0	1,112
MOV0167	Santa Clara	2/26/2015	A	1,006	0	0	0	1,006
MOV0177	Santa Clara	4/21/2015	A	1,017	0	0	0	1,017
MOV0178	Santa Clara	2/26/2015	B	0	1,033	0	0	1,033
MOV0178	Santa Clara	3/24/2016	A	1,033	0	0	0	1,033
MOV0178	Santa Clara	4/14/2016	A	1,033	0	0	0	1,033
MOV0178	Santa Clara	6/2/2016	A	1,033	0	0	0	1,033
MOV0183	Santa Clara	2/27/2015	B	0	1,081	0	0	1,081
MOV0183	Santa Clara	3/24/2016	A	1,081	0	0	0	1,081
MOV0183	Santa Clara	4/14/2016	A	1,081	0	0	0	1,081
MOV0183	Santa Clara	6/2/2016	B	801	280	0	0	1,081
MOV0184	Santa Clara	2/27/2015	B	0	988	0	0	988
MOV0184	Santa Clara	3/24/2016	A	988	0	0	0	988
MOV0184	Santa Clara	4/14/2016	A	988	0	0	0	988
MOV0184	Santa Clara	6/2/2016	A	988	0	0	0	988
MOV0187	Santa Clara	2/26/2015	A	1,139	0	0	0	1,139
MOV0188	Santa Clara	3/9/2015	B	451	450	100	0	1,001
MOV0188	Santa Clara	4/12/2016	B	420	582	0	0	1,002
MOV0188	Santa Clara	6/14/2016	B	0	1,002	0	0	1,002
MOV0188	Santa Clara	7/12/2016	B	280	722	0	0	1,002
MOV0190	Santa Clara	4/13/2015	B	600	0	353	0	953
MOV0191	Santa Clara	2/27/2015	B	0	1,063	0	0	1,063
MOV0196	Santa Clara	2/26/2015	A	1,074	0	0	0	1,074
MOV0203	Santa Clara	3/9/2015	B	320	240	382	0	942
MOV0210	Santa Clara	11/14/2014	A	902	0	0	0	902
MOV0217	Santa Clara	2/26/2015	A	1,152	0	0	0	1,152
MOV0219	Santa Clara	3/4/2015	C	0	0	971	0	971
MOV0223	Santa Clara	2/26/2015	A	834	0	0	0	834
MOV0230	Santa Clara	3/4/2015	A	1,167	0	0	0	1,167
MOV0231	Santa Clara	2/27/2015	C	0	0	919	0	919
MOV0364	Santa Clara	2/26/2015	A	1,107	0	0	0	1,107
MOV0364	Santa Clara	3/24/2016	A	1,107	0	0	0	1,107
MOV0364	Santa Clara	4/14/2016	A	1,107	0	0	0	1,107
MOV0364	Santa Clara	6/2/2016	A	1,107	0	0	0	1,107
MOV0382	Santa Clara	4/21/2015	B	0	1,094	0	0	1,094
MOV0409	Santa Clara	2/26/2015	B	0	1,227	0	0	1,227
MOV0473	Santa Clara	2/26/2015	A	643	0	0	0	643
MOV0496	Santa Clara	2/27/2015	B	0	996	0	0	996
MOV0530	Santa Clara	2/26/2015	A	1,051	0	0	0	1,051
MPK0001	San Mateo	7/8/2014	A	1,080	0	0	0	1,080
MPK0001	San Mateo	4/2/2015	A	1,080	0	0	0	1,080
MPK0001	San Mateo	1/25/2016	B	520	560	0	0	1,080
MPK0001	San Mateo	3/22/2016	A	1,080	0	0	0	1,080
MPK0001	San Mateo	6/16/2016	A	1,080	0	0	0	1,080
MPK0002	San Mateo	7/14/2014	A	1,092	0	0	0	1,092
MPK0002	San Mateo	6/11/2015	A	1,092	0	0	0	1,092
MPK0002	San Mateo	1/25/2016	A	1,092	0	0	0	1,092
MPK0002	San Mateo	3/22/2016	A	1,092	0	0	0	1,092
MPK0002	San Mateo	6/16/2016	A	1,092	0	0	0	1,092
MPK0004	San Mateo	7/8/2014	A	1,022	0	0	0	1,022

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MPK0004	San Mateo	5/4/2015	B	0	1,022	0	0	1,022
MPK0004	San Mateo	3/18/2016	A	1,022	0	0	0	1,022
MPK0004	San Mateo	7/5/2016	A	1,022	0	0	0	1,022
MPK0005	San Mateo	7/8/2014	A	1,210	0	0	0	1,210
MPK0005	San Mateo	4/13/2015	B	0	1,210	0	0	1,210
MPK0005	San Mateo	12/18/2015	B	740	470	0	0	1,210
MPK0005	San Mateo	3/18/2016	A	1,210	0	0	0	1,210
MPK0005	San Mateo	6/16/2016	A	1,210	0	0	0	1,210
MPK0006	San Mateo	7/8/2014	B	0	983	0	0	983
MPK0006	San Mateo	5/4/2015	A	983	0	0	0	983
MPK0006	San Mateo	12/18/2015	B	0	983	0	0	983
MPK0006	San Mateo	3/18/2016	B	0	983	0	0	983
MPK0006	San Mateo	7/5/2016	B	0	983	0	0	983
MPK0007	San Mateo	1/16/2015	B	0	1,055	0	0	1,055
MPK0007	San Mateo	5/4/2015	C	0	0	1,055	0	1,055
MPK0007	San Mateo	12/7/2015	B	0	935	120	0	1,055
MPK0007	San Mateo	3/18/2016	B	0	1,055	0	0	1,055
MPK0007	San Mateo	4/1/2016	B	0	1,055	0	0	1,055
MPK0007	San Mateo	7/5/2016	C	0	0	1,055	0	1,055
MPK0008	San Mateo	1/16/2015	B	400	572	0	0	972
MPK0008	San Mateo	5/4/2015	B	0	972	0	0	972
MPK0011	San Mateo	1/16/2015	B	0	994	0	0	994
MPK0011	San Mateo	5/4/2015	C	739	255	0	0	994
MPK0012	San Mateo	1/19/2015	A	927	0	0	0	927
MPK0012	San Mateo	6/11/2015	A	927	0	0	0	927
MPK0012	San Mateo	1/25/2016	B	470	457	0	0	927
MPK0012	San Mateo	3/22/2016	A	927	0	0	0	927
MPK0012	San Mateo	7/8/2016	A	927	0	0	0	927
MPK0013	San Mateo	4/2/2015	C	600	492	0		1,092
MPK0013	San Mateo	12/18/2015	B	0	1,093	0	0	1,093
MPK0013	San Mateo	3/18/2016	B	0	1,093	0	0	1,093
MPK0013	San Mateo	6/16/2016	B	0	1,093	0	0	1,093
MPK0015	San Mateo	1/16/2015	B	0	1,017	0	0	1,017
MPK0015	San Mateo	5/4/2015	A	1,017	0	0	0	1,017
MPK0024	San Mateo	1/16/2015	B	0	1,126	0	0	1,126
MPK0024	San Mateo	5/4/2015	A	1,126	0	0	0	1,126
MPK0031	San Mateo	1/25/2016	C	0	390	446	0	836
MPK0031	San Mateo	3/18/2016	B	388	448	0	0	836
MPK0031	San Mateo	6/16/2016	B	700	136	0	0	836
MPK0034	San Mateo	12/18/2015	B	0	790	125	0	915
MPK0034	San Mateo	3/18/2016	A	735	0	180	0	915
MPK0034	San Mateo	6/16/2016	B	815	0	100	0	915
PAC0001	San Mateo	7/22/2014	A	1,030	0	0	0	1,030
PAC0002	San Mateo	7/18/2014	A	1,099	0	0	0	1,099
PAC0002	San Mateo	11/19/2015	A	1,099	0	0	0	1,099
PAC0002	San Mateo	3/23/2016	A	1,099	0	0	0	1,099
PAC0002	San Mateo	6/29/2016	A	1,099	0	0	0	1,099
PAC0003	San Mateo	7/18/2014	C	0	805	225	155	1,185
PAC0003	San Mateo	5/27/2015	C	0	360	825	0	1,185
PAC0006	San Mateo	3/10/2015	A	1,189	0	0	0	1,189
PAC0008	San Mateo	7/18/2014	B	169	481	398	0	1,048
PAC0008	San Mateo	11/19/2015	B	0	1,048	0	0	1,048
PAC0008	San Mateo	4/25/2016	B	0	1,048	0	0	1,048
PAC0011	San Mateo	7/18/2014	B	914	0	199	0	1,113
PAC0011	San Mateo	11/16/2015	B	924	0	190	0	1,114
PAC0011	San Mateo	2/25/2016	B	0	1,114	0	0	1,114

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
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PAC0018	San Mateo	7/18/2014	A	1,154	0	0	0	1,154
PAC0018	San Mateo	5/27/2015	A	714	440	0	0	1,154
PAC0018	San Mateo	11/17/2015	B	0	1,154	0	0	1,154
PAC0018	San Mateo	2/25/2016	A	1,154	0	0	0	1,154
PAC0018	San Mateo	3/25/2016	A	1,154	0	0	0	1,154
PAC0023	San Mateo	3/10/2015	B	0	1,179	0	0	1,179
PAC0023	San Mateo	11/16/2015	B	0	1,179	0	0	1,179
PAC0023	San Mateo	3/23/2016	B	510	669	0	0	1,179
PAC0023	San Mateo	6/29/2016	A	1,179	0	0	0	1,179
PAC0024	San Mateo	3/10/2015	B	0	922	0	0	922
PAC0024	San Mateo	11/16/2015	B	530	392	0	0	922
PAC0024	San Mateo	3/23/2016	B	0	922	0	0	922
PAC0024	San Mateo	6/29/2016	B	280	642	0	0	922
PAC0025	San Mateo	11/12/2015	B	0	1,032	0	0	1,032
PAC0025	San Mateo	4/25/2016	B	0	1,032	0	0	1,032
PAC0028	San Mateo	3/10/2015	B	0	1,106	0	0	1,106
PAC0033	San Mateo	3/10/2015	A	1,023	0	0	0	1,023
PAC0050	San Mateo	6/8/2015	B	0	985	90	0	1,075
PAC0050	San Mateo	11/16/2015	B	0	1,075	0	0	1,075
PAC0050	San Mateo	2/25/2016	B	0	1,075	0	0	1,075
PAC0050	San Mateo	3/25/2016	A	538	537	0	0	1,075
PAC1001	San Mateo	6/4/2015	B	0	541	0	0	541
PAO0002	Santa Clara	7/17/2014	A	936	0	0	0	936
PAO0002	Santa Clara	3/17/2016	B	661	275	0	0	936
PAO0002	Santa Clara	4/5/2016	A	936	0	0	0	936
PAO0002	Santa Clara	6/9/2016	B	0	936	0	0	936
PAO0003	Santa Clara	4/21/2015	A	624	465	0	0	1,089
PAO0003	Santa Clara	11/13/2015	B	420	667	0	0	1,087
PAO0003	Santa Clara	11/16/2015	B	0	1,088	0	0	1,088
PAO0003	Santa Clara	3/17/2016	A	1,088	0	0	0	1,088
PAO0003	Santa Clara	6/14/2016	A	1,088	0	0	0	1,088
PAO0008	Santa Clara	3/19/2015	B	0	1,242	0	0	1,242
PAO0010	Santa Clara	6/26/2014	A	1,263	0	0	0	1,263
PAO0010	Santa Clara	11/19/2015	A	1,263	0	0	0	1,263
PAO0010	Santa Clara	3/1/2016	B	713	550	0	0	1,263
PAO0010	Santa Clara	6/9/2016	A	1,263	0	0	0	1,263
PAO0016	Santa Clara	6/26/2014	B	0	974	0	0	974
PAO0016	Santa Clara	5/28/2015	B	0	878	95	0	973
PAO0016	Santa Clara	11/19/2015	B	704	270	0	0	974
PAO0016	Santa Clara	6/6/2016	B	0	973	0	0	973
PAO0018	Santa Clara	6/26/2014	A	1,246	0	0	0	1,246
PAO0018	Santa Clara	11/19/2015	A	1,246	0	0	0	1,246
PAO0018	Santa Clara	3/1/2016	A	1,246	0	0	0	1,246
PAO0018	Santa Clara	6/9/2016	A	1,246	0	0	0	1,246
PAO0024	Santa Clara	6/26/2014	A	1,637	0	0	0	1,637
PAO0024	Santa Clara	11/12/2015	A	1,157	480	0	0	1,637
PAO0024	Santa Clara	3/17/2016	B	662	975	0	0	1,637
PAO0024	Santa Clara	6/6/2016	B	480	460	697	0	1,637
PAO0035	Santa Clara	6/26/2014	A	1,256	0	0	0	1,256
PAO0035	Santa Clara	5/28/2015	A	1,091	165	0	0	1,256
PAO0035	Santa Clara	11/19/2015	A	1,256	0	0	0	1,256
PAO0035	Santa Clara	3/1/2016	B	831	425	0	0	1,256
PAO0035	Santa Clara	6/9/2016	A	1,256	0	0	0	1,256
PAO0051	Santa Clara	7/17/2014	A	948	0	0	0	948
PAO0051	Santa Clara	3/17/2016	B	368	500	80	0	948
PAO0051	Santa Clara	4/5/2016	B	355	593	0	0	948

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
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PAO0051	Santa Clara	6/9/2016	A	948	0	0	0	948
PAO0055	Santa Clara	7/17/2014	A	837	153	0	0	990
PAO0055	Santa Clara	3/17/2016	A	991	0	0	0	991
PAO0055	Santa Clara	4/5/2016	A	991	0	0	0	991
PAO0055	Santa Clara	6/9/2016	A	991	0	0	0	991
PAO0057	Santa Clara	7/17/2014	A	892	198	0	0	1,090
PAO0062	Santa Clara	7/17/2014	A	1,026	0	0	0	1,026
PAO0066	Santa Clara	7/8/2014	A	1,262	0	0	0	1,262
PAO0066	Santa Clara	5/28/2015	A	1,262	0	0	0	1,262
PAO0066	Santa Clara	11/19/2015	A	1,262	0	0	0	1,262
PAO0066	Santa Clara	3/1/2016	B	737	525	0	0	1,262
PAO0066	Santa Clara	6/9/2016	A	1,262	0	0	0	1,262
PAO0074	Santa Clara	6/23/2014	C	0	0	1,083	0	1,083
PAO0074	Santa Clara	5/28/2015	C	0	0	1,083	0	1,083
PAO0076	Santa Clara	7/8/2014	A	922	0	0	0	922
PAO0076	Santa Clara	11/19/2015	A	922	0	0	0	922
PAO0076	Santa Clara	3/1/2016	A	922	0	0	0	922
PAO0076	Santa Clara	6/9/2016	A	922	0	0	0	922
PAO0077	Santa Clara	3/4/2015	A	1,042	0	0	0	1,042
PAO0077	Santa Clara	11/13/2015	A	1,042	0	0	0	1,042
PAO0077	Santa Clara	2/29/2016	A	1,042	0	0	0	1,042
PAO0077	Santa Clara	6/14/2016	A	1,042	0	0	0	1,042
PAO0078	Santa Clara	3/10/2015	B	637	638	0	0	1,275
PAO0078	Santa Clara	11/19/2015	B	637	637	0	0	1,274
PAO0078	Santa Clara	3/1/2016	B	450	824	0	0	1,274
PAO0078	Santa Clara	6/9/2016	A	1,274	0	0	0	1,274
PAO0079	Santa Clara	3/4/2015	A	1,007	0	0	0	1,007
PAO0079	Santa Clara	11/13/2015	A	1,007	0	0	0	1,007
PAO0079	Santa Clara	6/14/2016	B	400	607	0	0	1,007
PAO0080	Santa Clara	7/17/2014	A	655	168	0	0	823
PAO0080	Santa Clara	12/1/2015	B	583	240	0	0	823
PAO0080	Santa Clara	3/17/2016	A	823	0	0	0	823
PAO0080	Santa Clara	6/9/2016	A	823	0	0	0	823
PAO0081	Santa Clara	11/7/2014	A	1,268	0	0	0	1,268
PAO0081	Santa Clara	11/13/2015	A	1,268	0	0	0	1,268
PAO0081	Santa Clara	3/17/2016	A	1,268	0	0	0	1,268
PAO0081	Santa Clara	6/6/2016	B	0	1,268	0	0	1,268
PAO0082	Santa Clara	3/4/2015	B	0	954	0	0	954
PAO0085	Santa Clara	7/17/2014	A	883	0	0	0	883
PAO0088	Santa Clara	11/7/2014	A	932	130	0	0	1,062
PAO0088	Santa Clara	11/13/2015	A	1,062	0	0	0	1,062
PAO0088	Santa Clara	3/17/2016	A	1,062	0	0	0	1,062
PAO0088	Santa Clara	6/6/2016	B	585	477	0	0	1,062
PAO0090	Santa Clara	11/6/2014	A	1,267	0	0	0	1,267
PAO0090	Santa Clara	6/9/2016	A	1,267	0	0	0	1,267
PAO0090	Santa Clara	7/14/2016	A	1,267	0	0	0	1,267
PAO0091	Santa Clara	7/17/2014	A	1,319	0	0	0	1,319
PAO0091	Santa Clara	12/1/2015	B	959	360	0	0	1,319
PAO0091	Santa Clara	3/1/2016	A	1,319	0	0	0	1,319
PAO0091	Santa Clara	6/9/2016	A	1,319	0	0	0	1,319
PAO0103	Santa Clara	2/26/2015	B	0	1,079	0	0	1,079
PAO0107	Santa Clara	7/17/2014	A	1,104	0	0	0	1,104
PAO0113	Santa Clara	11/6/2014	A	1,018	0	0	0	1,018
PAO0114	Santa Clara	11/6/2014	A	891	0	0	0	891
PAO0115	Santa Clara	7/18/2014	A	1,113	0	0	0	1,113
PAO0115	Santa Clara	12/1/2015	A	1,113	0	0	0	1,113

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
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PAO0115	Santa Clara	3/1/2016	A	1,113	0	0	0	1,113
PAO0115	Santa Clara	6/9/2016	A	1,113	0	0	0	1,113
PAO0116	Santa Clara	7/19/2014	A	978	131	0	0	1,109
PAO0116	Santa Clara	12/1/2015	A	1,109	0	0	0	1,109
PAO0116	Santa Clara	3/1/2016	A	1,109	0	0	0	1,109
PAO0116	Santa Clara	6/9/2016	A	1,109	0	0	0	1,109
PAO0117	Santa Clara	11/6/2014	A	1,102	0	0	0	1,102
PAO0120	Santa Clara	2/26/2015	B	0	988	0	0	988
PAO0126	Santa Clara	3/13/2015	B	0	1,032	0	0	1,032
PAO0127	Santa Clara	7/20/2014	A	1,288	0	0	0	1,288
PAO0127	Santa Clara	5/28/2015	A	1,288	0	0	0	1,288
PAO0131	Santa Clara	3/13/2015	C	0	659	450	0	1,109
PAO0132	Santa Clara	11/20/2014	B	0	980	0	0	980
PAO0134	Santa Clara	3/3/2015	A	754	0	0	0	754
PAO0144	Santa Clara	11/7/2014	B	0	558	315	0	873
PAO0145	Santa Clara	3/10/2015	B	0	1,135	0	0	1,135
PAO0145	Santa Clara	11/13/2015	B	0	1,135	0	0	1,135
PAO0145	Santa Clara	3/17/2016	A	1,135	0	0	0	1,135
PAO0145	Santa Clara	7/5/2016	A	1,135	0	0	0	1,135
PAO0149	Santa Clara	4/13/2015	B	598	320	0	0	918
PAO0149	Santa Clara	11/12/2015	A	918	0	0	0	918
PAO0149	Santa Clara	3/24/2016	A	210	711	0	0	921
PAO0149	Santa Clara	7/14/2016	B	668	250	0	0	918
PAO0150	Santa Clara	11/20/2014	A	1,115	120	0	0	1,235
PAO0160	Santa Clara	3/19/2015	B	390	888	0	0	1,278
PAO0167	Santa Clara	4/13/2015	C	0	0	1,191	0	1,191
PAO0168	Santa Clara	3/19/2015	B	0	967	0	0	967
PAO0169	Santa Clara	7/21/2014	B	631	0	468	0	1,099
PAO0169	Santa Clara	5/28/2015	B	859	240	0	0	1,099
PAO0169	Santa Clara	11/13/2015	B	0	1,099	0	0	1,099
PAO0169	Santa Clara	6/6/2016	B	739	0	360	0	1,099
PAO0170	Santa Clara	11/20/2014	A	1,317	0	0	0	1,317
PAO0174	Santa Clara	3/19/2015	B	0	1,254	0	0	1,254
PAO0176	Santa Clara	4/13/2015	B	0	656	265	0	921
PAO0176	Santa Clara	11/12/2015	B	330	591	0	0	921
PAO0176	Santa Clara	3/24/2016	B	225	696	0	0	921
PAO0176	Santa Clara	6/14/2016	B	250	671	0	0	921
PAO0177	Santa Clara	4/13/2015	B	225	893	0	0	1,118
PAO0177	Santa Clara	11/12/2015	A	1,118	0	0	0	1,118
PAO0177	Santa Clara	3/24/2016	A	1,118	0	0	0	1,118
PAO0177	Santa Clara	7/14/2016	B	0	1,118	0	0	1,118
PAO0178	Santa Clara	3/10/2015	A	1,253	0	0	0	1,253
PAO0178	Santa Clara	5/28/2015	A	1,253	0	0	0	1,253
PAO0187	Santa Clara	3/4/2015	B	0	1,043	0	0	1,043
PAO0194	Santa Clara	3/10/2015	B	832	350	0	0	1,182
PAO0194	Santa Clara	5/28/2015	A	1,182	0	0	0	1,182
PAO0195	Santa Clara	3/4/2015	B	0	1,052	0	0	1,052
PAO0198	Santa Clara	3/10/2015	A	1,245	0	0	0	1,245
PAO0206	Santa Clara	4/13/2015	B	350	414	0	0	764
PAO0215	Santa Clara	4/13/2015	B	0	1,107	0	0	1,107
PAO0243	Santa Clara	3/10/2015	B	0	1,142	0	0	1,142
PAO0257	Santa Clara	7/22/2014	B	738	303	0	0	1,041
PAO0257	Santa Clara	5/28/2015	B	0	691	350	0	1,041
PAO0257	Santa Clara	11/13/2015	B	0	1,041	0	0	1,041
PAO0257	Santa Clara	6/6/2016	B	0	1,041	0	0	1,041
PAO0258	Santa Clara	3/10/2015	A	1,242	0	0	0	1,242

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PAO0258	Santa Clara	5/28/2015	A	1,143	100	0	0	1,243
PVY0001	San Mateo	7/18/2014	B	0	1,075	0	0	1,075
PVY0001	San Mateo	6/26/2015	A	1,075	0	0	0	1,075
PVY0001	San Mateo	12/9/2015	A	1,075	0	0	0	1,075
PVY0001	San Mateo	3/16/2016	A	1,075	0	0	0	1,075
PVY0001	San Mateo	7/5/2016	A	1,075	0	0	0	1,075
PVY0002	San Mateo	7/18/2014	A	985	0	0	0	985
PVY0002	San Mateo	6/26/2015	B	260	725	0	0	985
PVY0002	San Mateo	12/9/2015	B	0	986	0	0	986
PVY0002	San Mateo	7/5/2016	B	493	493	0	0	986
RCY0004	San Mateo	7/29/2014	B	266	0	721	0	987
RCY0007	San Mateo	7/29/2014	B	0	885	202	0	1,087
RCY0018	San Mateo	7/29/2014	B	364	741	0	0	1,105
RCY0018	San Mateo	6/24/2015	B	0	1,105	0	0	1,105
RCY0018	San Mateo	12/17/2015	C	0	310	795	0	1,105
RCY0018	San Mateo	2/25/2016	B	0	1,105	0	0	1,105
RCY0020	San Mateo	7/29/2014	A	1,126	0	0	0	1,126
RCY0020	San Mateo	6/4/2015	A	1,126	0	0	0	1,126
RCY0020	San Mateo	12/7/2015	A	1,126	0	0	0	1,126
RCY0020	San Mateo	3/2/2016	A	1,126	0	0	0	1,126
RCY0021	San Mateo	7/29/2014	A	735	115	0	0	850
RCY0021	San Mateo	6/4/2015	A	850	0	0	0	850
RCY0021	San Mateo	12/7/2015	A	850	0	0	0	850
RCY0021	San Mateo	3/2/2016	A	850	0	0	0	850
RCY0022	San Mateo	12/16/2015	C	200	0	785	0	985
RCY0022	San Mateo	3/16/2016	B	405	580	0	0	985
RCY0022	San Mateo	6/16/2016	B	0	985	0	0	985
RCY0023	San Mateo	12/16/2015	C	0	0	1,011	0	1,011
RCY0023	San Mateo	3/16/2016	B	0	1,011	0	0	1,011
RCY0023	San Mateo	6/16/2016	B	240	771	0	0	1,011
RCY0024	San Mateo	7/29/2014	C	0	585	548	0	1,133
RCY0024	San Mateo	6/2/2015	B	330	330	473	0	1,133
RCY0024	San Mateo	12/7/2015	B	478	255	400	0	1,133
RCY0024	San Mateo	3/2/2016	C	587	0	546	0	1,133
RCY0025	San Mateo	12/16/2015	C	0	324	860	0	1,184
RCY0025	San Mateo	3/16/2016	B	0	799	385	0	1,184
RCY0025	San Mateo	6/16/2016	C	0	849	260	75	1,184
RCY0027	San Mateo	7/29/2014	C	0	544	0	399	943
RCY0030	San Mateo	7/29/2014	C	210	282	674	0	1,166
RCY0032	San Mateo	7/29/2014	C	0	0	1,358	0	1,358
RCY0035	San Mateo	7/29/2014	C	0	0	1,090	0	1,090
RCY0047	San Mateo	7/29/2014	B	0	850	318	0	1,168
RCY0054	San Mateo	3/13/2015	B	0	1,224	0	0	1,224
RCY0055	San Mateo	3/3/2015	C	0	0	1,076	0	1,076
RCY0056	San Mateo	3/26/2015	C	0	420	632	0	1,052
RCY0059	San Mateo	3/17/2015	C	0	0	825	240	1,065
RCY0062	San Mateo	2/3/2015	C	0	240	669	0	909
RCY0062	San Mateo	3/3/2015	C	0	0	909	0	909
RCY0062	San Mateo	12/7/2015	B	0	909	0	0	909
RCY0062	San Mateo	3/2/2016	C	0	0	909	0	909
RCY0064	San Mateo	7/29/2014	B	0	1,454	0	0	1,454
RCY0064	San Mateo	6/24/2015	B	0	1,129	325	0	1,454
RCY0064	San Mateo	12/18/2015	C	0	310	1,144	0	1,454
RCY0064	San Mateo	2/25/2016	B	759	0	695	0	1,454
RCY0066	San Mateo	12/7/2015	B	0	1,035	0	0	1,035
RCY0066	San Mateo	3/22/2016	B	0	1,035	0	0	1,035

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RCY0066	San Mateo	6/14/2016	B	0	835	200	0	1,035
RCY0068	San Mateo	12/7/2015	C	0	300	762	0	1,062
RCY0068	San Mateo	3/22/2016	B	0	647	415	0	1,062
RCY0068	San Mateo	6/14/2016	B	0	635	427	0	1,062
RCY0069	San Mateo	12/16/2015	C	0	345	643	0	988
RCY0069	San Mateo	3/16/2016	C	0	140	848	0	988
RCY0069	San Mateo	6/16/2016	C	0	150	838	0	988
RCY0077	San Mateo	3/26/2015	C	300	0	743	0	1,043
RCY0081	San Mateo	12/8/2014	A	746	260	0	0	1,006
RCY0085	San Mateo	3/17/2015	D	0	0	623	360	983
RCY0088	San Mateo	3/17/2015	D	0	0	315	761	1,076
RCY0089	San Mateo	7/29/2014	B	0	851	0	0	851
RCY0089	San Mateo	6/24/2015	B	0	851	0	0	851
RCY0089	San Mateo	1/25/2016	B	0	851	0	0	851
RCY0089	San Mateo	3/22/2016	A	851	0	0	0	851
RCY0092	San Mateo	2/3/2015	B	0	1,071	0	0	1,071
RCY0093	San Mateo	12/7/2015	A	1,039	0	0	0	1,039
RCY0093	San Mateo	3/22/2016	A	1,039	0	0	0	1,039
RCY0093	San Mateo	6/14/2016	A	1,039	0	0	0	1,039
RCY0097	San Mateo	12/7/2015	B	0	663	327	0	990
RCY0097	San Mateo	3/22/2016	B	0	990	0	0	990
RCY0097	San Mateo	6/14/2016	B	0	990	0	0	990
RCY0104	San Mateo	12/7/2015	B	0	947	0	0	947
RCY0104	San Mateo	3/22/2016	C	0	372	575	0	947
RCY0104	San Mateo	6/14/2016	B	0	947	0	0	947
RCY0108	San Mateo	7/29/2014	B	0	1,191	202	0	1,393
RCY0111	San Mateo	12/9/2015	C	0	0	912	0	912
RCY0111	San Mateo	3/22/2016	B	0	912	0	0	912
RCY0111	San Mateo	6/14/2016	B	0	912	0	0	912
RCY0125	San Mateo	3/25/2015	C	315	0	604	0	919
RCY0125	San Mateo	6/24/2015	B	609	0	310	0	919
RCY0125	San Mateo	1/25/2016	B	0	919	0	0	919
RCY0125	San Mateo	3/23/2016	A	919	0	0	0	919
RCY0152	San Mateo	7/29/2014	B	0	1,332	0	0	1,332
RCY0157	San Mateo	12/16/2015	A	912	150	0	0	1,062
RCY0157	San Mateo	3/16/2016	A	1,062	0	0	0	1,062
RCY0157	San Mateo	6/16/2016	A	1,062	0	0	0	1,062
RCY0171	San Mateo	3/13/2015	A	957	0	0	0	957
RCY0171	San Mateo	6/11/2015	A	957	0	0	0	957
RCY0171	San Mateo	12/16/2015	B	0	647	310	0	957
RCY0171	San Mateo	2/12/2016	B	377	580	0	0	957
RCY0171	San Mateo	7/8/2016	A	957	0	0	0	957
RCY0181	San Mateo	2/25/2016	B	200	450	290	0	940
RCY0181	San Mateo	7/13/2016	B	0	940	0	0	940
RCY0182	San Mateo	3/13/2015	A	970	0	0	0	970
RCY0182	San Mateo	6/11/2015	B	400	570	0	0	970
RCY0182	San Mateo	12/9/2015	B	780	190	0	0	970
RCY0182	San Mateo	4/15/2016	A	970	0	0	0	970
RCY0182	San Mateo	7/8/2016	A	970	0	0	0	970
RCY0190	San Mateo	3/13/2015	C	0	385	650	0	1,035
RCY0190	San Mateo	6/11/2015	B	0	1,035	0	0	1,035
RCY0190	San Mateo	12/16/2015	B	0	1,035	0	0	1,035
RCY0190	San Mateo	2/12/2016	C	300	0	735	0	1,035
RCY0190	San Mateo	7/8/2016	B	0	1,035	0	0	1,035
RCY0222	San Mateo	12/7/2015	A	1,195	0	0	0	1,195
RCY0222	San Mateo	3/22/2016	B	0	1,195	0	0	1,195

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
RCY0222	San Mateo	6/14/2016	B	0	1,195	0	0	1,195
SAR0001	Santa Clara	6/23/2014	B	0	949	0	0	949
SAR0001	Santa Clara	1/12/2016	C	0	0	950	0	950
SAR0001	Santa Clara	3/24/2016	B	0	950	0	0	950
SAR0001	Santa Clara	6/15/2016	B	0	950	0	0	950
SAR0004	Santa Clara	6/23/2014	A	743	387	0	0	1,130
SAR0004	Santa Clara	1/12/2016	B	861	270	0	0	1,131
SAR0004	Santa Clara	6/6/2016	A	1,131	0	0	0	1,131
SAR0005	Santa Clara	6/23/2014	A	1,435	0	0	0	1,435
SAR0007	Santa Clara	6/23/2014	A	935	0	0	0	935
SAR0009	Santa Clara	11/20/2014	A	1,225	0	0	0	1,225
SAR0009	Santa Clara	2/19/2016	A	1,225	0	0	0	1,225
SAR0009	Santa Clara	4/14/2016	A	1,225	0	0	0	1,225
SAR0009	Santa Clara	6/24/2016	A	1,225	0	0	0	1,225
SAR0011	Santa Clara	1/9/2015	B	549	671	0	0	1,220
SAR0011	Santa Clara	2/19/2016	A	1,220	0	0	0	1,220
SAR0011	Santa Clara	3/4/2016	A	1,220	0	0	0	1,220
SAR0011	Santa Clara	7/5/2016	A	1,220	0	0	0	1,220
SAR0013	Santa Clara	11/26/2014	A	1,050	0	0	0	1,050
SAR0013	Santa Clara	2/24/2016	A	1,050	0	0	0	1,050
SAR0013	Santa Clara	3/24/2016	A	1,050	0	0	0	1,050
SAR0013	Santa Clara	6/24/2016	A	1,050	0	0	0	1,050
SAR0015	Santa Clara	4/13/2015	A	1,066	0	0	0	1,066
SAR0015	Santa Clara	1/12/2016	B	0	1,066	0	0	1,066
SAR0015	Santa Clara	6/15/2016	A	1,066	0	0	0	1,066
SAR0015	Santa Clara	7/12/2016	A	1,066	0	0	0	1,066
SAR0020	Santa Clara	2/17/2016	A	1,128	0	0	0	1,128
SAR0020	Santa Clara	3/4/2016	A	1,128	0	0	0	1,128
SAR0020	Santa Clara	6/17/2016	B	418	710	0	0	1,128
SAR0025	Santa Clara	1/12/2016	C	0	0	1,319	0	1,319
SAR0025	Santa Clara	4/5/2016	B	0	1,319	0	0	1,319
SAR0025	Santa Clara	6/15/2016	A	1,319	0	0	0	1,319
SAR0027	Santa Clara	4/13/2015	A	1,077	0	0	0	1,077
SAR0028	Santa Clara	1/9/2015	A	1,046	0	0	0	1,046
SAR0030	Santa Clara	2/17/2016	A	1,008	0	0	0	1,008
SAR0030	Santa Clara	3/4/2016	A	1,008	0	0	0	1,008
SAR0030	Santa Clara	6/17/2016	B	0	1,008	0	0	1,008
SAR0042	Santa Clara	2/17/2016	B	485	295	0	0	780
SAR0042	Santa Clara	4/5/2016	A	780	0	0	0	780
SAR0042	Santa Clara	6/15/2016	A	780	0	0	0	780
SAR0045	Santa Clara	4/13/2015	A	1,065	0	0	0	1,065
SAR0056	Santa Clara	4/13/2015	B	816	250	0	0	1,066
SBO0001	San Mateo	7/10/2014	B	0	1,075	0	0	1,075
SBO0001	San Mateo	4/14/2015	B	0	1,075	0	0	1,075
SBO0002	San Mateo	7/10/2014	B	0	994	0	0	994
SBO0002	San Mateo	4/14/2015	B	614	380	0	0	994
SBO0002	San Mateo	12/16/2015	A	994	0	0	0	994
SBO0002	San Mateo	2/9/2016	B	0	994	0	0	994
SBO0002	San Mateo	7/13/2016	A	994	0	0	0	994
SBO0003	San Mateo	4/14/2015	A	1,176	0	0	0	1,176
SBO0003	San Mateo	6/5/2015	B	886	290	0	0	1,176
SBO0003	San Mateo	11/11/2015	A	1,176	0	0	0	1,176
SBO0003	San Mateo	3/18/2016	A	1,176	0	0	0	1,176
SBO0004	San Mateo	7/10/2014	C	0	0	1,162	0	1,162
SBO0004	San Mateo	4/14/2015	B	0	1,162	0	0	1,162
SBO0004	San Mateo	12/16/2015	B	0	1,162	0	0	1,162

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
SBO0004	San Mateo	2/9/2016	B	0	1,162	0	0	1,162
SBO0004	San Mateo	7/13/2016	A	1,162	0	0	0	1,162
SBO0005	San Mateo	7/14/2014	C	0	0	1,062	0	1,062
SBO0005	San Mateo	5/29/2015	B	520	542	0	0	1,062
SBO0005	San Mateo	11/20/2015	C	0	0	1,062	0	1,062
SBO0005	San Mateo	3/23/2016	B	0	525	537	0	1,062
SBO0009	San Mateo	5/28/2015	B	718	200	200	0	1,118
SBO0009	San Mateo	11/11/2015	B	550	568	0	0	1,118
SBO0009	San Mateo	4/25/2016	B	300	818	0	0	1,118
SBO0009	San Mateo	7/13/2016	B	0	1,118	0	0	1,118
SBO0010	San Mateo	5/29/2015	C	0	0	1,082	0	1,082
SBO0010	San Mateo	3/23/2016	C	0	442	640	0	1,082
SBO0010	San Mateo	7/13/2016	C	0	0	1,082	0	1,082
SBO0011	San Mateo	12/10/2014	A	1,258	0	0	0	1,258
SBO0011	San Mateo	5/29/2015	B	245	793	220	0	1,258
SBO0011	San Mateo	11/11/2015	A	1,028	230	0	0	1,258
SBO0011	San Mateo	3/23/2016	B	0	1,258	0	0	1,258
SBO0011	San Mateo	7/13/2016	A	1,058	200	0	0	1,258
SBO0011	San Mateo	7/13/2016	A	1,058	200	0	0	1,258
SBO0012	San Mateo	1/22/2015	C	0	0	1,121	0	1,121
SBO0012	San Mateo	5/29/2015	A	871	250	0	0	1,121
SBO0012	San Mateo	12/9/2015	C	0	0	1,121	0	1,121
SBO0012	San Mateo	3/25/2016	B	0	1,121	0	0	1,121
SBO0013	San Mateo	7/10/2014	B	0	655	408	0	1,063
SBO0013	San Mateo	4/14/2015	B	480	583	0	0	1,063
SBO0014	San Mateo	7/10/2014	A	1,227	0	0	0	1,227
SBO0014	San Mateo	12/9/2015	B	0	1,227	0	0	1,227
SBO0014	San Mateo	3/25/2016	A	1,227	0	0	0	1,227
SBO0014	San Mateo	7/13/2016	A	1,227	0	0	0	1,227
SBO0016	San Mateo	12/10/2014	B	0	1,045	0	0	1,045
SBO0018	San Mateo	12/10/2014	B	0	1,037	0	0	1,037
SBO0018	San Mateo	5/28/2015	B	0	1,037	0	0	1,037
SBO0018	San Mateo	11/11/2015	A	1,037	0	0	0	1,037
SBO0018	San Mateo	3/23/2016	B	220	457	360	0	1,037
SBO0018	San Mateo	7/12/2016	A	1,037	0	0	0	1,037
SBO0020	San Mateo	12/8/2014	C	0	960	215	0	1,175
SBO0020	San Mateo	4/14/2015	B	0	1,175	0	0	1,175
SBO0020	San Mateo	12/16/2015	B	0	1,175	0	0	1,175
SBO0020	San Mateo	2/15/2016	B	0	825	350	0	1,175
SBO0020	San Mateo	6/13/2016	C	0	0	1,175	0	1,175
SBO0021	San Mateo	12/10/2014	A	1,001	0	0	0	1,001
SBO0021	San Mateo	11/11/2015	A	1,001	0	0	0	1,001
SBO0021	San Mateo	3/23/2016	B	0	1,001	0	0	1,001
SBO0021	San Mateo	6/13/2016	B	0	1,001	0	0	1,001
SBO0024	San Mateo	7/10/2014	B	0	1,071	0	0	1,071
SBO0024	San Mateo	5/29/2015	B	0	1,071	0	0	1,071
SBO0024	San Mateo	12/17/2015	B	0	1,071	0	0	1,071
SBO0024	San Mateo	3/25/2016	B	0	1,071	0	0	1,071
SBO0026	San Mateo	12/8/2014	B	0	1,013	0	0	1,013
SBO0026	San Mateo	12/16/2015	B	773	240	0	0	1,013
SBO0026	San Mateo	3/23/2016	B	220	793	0	0	1,013
SBO0026	San Mateo	6/13/2016	B	0	1,013	0	0	1,013
SBO0027	San Mateo	7/10/2014	A	929	0	0	0	929
SBO0027	San Mateo	5/29/2015	A	929	0	0	0	929
SBO0027	San Mateo	12/17/2015	B	0	929	0	0	929
SBO0027	San Mateo	3/23/2016	A	929	0	0	0	929

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
SBO0027	San Mateo	7/13/2016	B	295	634	0	0	929
SBO0027	San Mateo	7/13/2016	B	295	634	0	0	929
SBO0028	San Mateo	4/14/2015	B	798	215	0	0	1,013
SBO0028	San Mateo	12/16/2015	A	1,013	0	0	0	1,013
SBO0028	San Mateo	4/25/2016	A	1,013	0	0	0	1,013
SBO0028	San Mateo	6/13/2016	B	0	1,013	0	0	1,013
SBO0029	San Mateo	5/28/2015	B	0	1,092	0	0	1,092
SBO0029	San Mateo	11/11/2015	A	1,092	0	0	0	1,092
SBO0029	San Mateo	3/23/2016	B	0	1,092	0	0	1,092
SBO0029	San Mateo	7/13/2016	A	1,092	0	0	0	1,092
SBO0033	San Mateo	12/8/2014	A	1,189	0	0	0	1,189
SBO0033	San Mateo	4/14/2015	A	1,189	0	0	0	1,189
SBO0033	San Mateo	2/9/2016	A	1,189	0	0	0	1,189
SBO0033	San Mateo	3/23/2016	A	1,189	0	0	0	1,189
SBO0033	San Mateo	7/13/2016	A	1,189	0	0	0	1,189
SBO0042	San Mateo	1/22/2015	B	548	701	0	0	1,249
SBO0042	San Mateo	12/9/2015	B	540	709	0	0	1,249
SBO0042	San Mateo	3/25/2016	B	0	1,249	0	0	1,249
SBO0042	San Mateo	7/13/2016	A	1,249	0	0	0	1,249
SBO0120	San Mateo	6/4/2015	B	0	1,136	0	0	1,136
SBO0120	San Mateo	6/8/2015	B	0	1,136	0	0	1,136
SBO0120	San Mateo	2/12/2016	A	1,136	0	0	0	1,136
SCC0006	Santa Clara	7/18/2014	A	1,075	0	0	0	1,075
SCC0006	Santa Clara	12/17/2015	B	0	1,075	0	0	1,075
SCC0006	Santa Clara	3/4/2016	B	595	480	0	0	1,075
SCC0006	Santa Clara	6/17/2016	B	360	555	160	0	1,075
SCC0008	Santa Clara	7/18/2014	A	1,003	0	0	0	1,003
SCC0008	Santa Clara	12/17/2015	B	0	1,003	0	0	1,003
SCC0008	Santa Clara	3/4/2016	A	683	320	0	0	1,003
SCC0008	Santa Clara	6/17/2016	B	518	485	0	0	1,003
SCC0009	Santa Clara	7/18/2014	A	984	0	0	0	984
SCC0009	Santa Clara	12/17/2015	B	0	924	60	0	984
SCC0009	Santa Clara	3/4/2016	B	0	779	205	0	984
SCC0009	Santa Clara	6/17/2016	B	0	844	140	0	984
SCCE0012	Santa Clara	7/14/2014	B	0	1,099	0	0	1,099
SCCE0012	Santa Clara	11/23/2015	B	0	1,100	0	0	1,100
SCCE0012	Santa Clara	3/1/2016	B	0	900	200	0	1,100
SCCE0012	Santa Clara	4/5/2016	B	0	665	435	0	1,100
SCCE0012	Santa Clara	4/19/2016	B	0	1,100	0	0	1,100
SCCE0013	Santa Clara	7/14/2014	C	0	0	1,132	0	1,132
SCCE0013	Santa Clara	11/23/2015	C	0	410	722	0	1,132
SCCE0013	Santa Clara	3/1/2016	C	0	0	1,132	0	1,132
SCCE0013	Santa Clara	4/5/2016	C	0	0	1,132	0	1,132
SCCE0013	Santa Clara	4/19/2016	B	0	1,132	0	0	1,132
SCCE0014	Santa Clara	7/14/2014	B	0	1,123	0	0	1,123
SCCE0014	Santa Clara	11/12/2015	B	420	703	0	0	1,123
SCCE0014	Santa Clara	1/14/2016	C	0	460	663	0	1,123
SCCE0014	Santa Clara	2/24/2016	B	380	743	0	0	1,123
SCCE0014	Santa Clara	3/22/2016	B	440	683	0	0	1,123
SCCE0015	Santa Clara	7/14/2014	B	0	1,078	0	0	1,078
SCCE0015	Santa Clara	11/12/2015	B	0	768	310	0	1,078
SCCE0015	Santa Clara	1/14/2016	C	0	0	1,078	0	1,078
SCCE0015	Santa Clara	2/24/2016	B	0	1,078	0	0	1,078
SCCE0015	Santa Clara	3/22/2016	B	0	1,078	0	0	1,078
SCCE0017T	Santa Clara	2/2/2016	B	0	1,283	0	0	1,283
SCCE0017T	Santa Clara	2/29/2016	B	0	1,283	0	0	1,283

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
SCCE0025	Santa Clara	3/30/2015	C	0	0	1,068	0	1,068
SCCE0025	Santa Clara	2/2/2016	C	0	0	1,068	0	1,068
SCCE0025	Santa Clara	3/4/2016	C	0	663	405	0	1,068
SCCE0025	Santa Clara	3/17/2016	B	225	513	330	0	1,068
SCCE0037	Santa Clara	5/1/2015	B	0	932	0	0	932
SCCE0037	Santa Clara	12/1/2015	C	0	0	931	0	931
SCCE0037	Santa Clara	3/4/2016	B	0	931	0	0	931
SCCE0037	Santa Clara	3/17/2016	B	0	931	0	0	931
SCCE0042	Santa Clara	8/26/2014	C	0	555	491	0	1,046
SCCE0042	Santa Clara	11/12/2015	B	0	1,046	0	0	1,046
SCCE0042	Santa Clara	1/14/2016	B	0	1,046	0	0	1,046
SCCE0042	Santa Clara	3/22/2016	B	0	1,046	0	0	1,046
SCCE0044	Santa Clara	1/23/2015	C	0	0	1,065	0	1,065
SCCE0044	Santa Clara	11/13/2015	B	0	1,065	0	0	1,065
SCCE0044	Santa Clara	2/2/2016	C	0	405	660	0	1,065
SCCE0044	Santa Clara	3/3/2016	B	0	1,065	0	0	1,065
SCCE0044	Santa Clara	3/17/2016	B	0	1,065	0	0	1,065
SCCE0046	Santa Clara	8/26/2014	B	304	738	0	0	1,042
SCCE0046	Santa Clara	11/12/2015	B	0	1,042	0	0	1,042
SCCE0046	Santa Clara	1/14/2016	C	0	0	1,042	0	1,042
SCCE0046	Santa Clara	3/22/2016	B	0	1,042	0	0	1,042
SCCE0048	Santa Clara	8/22/2014	B	388	594	0	0	982
SCCE0048	Santa Clara	2/2/2016	C	0	355	627	0	982
SCCE0048	Santa Clara	3/3/2016	C	0	438	544	0	982
SCCE0050	Santa Clara	3/30/2015	B	0	961	0	0	961
SCCE0050	Santa Clara	11/18/2015	B	0	961	0	0	961
SCCE0050	Santa Clara	3/3/2016	B	0	961	0	0	961
SCCE0050	Santa Clara	3/17/2016	B	0	961	0	0	961
SCCE0057	Santa Clara	8/22/2014	B	0	1,005	0	0	1,005
SCCE0057	Santa Clara	11/16/2015	B	0	1,006	0	0	1,006
SCCE0057	Santa Clara	2/2/2016	B	0	1,006	0	0	1,006
SCCE0057	Santa Clara	3/3/2016	B	0	1,006	0	0	1,006
SCCE0057	Santa Clara	3/17/2016	B	0	1,006	0	0	1,006
SCCE0059	Santa Clara	8/22/2014	A	1,014	0	0	0	1,014
SCCE0059	Santa Clara	2/2/2016	A	1,014	0	0	0	1,014
SCCE0059	Santa Clara	3/1/2016	A	1,014	0	0	0	1,014
SCCE0059	Santa Clara	4/5/2016	A	684	330	0	0	1,014
SCCE0059	Santa Clara	4/19/2016	B	584	430	0	0	1,014
SCCE0060	Santa Clara	8/22/2014	B	307	684	0	0	991
SCCE0060	Santa Clara	2/2/2016	B	351	640	0	0	991
SCCE0060	Santa Clara	3/3/2016	B	0	991	0	0	991
SCCE0072	Santa Clara	8/22/2014	B	230	771	0	0	1,001
SCCE0072	Santa Clara	2/2/2016	B	591	410	0	0	1,001
SCCE0072	Santa Clara	3/3/2016	B	0	1,001	0	0	1,001
SCCE0084	Santa Clara	8/22/2014	A	995	0	0	0	995
SCCE0084	Santa Clara	2/2/2016	A	995	0	0	0	995
SCCE0084	Santa Clara	3/1/2016	A	995	0	0	0	995
SCCE0084	Santa Clara	4/5/2016	A	995	0	0	0	995
SCCE0084	Santa Clara	4/19/2016	A	995	0	0	0	995
SCCE0085	Santa Clara	8/26/2014	B	494	528	0	0	1,022
SCCE0085	Santa Clara	1/12/2016	B	0	1,022	0	0	1,022
SCCE0085	Santa Clara	6/15/2016	B	772	250	0	0	1,022
SCCE0085	Santa Clara	7/12/2016	B	0	1,022	0	0	1,022
SCCE0088	Santa Clara	8/22/2014	B	759	290	0	0	1,049
SCCE0088	Santa Clara	2/2/2016	A	1,049	0	0	0	1,049
SCCE0088	Santa Clara	3/1/2016	A	1,049	0	0	0	1,049

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
SCCE0088	Santa Clara	4/5/2016	B	0	1,049	0	0	1,049
SCCE0088	Santa Clara	4/19/2016	B	0	1,049	0	0	1,049
SCCE0089	Santa Clara	8/26/2014	B	0	1,047	0	0	1,047
SCCE0089	Santa Clara	11/12/2015	C	0	0	1,047	0	1,047
SCCE0089	Santa Clara	1/14/2016	C	0	0	1,047	0	1,047
SCCE0089	Santa Clara	3/22/2016	B	527	520	0	0	1,047
SCCE0091	Santa Clara	8/26/2014	A	1,008	0	0	0	1,008
SCCE0091	Santa Clara	11/12/2015	B	0	1,008	0	0	1,008
SCCE0091	Santa Clara	3/22/2016	B	0	1,008	0	0	1,008
SCCE0093	Santa Clara	1/23/2015	B	0	1,010	0	0	1,010
SCCE0093	Santa Clara	2/2/2016	C	0	0	1,010	0	1,010
SCCE0093	Santa Clara	3/3/2016	B	0	1,010	0	0	1,010
SCCE0094	Santa Clara	8/22/2014	B	0	1,014	0	0	1,014
SCCE0094	Santa Clara	2/2/2016	C	0	0	1,014	0	1,014
SCCE0094	Santa Clara	3/1/2016	B	0	1,014	0	0	1,014
SCCE0094	Santa Clara	4/5/2016	B	0	1,014	0	0	1,014
SCCE0094	Santa Clara	4/19/2016	B	0	1,014	0	0	1,014
SCCE0096	Santa Clara	8/26/2014	B	388	606	0	0	994
SCCE0096	Santa Clara	11/12/2015	B	574	420	0	0	994
SCCE0096	Santa Clara	1/14/2016	C	0	460	534	0	994
SCCE0096	Santa Clara	3/22/2016	B	480	514	0	0	994
SCCE0096	Santa Clara	6/15/2016	B	0	994	0	0	994
SCCE0097	Santa Clara	8/26/2014	B	652	372	0	0	1,024
SCCE0097	Santa Clara	11/12/2015	B	0	1,024	0	0	1,024
SCCE0097	Santa Clara	1/14/2016	C	0	305	719	0	1,024
SCCE0097	Santa Clara	3/22/2016	A	1,024	0	0	0	1,024
SCCE0110	Santa Clara	8/22/2014	A	1,062	0	0	0	1,062
SCCE0110	Santa Clara	11/18/2015	A	1,062	0	0	0	1,062
SCCE0110	Santa Clara	3/3/2016	B	360	702	0	0	1,062
SCCE0110	Santa Clara	3/17/2016	A	1,062	0	0	0	1,062
SCCE0117	Santa Clara	3/30/2015	B	0	980	0	0	980
SCCE0117	Santa Clara	11/18/2015	C	0	0	980	0	980
SCCE0117	Santa Clara	3/3/2016	C	0	0	980	0	980
SCCE0117	Santa Clara	3/17/2016	B	400	580	0	0	980
SCCE0129	Santa Clara	8/22/2014	A	1,020	0	0	0	1,020
SCCE0129	Santa Clara	11/18/2015	B	0	1,020	0	0	1,020
SCCE0129	Santa Clara	3/3/2016	B	0	1,020	0	0	1,020
SCCE0129	Santa Clara	3/17/2016	B	0	1,020	0	0	1,020
SCCE0142	Santa Clara	1/23/2015	B	0	1,034	0	0	1,034
SCCE0146	Santa Clara	3/30/2015	C	0	0	982	0	982
SCCE0146	Santa Clara	11/18/2015	B	0	982	0	0	982
SCCE0146	Santa Clara	3/3/2016	C	0	0	982	0	982
SCCE0146	Santa Clara	3/17/2016	B	0	982	0	0	982
SCCE0148	Santa Clara	8/22/2014	A	969	0	0	0	969
SCCE0149	Santa Clara	3/30/2015	C	0	0	1,009	0	1,009
SCCE0149	Santa Clara	11/18/2015	C	0	0	1,009	0	1,009
SCCE0149	Santa Clara	3/3/2016	C	0	0	1,009	0	1,009
SCCE0149	Santa Clara	3/17/2016	C	0	0	1,009	0	1,009
SCCE0162	Santa Clara	3/30/2015	C	0	0	975	0	975
SCCE0162	Santa Clara	11/18/2015	C	0	0	975	0	975
SCCE0162	Santa Clara	3/3/2016	B	0	975	0	0	975
SCCE0175	Santa Clara	1/23/2015	B	0	1,007	0	0	1,007
SCCE0176	Santa Clara	8/22/2014	A	1,000	0	0	0	1,000
SCCE0176	Santa Clara	11/18/2015	B	0	1,000	0	0	1,000
SCCE0176	Santa Clara	3/3/2016	B	0	1,000	0	0	1,000
SCCE0176	Santa Clara	3/17/2016	B	0	1,000	0	0	1,000

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
SCCE0179	Santa Clara	8/22/2014	B	387	622	0	0	1,009
SCCE0179	Santa Clara	2/2/2016	B	0	1,009	0	0	1,009
SCCE0179	Santa Clara	3/1/2016	B	350	659	0	0	1,009
SCCE0179	Santa Clara	4/5/2016	B	510	499	0	0	1,009
SCCE0179	Santa Clara	4/19/2016	B	0	1,009	0	0	1,009
SCCE0182	Santa Clara	3/30/2015	C	0	0	997	0	997
SCCE0182	Santa Clara	12/1/2015	C	0	0	997	0	997
SCCE0182	Santa Clara	3/3/2016	B	0	717	280	0	997
SCCE0182	Santa Clara	3/17/2016	C	0	0	997	0	997
SCCE0185	Santa Clara	3/30/2015	C	460	0	487	0	947
SCCE0186	Santa Clara	8/26/2014	A	1,000	0	0	0	1,000
SCCE0194	Santa Clara	1/23/2015	B	0	1,027	0	0	1,027
SCCE0194	Santa Clara	11/18/2015	B	0	1,027	0	0	1,027
SCCE0194	Santa Clara	3/3/2016	B	0	1,027	0	0	1,027
SCCE0194	Santa Clara	3/17/2016	B	0	1,027	0	0	1,027
SCCE0198	Santa Clara	3/30/2015	C	0	0	926	0	926
SCCE0201	Santa Clara	8/26/2014	A	1,022	0	0	0	1,022
SCCE0201	Santa Clara	1/12/2016	A	200	822	0	0	1,022
SCCE0201	Santa Clara	6/15/2016	B	0	1,022	0	0	1,022
SCCE0201	Santa Clara	7/12/2016	B	0	1,022	0	0	1,022
SCCE0209	Santa Clara	3/30/2015	B	0	1,001	0	0	1,001
SCCE0212	Santa Clara	3/30/2015	C	0	0	1,035	0	1,035
SCCE0214	Santa Clara	1/23/2015	B	0	1,031	0	0	1,031
SCCE0221	Santa Clara	1/23/2015	A	1,052	0	0	0	1,052
SCCE0222	Santa Clara	1/23/2015	B	700	330	0	0	1,030
SCCE0224	Santa Clara	8/22/2014	B	325	369	304	0	998
SCCE0231	Santa Clara	5/1/2015	B	0	974	0	0	974
SCCE0231	Santa Clara	11/18/2015	C	0	0	974	0	974
SCCE0231	Santa Clara	3/3/2016	B	0	974	0	0	974
SCCE0231	Santa Clara	3/17/2016	B	0	974	0	0	974
SCCE0236	Santa Clara	3/30/2015	C	0	0	990	0	990
SCCE0236	Santa Clara	12/1/2015	C	0	0	990	0	990
SCCE0236	Santa Clara	3/3/2016	B	0	990	0	0	990
SCCE0236	Santa Clara	3/17/2016	B	0	990	0	0	990
SCCE0238	Santa Clara	3/30/2015	C	0	0	979	0	979
SCCE0239	Santa Clara	5/1/2015	B	0	1,015	0	0	1,015
SCCE0248	Santa Clara	3/30/2015	C	0	0	951	0	951
SCCE0262	Santa Clara	3/30/2015	C	0	0	972	0	972
SCCE0287	Santa Clara	5/1/2015	C	0	0	999	0	999
SCCE0291	Santa Clara	1/23/2015	B	0	1,010	0	0	1,010
SCCE0292	Santa Clara	3/19/2015	B	0	992	0	0	992
SCCE0302	Santa Clara	1/23/2015	B	0	1,091	0	0	1,091
SCCE0309	Santa Clara	3/30/2015	C	0	410	588	0	998
SCCE0318	Santa Clara	1/23/2015	B	505	544	0	0	1,049
SCCE0319	Santa Clara	1/23/2015	A	1,037	0	0	0	1,037
SCCE0337	Santa Clara	3/30/2015	C	0	0	1,080	0	1,080
SCCE0344	Santa Clara	1/23/2015	C	0	0	999	0	999
SCCE0344	Santa Clara	11/18/2015	C	0	0	999	0	999
SCCE0344	Santa Clara	3/3/2016	C	0	0	999	0	999
SCCE0344	Santa Clara	3/17/2016	C	0	0	999	0	999
SCCE0367	Santa Clara	3/30/2015	C	380	0	689	0	1,069
SCCE0381	Santa Clara	3/30/2015	B	0	1,078	0	0	1,078
SCL0002	Santa Clara	6/30/2014	A	997	0	0	0	997
SCL0002	Santa Clara	3/3/2016	A	997	0	0	0	997
SCL0002	Santa Clara	4/7/2016	A	997	0	0	0	997
SCL0002	Santa Clara	6/27/2016	A	997	0	0	0	997

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
SCL0009	Santa Clara	6/30/2014	A	915	0	0	0	915
SCL0009	Santa Clara	3/3/2016	A	915	0	0	0	915
SCL0009	Santa Clara	4/7/2016	A	915	0	0	0	915
SCL0009	Santa Clara	6/27/2016	A	915	0	0	0	915
SCL0010	Santa Clara	6/26/2014	A	1,015	0	0	0	1,015
SCL0010	Santa Clara	3/3/2016	A	1,015	0	0	0	1,015
SCL0010	Santa Clara	4/7/2016	A	1,015	0	0	0	1,015
SCL0010	Santa Clara	6/27/2016	A	1,015	0	0	0	1,015
SCL0012	Santa Clara	6/26/2014	B	0	1,023	0	0	1,023
SCL0012	Santa Clara	3/3/2016	A	868	155	0	0	1,023
SCL0012	Santa Clara	4/7/2016	B	116	907	0	0	1,023
SCL0012	Santa Clara	6/27/2016	B	0	1,023	0	0	1,023
SCL0019	Santa Clara	6/26/2014	A	1,193	0	0	0	1,193
SCL0019	Santa Clara	3/3/2016	A	1,193	0	0	0	1,193
SCL0019	Santa Clara	4/7/2016	A	1,193	0	0	0	1,193
SCL0019	Santa Clara	6/27/2016	A	1,193	0	0	0	1,193
SCL0022	Santa Clara	6/30/2014	B	565	563	0	0	1,128
SCL0022	Santa Clara	3/3/2016	A	1,128	0	0	0	1,128
SCL0022	Santa Clara	4/7/2016	A	910	218	0	0	1,128
SCL0022	Santa Clara	6/27/2016	A	1,128	0	0	0	1,128
SCL0023	Santa Clara	6/30/2014	A	1,058	0	0	0	1,058
SCL0023	Santa Clara	3/3/2016	A	1,058	0	0	0	1,058
SCL0023	Santa Clara	4/7/2016	B	788	270	0	0	1,058
SCL0023	Santa Clara	6/27/2016	A	1,058	0	0	0	1,058
SCL0036	Santa Clara	6/30/2014	A	1,000	0	0	0	1,000
SCL0036	Santa Clara	3/3/2016	A	1,000	0	0	0	1,000
SCL0036	Santa Clara	4/7/2016	A	1,000	0	0	0	1,000
SCL0036	Santa Clara	6/27/2016	A	1,000	0	0	0	1,000
SCL0039	Santa Clara	6/30/2014	A	966	0	0	0	966
SCL0039	Santa Clara	3/3/2016	A	966	0	0	0	966
SCL0039	Santa Clara	4/7/2016	B	410	556	0	0	966
SCL0039	Santa Clara	6/27/2016	A	966	0	0	0	966
SCL0043	Santa Clara	6/24/2014	A	1,068	0	0	0	1,068
SCL0045	Santa Clara	6/30/2014	A	999	0	0	0	999
SCL0045	Santa Clara	3/3/2016	A	999	0	0	0	999
SCL0045	Santa Clara	4/7/2016	A	999	0	0	0	999
SCL0051	Santa Clara	6/30/2014	B	479	572	0	0	1,051
SCL0051	Santa Clara	3/3/2016	A	876	175	0	0	1,051
SCL0051	Santa Clara	4/7/2016	B	0	1,051	0	0	1,051
SCL0051	Santa Clara	6/27/2016	B	0	1,051	0	0	1,051
SCL0053	Santa Clara	6/30/2014	B	788	362	0	0	1,150
SCL0053	Santa Clara	3/3/2016	A	1,150	0	0	0	1,150
SCL0053	Santa Clara	4/7/2016	A	1,150	0	0	0	1,150
SCL0053	Santa Clara	6/27/2016	A	1,150	0	0	0	1,150
SCL0054	Santa Clara	6/24/2014	A	1,332	0	0	0	1,332
SCL0054	Santa Clara	3/3/2016	A	1,332	0	0	0	1,332
SCL0054	Santa Clara	4/7/2016	B	1,012	320	0	0	1,332
SCL0054	Santa Clara	6/27/2016	A	1,332	0	0	0	1,332
SCL0058	Santa Clara	6/30/2014	A	1,112	0	0	0	1,112
SCL0058	Santa Clara	3/3/2016	A	842	270	0	0	1,112
SCL0058	Santa Clara	4/7/2016	A	1,112	0	0	0	1,112
SCL0058	Santa Clara	6/27/2016	A	1,112	0	0	0	1,112
SCL0063	Santa Clara	6/24/2014	A	999	0	0	0	999
SCL0063	Santa Clara	4/8/2016	B	540	459	0	0	999
SCL0066	Santa Clara	6/24/2014	A	1,025	0	0	0	1,025
SCL0066	Santa Clara	3/3/2016	A	1,025	0	0	0	1,025

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				Low	Moderate	High	Very High	
SCL0066	Santa Clara	4/8/2016	A	1,025	0	0	0	1,025
SCL0066	Santa Clara	6/28/2016	A	1,025	0	0	0	1,025
SCL0068	Santa Clara	6/26/2014	B	0	1,142	0	0	1,142
SCL0068	Santa Clara	3/3/2016	A	1,142	0	0	0	1,142
SCL0068	Santa Clara	4/8/2016	B	787	355	0	0	1,142
SCL0068	Santa Clara	6/28/2016	A	1,142	0	0	0	1,142
SCL0068	Santa Clara	6/28/2016	A	1,142	0	0	0	1,142
SCL0072	Santa Clara	6/24/2014	B	685	267	0	0	952
SCL0072	Santa Clara	3/3/2016	A	547	405	0	0	952
SCL0072	Santa Clara	4/8/2016	B	222	730	0	0	952
SCL0072	Santa Clara	6/28/2016	B	0	952	0	0	952
SCL0073	Santa Clara	6/30/2014	A	1,087	0	0	0	1,087
SCL0073	Santa Clara	3/2/2016	B	742	345	0	0	1,087
SCL0073	Santa Clara	4/8/2016	A	1,087	0	0	0	1,087
SCL0073	Santa Clara	6/28/2016	A	1,087	0	0	0	1,087
SCL0077	Santa Clara	6/30/2014	A	383	752	0	0	1,135
SCL0077	Santa Clara	3/2/2016	B	0	1,135	0	0	1,135
SCL0077	Santa Clara	4/8/2016	B	215	920	0	0	1,135
SCL0077	Santa Clara	6/28/2016	A	1,135	0	0	0	1,135
SCL0078	Santa Clara	6/26/2014	B	0	749	0	0	749
SCL0078	Santa Clara	3/2/2016	B	0	749	0	0	749
SCL0078	Santa Clara	4/8/2016	B	155	594	0	0	749
SCL0078	Santa Clara	6/28/2016	B	0	749	0	0	749
SCL0086	Santa Clara	6/30/2014	A	1,431	0	0	0	1,431
SCL0086	Santa Clara	3/3/2016	A	1,431	0	0	0	1,431
SCL0086	Santa Clara	4/8/2016	A	1,431	0	0	0	1,431
SCL0086	Santa Clara	6/28/2016	A	1,431	0	0	0	1,431
SCL0087	Santa Clara	3/16/2015	A	727	340	0	0	1,067
SCL0087	Santa Clara	3/4/2016	B	687	380	0	0	1,067
SCL0087	Santa Clara	4/8/2016	B	652	415	0	0	1,067
SCL0095	Santa Clara	3/16/2015	A	797	390	0	0	1,187
SCL0100	Santa Clara	11/6/2014	A	935	137	0	0	1,072
SCL0101	Santa Clara	3/16/2015	C	725	290	0	0	1,015
SCL0101	Santa Clara	3/2/2016	B	0	1,015	0	0	1,015
SCL0101	Santa Clara	4/8/2016	B	0	1,015	0	0	1,015
SCL0105	Santa Clara	11/6/2014	B	0	846	220	0	1,066
SCL0111	Santa Clara	11/10/2014	A	1,181	0	0	0	1,181
SCL0111	Santa Clara	3/2/2016	A	1,181	0	0	0	1,181
SCL0111	Santa Clara	4/8/2016	A	1,181	0	0	0	1,181
SCL0111	Santa Clara	6/28/2016	A	1,181	0	0	0	1,181
SCL0113	Santa Clara	11/10/2014	B	0	999	0	0	999
SCL0117	Santa Clara	3/16/2015	C	0	737	0	320	1,057
SCL0117	Santa Clara	3/2/2016	C	0	597	460	0	1,057
SCL0117	Santa Clara	4/8/2016	C	0	225	832	0	1,057
SCL0125	Santa Clara	3/16/2015	B	474	600	0	0	1,074
SCL0131	Santa Clara	11/10/2014	A	796	315	0	0	1,111
SCL0131	Santa Clara	3/2/2016	A	1,111	0	0	0	1,111
SCL0131	Santa Clara	4/8/2016	A	1,111	0	0	0	1,111
SCL0131	Santa Clara	6/28/2016	A	1,111	0	0	0	1,111
SCL0138	Santa Clara	3/16/2015	A	1,084	0	0	0	1,084
SCL0138	Santa Clara	3/2/2016	A	1,000	80	0	0	1,080
SCL0138	Santa Clara	4/8/2016	B	664	420	0	0	1,084
SCL0141	Santa Clara	3/16/2015	C	0	0	1,088	0	1,088
SCL0141	Santa Clara	3/4/2016	B	0	720	369	0	1,089
SCL0141	Santa Clara	4/8/2016	B	0	1,089	0	0	1,089
SCL0144	Santa Clara	3/16/2015	A	1,096	0	0	0	1,096

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				Low	Moderate	High	Very High	
SCL0146	Santa Clara	11/6/2014	B	311	879	0	0	1,190
SCL0147	Santa Clara	3/16/2015	A	1,081	0	0	0	1,081
SCL0150	Santa Clara	11/6/2014	A	1,058	0	0	0	1,058
SCL0152	Santa Clara	11/6/2014	B	0	938	0	0	938
SCL0158	Santa Clara	11/6/2014	A	1,036	0	0	0	1,036
SCL0162	Santa Clara	3/16/2015	B	520	400	0	0	920
SCL0163	Santa Clara	3/16/2015	B	0	1,120	0	0	1,120
SCL0163	Santa Clara	3/2/2016	B	770	350	0	0	1,120
SCL0163	Santa Clara	4/8/2016	C	0	395	725	0	1,120
SCL0165	Santa Clara	11/10/2014	B	0	942	0	0	942
SCL0166	Santa Clara	11/10/2014	B	0	977	0	0	977
SCL0173	Santa Clara	3/16/2015	C	554	220	510	0	1,284
SCL0173	Santa Clara	3/2/2016	B	0	1,284	0	0	1,284
SCL0173	Santa Clara	4/8/2016	B	475	594	215	0	1,284
SCL0180	Santa Clara	11/6/2014	B	0	1,273	0	0	1,273
SCL0181	Santa Clara	3/16/2015	A	1,055	0	0	0	1,055
SCL0181	Santa Clara	3/2/2016	A	1,055	0	0	0	1,055
SCL0181	Santa Clara	4/8/2016	B	750	305	0	0	1,055
SCL0182	Santa Clara	3/16/2015	B	0	1,075	0	0	1,075
SCL0182	Santa Clara	3/2/2016	B	450	625	0	0	1,075
SCL0182	Santa Clara	4/8/2016	B	0	1,075	0	0	1,075
SCL0183	Santa Clara	3/16/2015	B	320	722	0	0	1,042
SCL0186	Santa Clara	11/6/2014	B	158	830	0	0	988
SCL0187	Santa Clara	11/10/2014	A	971	0	0	0	971
SCL0189	Santa Clara	3/16/2015	B	634	0	480	0	1,114
SCL0189	Santa Clara	3/4/2016	B	530	584	0	0	1,114
SCL0189	Santa Clara	4/8/2016	B	0	1,114	0	0	1,114
SCL0190	Santa Clara	11/6/2014	A	1,002	0	0	0	1,002
SCL0193	Santa Clara	11/10/2014	A	1,186	0	0	0	1,186
SCL0193	Santa Clara	3/2/2016	A	1,186	0	0	0	1,186
SCL0193	Santa Clara	4/8/2016	A	1,186	0	0	0	1,186
SCL0193	Santa Clara	6/28/2016	A	1,186	0	0	0	1,186
SCL0200	Santa Clara	3/16/2015	B	0	1,020	0	0	1,020
SCL0205	Santa Clara	3/16/2015	B	0	1,082	0	0	1,082
SCL0207	Santa Clara	11/6/2014	B	515	762	0	0	1,277
SCL0208	Santa Clara	3/16/2015	B	0	1,100	0	0	1,100
SCL0209	Santa Clara	3/16/2015	A	1,021	0	0	0	1,021
SCL0210	Santa Clara	3/16/2015	B	1,003	0	0	0	1,003
SCL0210	Santa Clara	3/16/2015	A	1,003	0	0	0	1,003
SCL0218	Santa Clara	3/16/2015	B	0	1,198	0	0	1,198
SCL0228	Santa Clara	3/16/2015	B	0	1,238	0	0	1,238
SCL0231	Santa Clara	3/16/2015	A	959	0	0	0	959
SCL0235	Santa Clara	3/16/2015	B	0	1,046	0	0	1,046
SCL0238	Santa Clara	3/16/2015	C	0	0	1,082	0	1,082
SCL0238	Santa Clara	7/5/2016	C	0	0	1,082	0	1,082
SCL0239	Santa Clara	11/6/2014	A	897	0	0	0	897
SCL0241	Santa Clara	11/6/2014	A	1,077	0	0	0	1,077
SCL0243	Santa Clara	3/16/2015	C	0	0	1,100	0	1,100
SCL0246	Santa Clara	3/16/2015	A	1,006	0	0	0	1,006
SCL0252	Santa Clara	11/6/2014	B	0	961	261	0	1,222
SCL0253	Santa Clara	3/16/2015	A	1,236	0	0	0	1,236
SCL0255	Santa Clara	3/16/2015	C	0	0	1,253	0	1,253
SCL0257	Santa Clara	11/6/2014	A	1,219	0	0	0	1,219
SCL0258	Santa Clara	3/16/2015	C	0	0	1,099	0	1,099
SCL0259	Santa Clara	3/16/2015	C	0	0	1,096	0	1,096
SCL0262	Santa Clara	3/16/2015	B	0	972	0	0	972

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
SCL0265	Santa Clara	3/16/2015	C	0	0	1,077	0	1,077
SCL0267	Santa Clara	11/6/2014	A	1,054	0	0	0	1,054
SCL0279	Santa Clara	3/16/2015	A	1,042	0	0	0	1,042
SCL0280	Santa Clara	3/16/2015	A	992	0	0	0	992
SCL0286	Santa Clara	3/16/2015	B	665	385	0	0	1,050
SCL0290	Santa Clara	3/16/2015	A	1,083	0	0	0	1,083
SCL0292	Santa Clara	3/16/2015	C	175	0	848	0	1,023
SCL0294	Santa Clara	3/16/2015	A	1,088	0	0	0	1,088
SCL0295	Santa Clara	11/10/2014	B	772	405	0	0	1,177
SCL0307	Santa Clara	3/16/2015	B	0	1,095	0	0	1,095
SCL0312	Santa Clara	3/16/2015	B	0	1,126	0	0	1,126
SCL0322	Santa Clara	3/16/2015	A	1,181	0	0	0	1,181
SCL0340	Santa Clara	3/16/2015	B	0	1,038	0	0	1,038
SCL0343	Santa Clara	3/16/2015	A	1,128	0	0	0	1,128
SCL0349	Santa Clara	3/16/2015	C	0	325	678	0	1,003
SCL0357	Santa Clara	3/16/2015	B	200	863	0	0	1,063
SCL0357	Santa Clara	3/16/2015	A	200	863	0	0	1,063
SCL0358	Santa Clara	3/16/2015	B	445	723	0	0	1,168
SCL0364	Santa Clara	3/16/2015	B	0	1,173	0	0	1,173
SCL0365	Santa Clara	3/16/2015	A	1,073	0	0	0	1,073
SCL0375	Santa Clara	3/16/2015	B	0	1,518	0	0	1,518
SCS0002	San Mateo	7/9/2014	A	986	0	0	0	986
SCS0002	San Mateo	5/4/2015	A	986	0	0	0	986
SCS0002	San Mateo	1/25/2016	B	0	986	0	0	986
SCS0002	San Mateo	3/22/2016	A	986	0	0	0	986
SCS0002	San Mateo	6/14/2016	A	986	0	0	0	986
SCS0003	San Mateo	7/9/2014	B	0	895	0	0	895
SCS0003	San Mateo	5/6/2015	B	0	895	0	0	895
SCS0003	San Mateo	12/7/2015	B	0	715	180	0	895
SCS0003	San Mateo	2/17/2016	C	0	370	220	305	895
SCS0003	San Mateo	3/23/2016	C	0	300	595	0	895
SCS0003	San Mateo	4/13/2016	B	0	895	0	0	895
SCS0004	San Mateo	7/9/2014	B	0	1,179	0	0	1,179
SCS0004	San Mateo	5/6/2015	B	580	599	0	0	1,179
SCS0004	San Mateo	12/7/2015	B	0	1,019	160	0	1,179
SCS0004	San Mateo	2/17/2016	B	0	919	260	0	1,179
SCS0004	San Mateo	3/23/2016	B	260	659	260	0	1,179
SCS0004	San Mateo	4/13/2016	B	450	729	0	0	1,179
SCS0006	San Mateo	7/9/2014	B	0	759	0	0	759
SCS0006	San Mateo	5/6/2015	A	759	0	0	0	759
SCS0006	San Mateo	12/7/2015	B	0	759	0	0	759
SCS0006	San Mateo	2/17/2016	B	0	759	0	0	759
SCS0006	San Mateo	3/23/2016	B	0	759	0	0	759
SCS0006	San Mateo	4/13/2016	B	0	759	0	0	759
SCS0006	San Mateo	6/16/2016	B	0	759	0	0	759
SCS0007	San Mateo	7/18/2014	B	0	1,031	42	0	1,073
SCS0007	San Mateo	4/2/2015	B	0	1,072	0	0	1,072
SCS0007	San Mateo	12/7/2015	B	0	1,072	0	0	1,072
SCS0007	San Mateo	3/2/2016	B	0	1,072	0	0	1,072
SCS0007	San Mateo	6/16/2016	B	0	1,072	0	0	1,072
SCS0008	San Mateo	12/10/2014	B	0	1,070	0	0	1,070
SCS0008	San Mateo	5/27/2015	B	0	875	195	0	1,070
SCS0008	San Mateo	12/16/2015	C	0	590	480	0	1,070
SCS0008	San Mateo	3/23/2016	B	0	1,070	0	0	1,070
SCS0008	San Mateo	4/13/2016	B	785	285	0	0	1,070
SCS0009	San Mateo	1/16/2015	B	315	777	0	0	1,092

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
SCS0009	San Mateo	5/6/2015	B	0	1,092	0	0	1,092
SCS0010	San Mateo	7/9/2014	C	0	0	763	0	763
SCS0010	San Mateo	5/4/2015	B	0	763	0	0	763
SCS0010	San Mateo	1/25/2016	B	0	763	0	0	763
SCS0010	San Mateo	3/22/2016	A	763	0	0	0	763
SCS0010	San Mateo	6/14/2016	B	0	763	0	0	763
SCS0011	San Mateo	12/8/2014	A	988	0	0	0	988
SCS0011	San Mateo	5/4/2015	A	988	0	0	0	988
SCS0011	San Mateo	1/25/2016	A	988	0	0	0	988
SCS0011	San Mateo	3/22/2016	A	988	0	0	0	988
SCS0011	San Mateo	6/14/2016	A	988	0	0	0	988
SCS0013	San Mateo	5/4/2015	A	911	0	0	0	911
SCS0013	San Mateo	1/25/2016	B	0	911	0	0	911
SCS0013	San Mateo	3/22/2016	A	911	0	0	0	911
SCS0013	San Mateo	6/14/2016	A	911	0	0	0	911
SCS0015	San Mateo	1/16/2015	B	0	1,006	0	0	1,006
SCS0015	San Mateo	4/2/2015	C	0	666	340	0	1,006
SCS0015	San Mateo	12/7/2015	C	180	566	0	260	1,006
SCS0015	San Mateo	3/2/2016	B	255	496	255	0	1,006
SCS0015	San Mateo	6/16/2016	B	640	366	0	0	1,006
SCS0018	San Mateo	12/8/2014	A	1,048	0	0	0	1,048
SCS0018	San Mateo	5/4/2015	C	240	0	808	0	1,048
SCS0018	San Mateo	1/25/2016	C	0	0	1,048	0	1,048
SCS0018	San Mateo	2/9/2016	C	0	0	1,048	0	1,048
SCS0018	San Mateo	6/14/2016	B	0	1,048	0	0	1,048
SCS0020	San Mateo	1/16/2015	C	0	928	155	0	1,083
SCS0020	San Mateo	4/2/2015	C	0	200	883	0	1,083
SCS0020	San Mateo	12/7/2015	B	155	823	0	105	1,083
SCS0020	San Mateo	3/2/2016	C	0	883	0	200	1,083
SCS0020	San Mateo	6/16/2016	B	0	983	100	0	1,083
SCS0021	San Mateo	5/4/2015	B	0	1,096	0	0	1,096
SCS0021	San Mateo	1/25/2016	B	0	1,096	0	0	1,096
SCS0021	San Mateo	2/9/2016	B	0	1,096	0	0	1,096
SCS0021	San Mateo	6/14/2016	B	0	1,096	0	0	1,096
SCS0022	San Mateo	5/4/2015	B	0	1,106	0	0	1,106
SCS0022	San Mateo	1/25/2016	C	0	290	816	0	1,106
SCS0022	San Mateo	3/22/2016	A	776	330	0	0	1,106
SCS0022	San Mateo	6/14/2016	B	0	1,106	0	0	1,106
SCS0024	San Mateo	5/4/2015	A	1,071	0	0	0	1,071
SCS0024	San Mateo	1/25/2016	C	0	0	1,071	0	1,071
SCS0024	San Mateo	3/22/2016	B	0	1,071	0	0	1,071
SCS0024	San Mateo	6/14/2016	B	0	1,071	0	0	1,071
SCS0034	San Mateo	5/4/2015	B	0	1,064	0	0	1,064
SCS0034	San Mateo	1/25/2016	C	0	405	659	0	1,064
SCS0034	San Mateo	2/9/2016	C	0	399	665	0	1,064
SCS0034	San Mateo	6/14/2016	B	0	1,064	0	0	1,064
SCS0055	San Mateo	3/2/2016	C	0	629	460	0	1,089
SCS0055	San Mateo	3/16/2016	B	250	654	185	0	1,089
SCS0055	San Mateo	4/6/2016	B	0	1,089	0	0	1,089
SJC0005	Santa Clara	6/25/2014	C	0	0	1,019	0	1,019
SJC0012	Santa Clara	6/24/2014	B	0	1,517	0	0	1,517
SJC0012	Santa Clara	6/17/2015	B	0	1,517	0	0	1,517
SJC0012	Santa Clara	1/27/2016	B	440	1,078	0	0	1,518
SJC0012	Santa Clara	3/16/2016	B	518	1,000	0	0	1,518
SJC0012	Santa Clara	6/8/2016	B	300	983	235	0	1,518
SJC0024	Santa Clara	6/30/2014	B	0	831	193	0	1,024

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SJC0024	Santa Clara	6/16/2015	B	0	739	285	0	1,024
SJC0024	Santa Clara	2/29/2016	B	0	1,026	0	0	1,026
SJC0024	Santa Clara	4/4/2016	B	0	826	200	0	1,026
SJC0024	Santa Clara	6/3/2016	B	0	1,026	0	0	1,026
SJC0025	Santa Clara	6/16/2014	C	0	0	963	0	963
SJC0025	Santa Clara	3/17/2015	D	0	0	0	963	963
SJC0025	Santa Clara	6/29/2015	C	0	0	963	0	963
SJC0025	Santa Clara	2/15/2016	C	0	0	963	0	963
SJC0025	Santa Clara	4/4/2016	B	0	963	0	0	963
SJC0025	Santa Clara	4/19/2016	C	0	165	798	0	963
SJC0026	Santa Clara	7/2/2014	B	0	1,059	0	0	1,059
SJC0031	Santa Clara	7/3/2014	A	994	0	0	0	994
SJC0039	Santa Clara	7/3/2014	B	0	973	0	0	973
SJC0039	Santa Clara	6/29/2015	C	0	0	973	0	973
SJC0039	Santa Clara	3/4/2016	C	0	280	693	0	973
SJC0039	Santa Clara	4/5/2016	C	0	483	490	0	973
SJC0039	Santa Clara	6/3/2016	B	0	973	0	0	973
SJC0040	Santa Clara	7/1/2014	C	0	0	1,128	0	1,128
SJC0041	Santa Clara	6/23/2014	B	0	557	358	0	915
SJC0055	Santa Clara	7/3/2014	D	0	0	357	898	1,255
SJC0057	Santa Clara	6/11/2014	B	0	661	442	0	1,103
SJC0060	Santa Clara	6/11/2014	B	0	1,013	0	0	1,013
SJC0061	Santa Clara	7/1/2014	B	0	297	299	0	596
SJC0063	Santa Clara	6/25/2014	B	0	1,051	0	0	1,051
SJC0064	Santa Clara	7/1/2014	B	512	493	0	0	1,005
SJC0069	Santa Clara	6/13/2014	B	0	894	0	0	894
SJC0070	Santa Clara	7/3/2014	B	0	959	0	0	959
SJC0073	Santa Clara	7/3/2014	B	0	1,203	257	0	1,460
SJC0073	Santa Clara	6/26/2015	C	0	0	1,330	130	1,460
SJC0073	Santa Clara	3/4/2016	C	0	1,042	240	180	1,462
SJC0073	Santa Clara	4/5/2016	C	0	892	425	145	1,462
SJC0073	Santa Clara	6/3/2016	B	0	1,322	0	140	1,462
SJC0080	Santa Clara	7/2/2014	B	0	968	0	0	968
SJC0081	Santa Clara	6/16/2014	B	0	991	0	0	991
SJC0083	Santa Clara	6/11/2014	C	0	547	405	0	952
SJC0084	Santa Clara	6/13/2014	B	0	1,474	0	0	1,474
SJC0085	Santa Clara	6/30/2014	C	0	648	495	45	1,188
SJC0089	Santa Clara	6/24/2014	C	0	0	950	0	950
SJC0095	Santa Clara	7/1/2014	C	0	0	915	0	915
SJC0102	Santa Clara	6/11/2014	B	0	924	0	0	924
SJC0113	Santa Clara	6/11/2014	C	328	0	655	0	983
SJC0117	Santa Clara	6/25/2014	B	0	1,129	0	0	1,129
SJC0122	Santa Clara	6/24/2014	A	813	379	0	0	1,192
SJC0128	Santa Clara	6/13/2014	B	0	679	247	0	926
SJC0131	Santa Clara	6/30/2014	B	0	960	0	0	960
SJC0131	Santa Clara	3/30/2015	C	0	0	960	0	960
SJC0131	Santa Clara	6/29/2015	C	0	0	960	0	960
SJC0131	Santa Clara	4/4/2016	C	0	790	170	0	960
SJC0131	Santa Clara	6/3/2016	B	0	960	0	0	960
SJC0139	Santa Clara	6/11/2014	B	0	1,695	0	0	1,695
SJC0139	Santa Clara	6/15/2015	C	0	0	1,695	0	1,695
SJC0140	Santa Clara	6/11/2014	B	0	555	483	0	1,038
SJC0140	Santa Clara	6/16/2015	B	0	1,038	0	0	1,038
SJC0140	Santa Clara	2/10/2016	C	0	0	1,038	0	1,038
SJC0140	Santa Clara	6/8/2016	B	0	1,038	0	0	1,038
SJC0140	Santa Clara	7/12/2016	B	478	560	0	0	1,038

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
SJC0142	Santa Clara	6/23/2014	C	0	527	521	0	1,048
SJC0145	Santa Clara	7/2/2014	B	0	1,007	0	0	1,007
SJC0148	Santa Clara	7/3/2014	C	0	1,028	0	632	1,660
SJC0154	Santa Clara	6/13/2014	B	589	135	174	0	898
SJC0156	Santa Clara	6/13/2014	C	0	0	980	0	980
SJC0156	Santa Clara	6/18/2015	C	0	0	980	0	980
SJC0168	Santa Clara	6/19/2014	C	0	0	1,063	0	1,063
SJC0178	Santa Clara	6/25/2014	C	0	0	849	0	849
SJC0180	Santa Clara	6/16/2014	B	0	1,003	0	0	1,003
SJC0192	Santa Clara	6/16/2014	D	0	0	0	1,295	1,295
SJC0194	Santa Clara	6/13/2014	C	0	0	1,073	0	1,073
SJC0194	Santa Clara	6/18/2015	C	0	203	240	630	1,073
SJC0196	Santa Clara	7/1/2014	B	0	754	50	0	804
SJC0198	Santa Clara	6/11/2014	A	924	0	0	0	924
SJC0203	Santa Clara	6/13/2014	B	0	972	295	0	1,267
SJC0208	Santa Clara	7/2/2014	B	0	1,027	0	0	1,027
SJC0216	Santa Clara	6/19/2014	B	0	843	0	0	843
SJC0218	Santa Clara	6/16/2014	C	0	0	1,049	0	1,049
SJC0222	Santa Clara	6/11/2014	C	0	0	849	0	849
SJC0232	Santa Clara	7/1/2014	C	0	0	1,003	0	1,003
SJC0236	Santa Clara	7/2/2014	B	0	692	317	0	1,009
SJC0243	Santa Clara	6/25/2014	B	0	1,153	0	0	1,153
SJC0245	Santa Clara	7/2/2014	B	0	1,126	0	0	1,126
SJC0249	Santa Clara	7/3/2014	C	0	0	1,409	0	1,409
SJC0249	Santa Clara	6/29/2015	C	0	190	1,219	0	1,409
SJC0251	Santa Clara	6/11/2014	B	0	1,146	0	0	1,146
SJC0256	Santa Clara	7/3/2014	A	889	160	0	0	1,049
SJC0258	Santa Clara	6/19/2014	B	0	783	245	0	1,028
SJC0258	Santa Clara	6/24/2015	C	0	429	300	300	1,029
SJC0258	Santa Clara	1/27/2016	B	190	839	0	0	1,029
SJC0258	Santa Clara	3/22/2016	B	0	919	110	0	1,029
SJC0258	Santa Clara	6/28/2016	C	0	0	689	340	1,029
SJC0263	Santa Clara	6/25/2014	B	0	1,093	0	0	1,093
SJC0271	Santa Clara	6/11/2014	C	0	0	1,113	0	1,113
SJC0276	Santa Clara	7/3/2014	B	0	1,157	375	0	1,532
SJC0276	Santa Clara	6/29/2015	C	0	300	1,232	0	1,532
SJC0276	Santa Clara	3/4/2016	B	0	1,148	385	0	1,533
SJC0276	Santa Clara	4/5/2016	C	0	0	1,533	0	1,533
SJC0276	Santa Clara	6/3/2016	C	0	1,163	370	0	1,533
SJC0279	Santa Clara	6/25/2014	B	0	1,651	0	0	1,651
SJC0284	Santa Clara	7/1/2014	B	0	1,689	0	0	1,689
SJC0284	Santa Clara	6/26/2015	B	0	1,249	440	0	1,689
SJC0284	Santa Clara	4/4/2016	B	0	1,688	0	0	1,688
SJC0284	Santa Clara	6/3/2016	B	410	1,278	0	0	1,688
SJC0286	Santa Clara	6/13/2014	B	0	909	105	0	1,014
SJC0298	Santa Clara	7/3/2014	B	0	897	0	0	897
SJC0298	Santa Clara	6/29/2015	C	180	430	287		897
SJC0299	Santa Clara	7/18/2014	C	0	577	531	0	1,108
SJC0300	Santa Clara	7/1/2014	B	562	1,101	0	0	1,663
SJC0300	Santa Clara	6/26/2015	B	0	1,314	350	0	1,664
SJC0300	Santa Clara	2/10/2016	B	0	1,664	0	0	1,664
SJC0300	Santa Clara	4/13/2016	B	565	939	160	0	1,664
SJC0300	Santa Clara	6/8/2016	B	0	1,664	0	0	1,664
SJC0308	Santa Clara	6/11/2014	B	0	1,035	0	0	1,035
SJC0310	Santa Clara	6/30/2014	B	0	1,465	0	0	1,465
SJC0313	Santa Clara	6/13/2014	B	0	1,045	0	0	1,045

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SJC0314	Santa Clara	6/30/2014	C	0	0	1,017	0	1,017
SJC0314	Santa Clara	3/30/2015	D	0	0	370	647	1,017
SJC0314	Santa Clara	6/29/2015	C	0	0	637	380	1,017
SJC0314	Santa Clara	4/4/2016	D	0	0	395	622	1,017
SJC0314	Santa Clara	6/3/2016	C	0	0	1,017	0	1,017
SJC0314	Santa Clara	7/5/2016	D	0	0	0	1,017	1,017
SJC0319	Santa Clara	6/13/2014	B	0	915	0	0	915
SJC0321	Santa Clara	6/25/2014	B	0	1,025	0	0	1,025
SJC0328	Santa Clara	6/11/2014	B	0	916	0	0	916
SJC0328	Santa Clara	6/16/2015	C	0	0	916	0	916
SJC0328	Santa Clara	2/10/2016	C	0	0	916	0	916
SJC0328	Santa Clara	6/8/2016	B	0	916	0	0	916
SJC0328	Santa Clara	7/12/2016	B	0	916	0	0	916
SJC0329	Santa Clara	7/1/2014	A	1,171	0	0	0	1,171
SJC0331	Santa Clara	6/13/2014	C	0	0	1,052	0	1,052
SJC0334	Santa Clara	6/25/2014	B	0	1,102	0	0	1,102
SJC0341	Santa Clara	6/11/2014	B	0	1,027	0	0	1,027
SJC0341	Santa Clara	6/15/2015	C	0	0	1,027	0	1,027
SJC0345	Santa Clara	6/25/2014	B	0	1,126	0	0	1,126
SJC0346	Santa Clara	6/16/2014	B	0	1,010	0	0	1,010
SJC0347	Santa Clara	7/1/2014	B	0	842	0	0	842
SJC0347	Santa Clara	6/26/2015	B	0	842	0	0	842
SJC0348	Santa Clara	7/2/2014	B	0	1,120	0	0	1,120
SJC0352	Santa Clara	6/19/2014	B	475	582	0	0	1,057
SJC0355	Santa Clara	6/19/2014	C	0	485	631	0	1,116
SJC0358	Santa Clara	6/30/2014	B	0	1,528	0	0	1,528
SJC0359	Santa Clara	7/3/2014	B	0	1,030	0	0	1,030
SJC0363	Santa Clara	6/19/2014	B	0	1,028	0	0	1,028
SJC0366	Santa Clara	6/16/2014	C	0	0	1,003	0	1,003
SJC0371	Santa Clara	6/24/2014	C	0	0	995	0	995
SJC0371	Santa Clara	6/26/2015	C	0	325	670	0	995
SJC0371	Santa Clara	2/22/2016	B	415	453	130	0	998
SJC0371	Santa Clara	3/21/2016	B	0	998	0	0	998
SJC0371	Santa Clara	4/12/2016	C	175	410	413	0	998
SJC0376	Santa Clara	6/11/2014	C	0	573	459	0	1,032
SJC0377	Santa Clara	6/13/2014	B	0	1,006	0	0	1,006
SJC0377	Santa Clara	6/18/2015	C	0	0	1,006	0	1,006
SJC0378	Santa Clara	7/1/2014	B	0	899	0	0	899
SJC0379	Santa Clara	6/11/2014	B	0	996	0	0	996
SJC0381	Santa Clara	6/25/2014	B	0	892	0	0	892
SJC0384	Santa Clara	7/3/2014	A	978	0	0	0	978
SJC0390	Santa Clara	7/2/2014	B	0	1,005	0	0	1,005
SJC0400	Santa Clara	6/29/2015	C	0	0	1,079	0	1,079
SJC0410	Santa Clara	6/25/2014	C	0	656	651	0	1,307
SJC0415	Santa Clara	6/19/2014	B	0	1,067	0	0	1,067
SJC0418	Santa Clara	7/3/2014	C	0	631	403	0	1,034
SJC0421	Santa Clara	7/3/2014	B	0	668	304	0	972
SJC0421	Santa Clara	6/29/2015	C	0	0	972	0	972
SJC0422	Santa Clara	6/19/2014	C	0	411	1,500	0	1,911
SJC0426	Santa Clara	7/1/2014	C	0	534	784	0	1,318
SJC0432	Santa Clara	6/25/2014	B	0	794	237	0	1,031
SJC0432	Santa Clara	6/24/2015	C	0	312	718	0	1,030
SJC0451	Santa Clara	6/25/2014	C	201	0	801	0	1,002
SJC0452	Santa Clara	6/16/2014	C	0	0	1,010	0	1,010
SJC0458	Santa Clara	6/13/2014	C	0	0	1,161	0	1,161
SJC0460	Santa Clara	7/2/2014	B	0	1,044	0	0	1,044

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
SJC0466	Santa Clara	7/2/2014	B	0	993	0	0	993
SJC0471	Santa Clara	6/11/2014	C	0	0	1,620	0	1,620
SJC0471	Santa Clara	6/15/2015	C	0	0	1,620	0	1,620
SJC0482	Santa Clara	6/16/2014	B	0	985	0	0	985
SJC0488	Santa Clara	7/2/2014	B	0	979	0	0	979
SJC0491	Santa Clara	6/11/2014	C	0	0	1,618	0	1,618
SJC0491	Santa Clara	6/15/2015	C	0	0	1,618	0	1,618
SJC0499	Santa Clara	6/11/2014	B	0	1,002	0	0	1,002
SJC0499	Santa Clara	6/16/2015	B	0	1,002	0	0	1,002
SJC0499	Santa Clara	2/10/2016	B	0	1,002	0	0	1,002
SJC0499	Santa Clara	6/8/2016	B	632	370	0	0	1,002
SJC0499	Santa Clara	7/12/2016	B	622	380	0	0	1,002
SJC0509	Santa Clara	6/19/2014	C	0	0	1,296	0	1,296
SJC0513	Santa Clara	6/11/2014	B	0	1,015	0	0	1,015
SJC0513	Santa Clara	6/16/2015	B	0	1,015	0	0	1,015
SJC0513	Santa Clara	2/10/2016	B	0	1,015	0	0	1,015
SJC0513	Santa Clara	6/8/2016	A	1,015	0	0	0	1,015
SJC0513	Santa Clara	7/12/2016	A	1,015	0	0	0	1,015
SJC0514	Santa Clara	7/2/2014	B	0	985	0	0	985
SJC0520	Santa Clara	6/25/2014	C	0	0	997	0	997
SJC0528	Santa Clara	6/24/2014	A	1,623	0	0	0	1,623
SJC0528	Santa Clara	6/17/2015	B	290	1,333	0	0	1,623
SJC0528	Santa Clara	1/27/2016	A	1,353	270	0	0	1,623
SJC0528	Santa Clara	3/16/2016	B	0	1,623	0	0	1,623
SJC0528	Santa Clara	6/8/2016	B	0	1,623	0	0	1,623
SJC0536	Santa Clara	6/11/2014	B	0	861	0	0	861
SJC0547	Santa Clara	6/13/2014	B	0	1,016	0	0	1,016
SJC0551	Santa Clara	6/11/2014	C	0	0	1,598	0	1,598
SJC0551	Santa Clara	6/16/2015	B	0	1,598	0	0	1,598
SJC0551	Santa Clara	2/10/2016	C	0	0	1,598	0	1,598
SJC0551	Santa Clara	6/8/2016	B	0	1,598	0	0	1,598
SJC0551	Santa Clara	7/12/2016	C	0	0	1,598	0	1,598
SJC0552	Santa Clara	7/3/2014	B	0	1,756	0	0	1,756
SJC0552	Santa Clara	6/29/2015	B	0	1,266	490	0	1,756
SJC0556	Santa Clara	7/2/2014	B	0	967	0	0	967
SJC0560	Santa Clara	7/2/2014	C	0	0	1,023	0	1,023
SJC0562	Santa Clara	6/16/2014	B	0	450	551	0	1,001
SJC0567	Santa Clara	7/3/2014	B	0	1,012	0	0	1,012
SJC0567	Santa Clara	6/29/2015	C	0	0	1,012	0	1,012
SJC0571	Santa Clara	6/13/2014	B	510	511	0	0	1,021
SJC0575	Santa Clara	6/24/2014	B	0	1,175	0	0	1,175
SJC0575	Santa Clara	6/17/2015	B	0	1,175	0	0	1,175
SJC0575	Santa Clara	1/27/2016	B	240	935	0	0	1,175
SJC0575	Santa Clara	3/16/2016	B	587	588	0	0	1,175
SJC0575	Santa Clara	6/8/2016	B	0	1,175	0	0	1,175
SJC0579	Santa Clara	7/2/2014	B	0	989	0	0	989
SJC0581	Santa Clara	6/25/2014	C	0	340	701	0	1,041
SJC0582	Santa Clara	6/16/2014	C	0	0	1,086	0	1,086
SJC0582	Santa Clara	6/16/2015	C	0	0	1,086	0	1,086
SJC0594	Santa Clara	6/30/2014	B	0	628	359	0	987
SJC0603	Santa Clara	6/30/2014	C	0	0	1,117	0	1,117
SJC0619	Santa Clara	7/2/2014	B	0	930	0	0	930
SJC0621	Santa Clara	6/24/2014	B	0	999	0	0	999
SJC0621	Santa Clara	6/17/2015	B	0	1,000	0	0	1,000
SJC0621	Santa Clara	1/27/2016	B	0	1,000	0	0	1,000
SJC0621	Santa Clara	3/16/2016	A	850	150	0	0	1,000

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
SJC0621	Santa Clara	6/8/2016	B	0	1,000	0	0	1,000
SJC0636	Santa Clara	7/3/2014	B	0	985	0	0	985
SJC0667	Santa Clara	6/24/2014	B	0	927	131	0	1,058
SJC0667	Santa Clara	6/17/2015	B	0	1,058	0	0	1,058
SJC0667	Santa Clara	1/27/2016	B	552	508	0	0	1,060
SJC0667	Santa Clara	3/16/2016	B	0	1,058	0	0	1,058
SJC0667	Santa Clara	6/8/2016	B	390	668	0	0	1,058
SJC0711	Santa Clara	6/24/2014	B	779	689	0	0	1,468
SJC0711	Santa Clara	6/17/2015	B	0	1,467	0	0	1,467
SJC0711	Santa Clara	1/27/2016	B	882	585	0	0	1,467
SJC0711	Santa Clara	3/16/2016	B	0	1,467	0	0	1,467
SJC0711	Santa Clara	6/8/2016	B	0	1,467	0	0	1,467
SJC0736	Santa Clara	6/24/2014	B	0	740	134	0	874
SJC0736	Santa Clara	6/17/2015	B	0	873	0	0	873
SJC0736	Santa Clara	1/27/2016	B	0	784	90	0	874
SJC0736	Santa Clara	3/16/2016	B	0	874	0	0	874
SJC0736	Santa Clara	6/8/2016	B	0	874	0	0	874
SJC0847	Santa Clara	7/1/2014	B	0	1,248	0	0	1,248
SJC0847	Santa Clara	6/26/2015	B	400	848	0	0	1,248
SJC0847	Santa Clara	3/4/2016	B	420	828	0	0	1,248
SJC0847	Santa Clara	6/3/2016	B	420	828	0	0	1,248
SJC1008	Santa Clara	6/11/2014	B	0	640	373	0	1,013
SJC1008	Santa Clara	6/15/2015	B	0	723	290	0	1,013
SJC1011	Santa Clara	11/14/2014	C	130	0	919	0	1,049
SJC1011	Santa Clara	6/16/2015	C	0	300	749	0	1,049
SJC1012	Santa Clara	7/18/2014	A	963	0	0	0	963
SJC1012	Santa Clara	2/24/2016	B	0	962	0	0	962
SJC1012	Santa Clara	3/24/2016	B	502	460	0	0	962
SJC1014	Santa Clara	11/20/2014	C	0	539	530	0	1,069
SJC1016	Santa Clara	11/19/2014	B	0	991	0	0	991
SJC1019	Santa Clara	1/9/2015	C	0	647	340	0	987
SJC1020	Santa Clara	1/9/2015	C	0	0	995	0	995
SJC1029	Santa Clara	11/19/2014	C	0	500	446	0	946
SJC1029	Santa Clara	6/17/2015	B	0	946	0	0	946
SJC1029	Santa Clara	1/27/2016	B	0	885	60	0	945
SJC1029	Santa Clara	3/16/2016	B	0	945	0	0	945
SJC1029	Santa Clara	6/3/2016	C	0	570	375	0	945
SJC1031	Santa Clara	11/26/2014	C	0	0	995	0	995
SJC1035	Santa Clara	11/19/2014	C	0	814	375	0	1,189
SJC1035	Santa Clara	6/18/2015	C	0	510	679	0	1,189
SJC1038	Santa Clara	2/3/2015	C	0	0	1,005	0	1,005
SJC1041	Santa Clara	11/25/2014	B	0	1,032	0	0	1,032
SJC1044	Santa Clara	1/9/2015	C	0	0	1,419	0	1,419
SJC1055	Santa Clara	1/30/2015	B	0	984	0	0	984
SJC1063	Santa Clara	11/14/2014	C	0	602	422	0	1,024
SJC1067	Santa Clara	1/9/2015	B	0	1,106	0	0	1,106
SJC1070	Santa Clara	11/19/2014	C	0	755	350	0	1,105
SJC1080	Santa Clara	7/18/2014	B	0	951	0	0	951
SJC1090	Santa Clara	2/3/2015	B	583	440	0	0	1,023
SJC1090	Santa Clara	3/2/2016	A	748	275	0	0	1,023
SJC1090	Santa Clara	6/3/2016	B	523	500	0	0	1,023
SJC1090	Santa Clara	7/5/2016	B	0	1,023	0	0	1,023
SJC1098	Santa Clara	1/9/2015	C	0	0	891	0	891
SJC1103	Santa Clara	11/25/2014	B	540	405	282	0	1,227
SJC1103	Santa Clara	2/22/2016	C	0	0	1,227	0	1,227
SJC1103	Santa Clara	4/12/2016	C	0	430	797	0	1,227

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
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SJC1103	Santa Clara	5/24/2016	C	0	0	1,227	0	1,227
SJC1104	Santa Clara	1/9/2015	B	0	1,028	0	0	1,028
SJC1107	Santa Clara	11/26/2014	C	0	275	761	0	1,036
SJC1108	Santa Clara	1/9/2015	B	0	994	0	0	994
SJC1117	Santa Clara	11/19/2014	C	0	0	967	0	967
SJC1120	Santa Clara	11/19/2014	C	0	350	629	0	979
SJC1120	Santa Clara	6/18/2015	C	0	0	979	0	979
SJC1122	Santa Clara	11/26/2014	B	0	1,069	0	0	1,069
SJC1123	Santa Clara	11/7/2014	C	0	0	924	0	924
SJC1133	Santa Clara	11/20/2014	C	0	763	290	0	1,053
SJC1139	Santa Clara	1/23/2015	B	0	972	0	0	972
SJC1146	Santa Clara	11/14/2014	B	0	925	170	0	1,095
SJC1146	Santa Clara	6/16/2015	B	0	1,095	0	0	1,095
SJC1146	Santa Clara	2/10/2016	C	0	725	370	0	1,095
SJC1146	Santa Clara	6/8/2016	B	0	895	200	0	1,095
SJC1146	Santa Clara	7/12/2016	C	0	715	380	0	1,095
SJC1147	Santa Clara	11/14/2014	B	0	1,175	0	0	1,175
SJC1149	Santa Clara	11/14/2014	B	0	1,081	0	0	1,081
SJC1156	Santa Clara	1/23/2015	B	0	1,051	0	0	1,051
SJC1170	Santa Clara	1/9/2015	C	0	0	1,088	0	1,088
SJC1172	Santa Clara	11/26/2014	C	0	0	935	0	935
SJC1180	Santa Clara	1/30/2015	C	0	700	501	0	1,201
SJC1181	Santa Clara	1/26/2015	B	0	947	0	0	947
SJC1186	Santa Clara	11/7/2014	B	0	1,194	0	0	1,194
SJC1192	Santa Clara	1/19/2015	C	0	432	432	0	864
SJC1200	Santa Clara	11/25/2014	B	0	1,030	0	0	1,030
SJC1204	Santa Clara	11/14/2014	C	0	728	400	0	1,128
SJC1207	Santa Clara	1/9/2015	C	0	240	825	0	1,065
SJC1214	Santa Clara	11/7/2014	A	714	137	0	0	851
SJC1221	Santa Clara	11/26/2014	B	0	1,315	0	0	1,315
SJC1223	Santa Clara	11/7/2014	B	0	961	0	0	961
SJC1230	Santa Clara	11/26/2014	C	0	0	1,040	0	1,040
SJC1245	Santa Clara	11/20/2014	C	0	0	944	0	944
SJC1247	Santa Clara	11/19/2014	C	0	0	1,005	0	1,005
SJC1256	Santa Clara	1/9/2015	C	0	0	1,061	0	1,061
SJC1268	Santa Clara	11/14/2014	B	785	577	0	0	1,362
SJC1276	Santa Clara	11/7/2014	C	0	330	0	563	893
SJC1287	Santa Clara	2/3/2015	C	0	0	936	0	936
SJC1288	Santa Clara	1/26/2015	C	0	593	960	0	1,553
SJC1291	Santa Clara	1/9/2015	C	0	0	963	0	963
SJC1292	Santa Clara	1/9/2015	C	0	0	1,042	0	1,042
SJC1294	Santa Clara	1/19/2015	C	0	350	595	0	945
SJC1302	Santa Clara	11/20/2014	B	0	1,050	0	0	1,050
SJC1304	Santa Clara	11/14/2014	B	0	1,065	0	0	1,065
SJC1314	Santa Clara	2/3/2015	C	0	380	614	0	994
SJC1315	Santa Clara	11/7/2014	B	0	840	401	0	1,241
SJC1320	Santa Clara	11/19/2014	B	0	878	0	0	878
SJC1320	Santa Clara	6/17/2015	B	0	878	0	0	878
SJC1320	Santa Clara	1/27/2016	B	518	360	0	0	878
SJC1320	Santa Clara	3/16/2016	A	730	148	0	0	878
SJC1320	Santa Clara	6/8/2016	A	878	0	0	0	878
SJC1327	Santa Clara	11/26/2014	B	0	973	0	0	973
SJC1332	Santa Clara	11/7/2014	B	0	814	405	0	1,219
SJC1336	Santa Clara	11/19/2014	B	0	1,015	0	0	1,015
SJC1336	Santa Clara	6/17/2015	B	350	465	200	0	1,015
SJC1336	Santa Clara	1/27/2016	B	390	625	0	0	1,015

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SJC1336	Santa Clara	3/16/2016	B	507	508	0	0	1,015
SJC1336	Santa Clara	6/8/2016	B	170	645	200	0	1,015
SJC1349	Santa Clara	1/26/2015	B	0	1,006	0	0	1,006
SJC1360	Santa Clara	11/26/2014	B	0	586	450	0	1,036
SJC1362	Santa Clara	11/20/2014	C	0	694	0	315	1,009
SJC1363	Santa Clara	2/3/2015	C	0	0	895	0	895
SJC1369	Santa Clara	11/14/2014	B	0	1,182	0	0	1,182
SJC1374	Santa Clara	11/14/2014	C	0	0	1,003	0	1,003
SJC1385	Santa Clara	11/19/2014	A	1,224	0	0	0	1,224
SJC1385	Santa Clara	6/17/2015	B	0	1,224	0	0	1,224
SJC1385	Santa Clara	1/27/2016	A	964	260	0	0	1,224
SJC1385	Santa Clara	3/16/2016	A	1,224	0	0	0	1,224
SJC1385	Santa Clara	6/8/2016	B	0	1,224	0	0	1,224
SJC1388	Santa Clara	11/25/2014	B	0	1,143	0	0	1,143
SJC1396	Santa Clara	11/26/2014	B	0	1,029	0	0	1,029
SJC1400	Santa Clara	1/30/2015	C	0	671	250	0	921
SJC1400	Santa Clara	3/22/2016	C	0	420	501	0	921
SJC1400	Santa Clara	4/12/2016	C	345	0	576	0	921
SJC1400	Santa Clara	6/8/2016	C	0	280	641	0	921
SJC1401	Santa Clara	11/26/2014	C	0	0	1,020	0	1,020
SJC1403	Santa Clara	11/26/2014	B	0	1,086	0	0	1,086
SJC1407	Santa Clara	11/19/2014	C	0	0	1,035	0	1,035
SJC1431	Santa Clara	1/9/2015	C	0	520	517	0	1,037
SJC1431	Santa Clara	4/4/2016	C	0	470	566	0	1,036
SJC1431	Santa Clara	6/3/2016	B	0	1,036	0	0	1,036
SJC1432	Santa Clara	11/19/2014	C	0	0	870	0	870
SJC1433	Santa Clara	11/19/2014	A	1,099	0	0	0	1,099
SJC1435	Santa Clara	11/7/2014	B	0	924	0	0	924
SJC1437	Santa Clara	11/20/2014	B	0	948	0	0	948
SJC1438	Santa Clara	1/19/2015	C	0	0	989	0	989
SJC1443	Santa Clara	1/9/2015	B	0	1,130	0	0	1,130
SJC1448	Santa Clara	11/14/2014	B	0	1,230	0	0	1,230
SJC1448	Santa Clara	6/16/2015	B	0	1,020	210	0	1,230
SJC1448	Santa Clara	2/10/2016	B	0	1,230	0	0	1,230
SJC1448	Santa Clara	6/8/2016	B	930	180	120	0	1,230
SJC1448	Santa Clara	7/12/2016	B	0	1,230	0	0	1,230
SJC1456	Santa Clara	3/4/2015	B	0	1,027	0	0	1,027
SJC1459	Santa Clara	11/7/2014	C	0	402	787	0	1,189
SJC1470	Santa Clara	11/25/2014	B	0	1,120	0	0	1,120
SJC1470	Santa Clara	2/22/2016	C	0	0	1,120	0	1,120
SJC1470	Santa Clara	4/12/2016	C	0	760	360	0	1,120
SJC1470	Santa Clara	5/24/2016	B	0	1,120	0	0	1,120
SJC1477	Santa Clara	11/14/2014	B	0	828	340	0	1,168
SJC1484	Santa Clara	11/26/2014	B	0	785	160	0	945
SJC1487	Santa Clara	11/19/2014	C	0	0	1,023	0	1,023
SJC1493	Santa Clara	11/26/2014	B	0	984	0	0	984
SJC1501	Santa Clara	1/19/2015	C	0	0	1,061	0	1,061
SJC1507	Santa Clara	1/26/2015	B	779	0	245	0	1,024
SJC1512	Santa Clara	11/19/2014	B	0	1,020	0	0	1,020
SJC1526	Santa Clara	3/4/2015	B	0	1,066	0	0	1,066
SJC1558	Santa Clara	3/4/2015	B	0	937	130	0	1,067
SJC1569	Santa Clara	11/19/2014	B	0	640	239	0	879
SJC1571	Santa Clara	11/26/2014	B	0	905	0	0	905
SJC1572	Santa Clara	11/26/2014	B	0	1,052	0	0	1,052
SJC1574	Santa Clara	1/9/2015	D	0	0	495	542	1,037
SJC1592	Santa Clara	11/26/2014	C	0	713	0	315	1,028

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SJC1599	Santa Clara	11/25/2014	B	0	1,201	0	0	1,201
SJC1605	Santa Clara	3/10/2015	B	565	0	566	0	1,131
SJC1615	Santa Clara	11/14/2014	C	0	763	200	0	963
SJC1618	Santa Clara	1/19/2015	C	0	0	1,166	0	1,166
SJC1629	Santa Clara	3/26/2015	C	0	0	901	0	901
SJC1635	Santa Clara	3/10/2015	C	0	0	1,221	0	1,221
SJC1635	Santa Clara	2/10/2016	B	0	1,221	0	0	1,221
SJC1635	Santa Clara	6/8/2016	B	621	600	0	0	1,221
SJC1635	Santa Clara	7/12/2016	B	0	1,221	0	0	1,221
SJC1647	Santa Clara	3/10/2015	C	0	0	1,047	0	1,047
SJC1654	Santa Clara	3/4/2015	C	0	0	1,126	0	1,126
SJC1670	Santa Clara	5/1/2015	B	0	758	450	0	1,208
SJC1675	Santa Clara	3/4/2015	B	0	1,189	0	0	1,189
SJC1695	Santa Clara	3/4/2015	B	0	963	50	50	1,063
SJC1715	Santa Clara	6/26/2015	B	0	845	0	0	845
SJC1715	Santa Clara	2/29/2016	B	0	845	0	0	845
SJC1715	Santa Clara	4/4/2016	B	0	845	0	0	845
SJC1715	Santa Clara	6/8/2016	C	0	211	634	0	845
SJC1733	Santa Clara	3/26/2015	B	0	1,151	0	0	1,151
SJC1738	Santa Clara	3/26/2015	C	0	498	608	0	1,106
SJC1750	Santa Clara	3/19/2015	C	0	0	770	135	905
SJC1777	Santa Clara	1/19/2015	C	0	0	1,039	0	1,039
SJC1777	Santa Clara	2/22/2016	C	0	405	634	0	1,039
SJC1777	Santa Clara	4/4/2016	C	0	609	430	0	1,039
SJC1777	Santa Clara	6/6/2016	C	0	419	620	0	1,039
SJC1829	Santa Clara	3/26/2015	C	0	250	604	110	964
SJC1831	Santa Clara	3/9/2015	A	1,097	0	70	0	1,167
SJC1852	Santa Clara	3/10/2015	C	0	561	0	490	1,051
SJC1868	Santa Clara	3/9/2015	B	260	110	670	0	1,040
SJC1918	Santa Clara	3/4/2015	C	0	0	1,032	0	1,032
SJC2004	Santa Clara	3/17/2015	C	0	0	1,016	0	1,016
SJC2229	Santa Clara	6/26/2015	B	674	350	0	0	1,024
SJC2229	Santa Clara	2/15/2016	B	594	430	0	0	1,024
SJC2229	Santa Clara	4/4/2016	A	1,024	0	0	0	1,024
SJC2229	Santa Clara	6/3/2016	A	1,024	0	0	0	1,024
SJC2420	Santa Clara	6/26/2015	B	0	1,092	0	0	1,092
SJC2420	Santa Clara	3/2/2016	B	0	1,092	0	0	1,092
SJC2420	Santa Clara	6/8/2016	B	0	1,092	0	0	1,092
SJC2420	Santa Clara	7/5/2016	B	0	1,092	0	0	1,092
SJC2927	Santa Clara	6/27/2016	C	0	0	650	0	650
SJC2927	Santa Clara	6/28/2016	C	0	0	650	0	650
SJC3082	Santa Clara	6/26/2015	B	0	1,099	0	0	1,099
SJC3082	Santa Clara	2/15/2016	B	799	300	0	0	1,099
SJC3082	Santa Clara	4/4/2016	B	0	1,099	0	0	1,099
SJC3082	Santa Clara	6/3/2016	B	499	600	0	0	1,099
SJC3125	Santa Clara	3/17/2015	C	0	0	1,013	0	1,013
SJC3125	Santa Clara	6/29/2015	C	0	0	1,013	0	1,013
SJC3125	Santa Clara	2/15/2016	C	0	753	260	0	1,013
SJC3125	Santa Clara	4/4/2016	C	175	190	648	0	1,013
SJC3125	Santa Clara	4/19/2016	C	0	380	633	0	1,013
SJC3580	Santa Clara	6/27/2016	C	0	0	600	0	600
SJC3580	Santa Clara	6/28/2016	C	0	0	600	0	600
SJC3739	Santa Clara	6/27/2016	C	0	250	0	428	678
SJC3739	Santa Clara	6/28/2016	C	0	0	678	0	678
SJC4446	Santa Clara	3/13/2015	C	0	0	1,217	0	1,217
SJC4446	Santa Clara	6/29/2015	C	0	0	1,217	0	1,217

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
SJC4446	Santa Clara	2/24/2016	B	0	1,217	0	0	1,217
SJC4446	Santa Clara	3/24/2016	C	0	660	557	0	1,217
SJC4446	Santa Clara	4/14/2016	B	0	1,217	0	0	1,217
SJC4446	Santa Clara	5/26/2016	C	0	608	609	0	1,217
SJC4513	Santa Clara	3/17/2015	C	0	0	1,262	0	1,262
SJC4513	Santa Clara	6/29/2015	C	0	0	1,262	0	1,262
SJC4513	Santa Clara	2/15/2016	C	170	665	427	0	1,262
SJC4513	Santa Clara	4/4/2016	C	0	0	1,262	0	1,262
SJC4513	Santa Clara	4/19/2016	C	0	405	857	0	1,262
SMC0004	San Mateo	7/10/2014	B	0	1,026	0	0	1,026
SMC0004	San Mateo	6/8/2015	B	0	1,026	0	0	1,026
SMC0004	San Mateo	11/23/2015	B	0	1,026	0	0	1,026
SMC0004	San Mateo	4/5/2016	B	0	1,026	0	0	1,026
SMC0023	San Mateo	2/3/2015	A	1,025	0	0	0	1,025
SMC0023	San Mateo	6/2/2015	B	0	1,025	0	0	1,025
SMC0023	San Mateo	11/17/2015	B	0	1,025	0	0	1,025
SMC0023	San Mateo	4/5/2016	A	1,025	0	0	0	1,025
SMC0025	San Mateo	7/10/2014	B	0	1,027	0	0	1,027
SMC0025	San Mateo	6/8/2015	A	1,027	0	0	0	1,027
SMC0025	San Mateo	11/23/2015	B	0	1,027	0	0	1,027
SMC0025	San Mateo	3/25/2016	A	1,027	0	0	0	1,027
SMC0025	San Mateo	4/15/2016	A	1,027	0	0	0	1,027
SMC0039	San Mateo	2/3/2015	B	0	1,091	0	0	1,091
SMC0039	San Mateo	6/2/2015	B	0	1,091	0	0	1,091
SMC0039	San Mateo	11/17/2015	B	320	771	0	0	1,091
SMC0039	San Mateo	4/5/2016	A	1,091	0	0	0	1,091
SMC0042	San Mateo	2/3/2015	B	355	641	0	0	996
SMC0042	San Mateo	6/2/2015	B	330	466	200	0	996
SMC0042	San Mateo	11/17/2015	B	686	310	0	0	996
SMC0042	San Mateo	4/5/2016	A	996	0	0	0	996
SMC0048	San Mateo	2/3/2015	A	1,069	0	0	0	1,069
SMC0048	San Mateo	6/2/2015	B	0	1,069	0	0	1,069
SMC0048	San Mateo	11/17/2015	B	639	430	0	0	1,069
SMC0048	San Mateo	12/9/2015	A	1,069	0	0	0	1,069
SMC0049	San Mateo	2/3/2015	B	871	220	0	0	1,091
SMC0049	San Mateo	6/2/2015	B	0	1,091	0	0	1,091
SMC0053	San Mateo	6/24/2015	B	0	1,066	0	0	1,066
SMC0053	San Mateo	11/23/2015	B	0	976	90	0	1,066
SMC0053	San Mateo	6/20/2016	B	0	1,066	0	0	1,066
SMC0072	San Mateo	7/16/2014	A	1,446	0	0	0	1,446
SMC0072	San Mateo	6/18/2015	A	1,446	0	0	0	1,446
SMC0072	San Mateo	11/6/2015	B	0	1,446	0	0	1,446
SMC0072	San Mateo	4/6/2016	A	1,446	0	0	0	1,446
SMC0072	San Mateo	6/29/2016	A	1,446	0	0	0	1,446
SMC0081	San Mateo	6/24/2015	C	0	0	976	0	976
SMC0081	San Mateo	11/23/2015	B	0	976	0	0	976
SMC0081	San Mateo	6/13/2016	B	0	976	0	0	976
SMC0106	San Mateo	6/24/2015	B	404	455	150	0	1,009
SMC0175	San Mateo	7/16/2014	A	1,188	0	0	0	1,188
SMC0175	San Mateo	6/15/2015	A	1,188	0	0	0	1,188
SMC0175	San Mateo	11/6/2015	A	1,188	0	0	0	1,188
SMO0002	San Mateo	7/9/2014	B	0	1,072	0	0	1,072
SMO0002	San Mateo	6/11/2015	C	220	0	852	0	1,072
SMO0002	San Mateo	2/12/2016	C	0	667	405	0	1,072
SMO0002	San Mateo	4/25/2016	A	872	200	0	0	1,072
SMO0007	San Mateo	7/16/2014	A	1,142	0	0	0	1,142

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
SMO0007	San Mateo	11/12/2015	A	1,142	0	0	0	1,142
SMO0007	San Mateo	4/25/2016	A	1,142	0	0	0	1,142
SMO0007	San Mateo	6/14/2016	A	1,142	0	0	0	1,142
SMO0008	San Mateo	7/9/2014	B	0	1,017	0	0	1,017
SMO0008	San Mateo	6/11/2015	B	0	1,017	0	0	1,017
SMO0008	San Mateo	3/16/2016	B	527	490	0	0	1,017
SMO0008	San Mateo	4/6/2016	A	1,017	0	0	0	1,017
SMO0008	San Mateo	6/29/2016	B	567	450	0	0	1,017
SMO0009	San Mateo	7/14/2014	A	1,068	0	0	0	1,068
SMO0009	San Mateo	6/11/2015	A	1,068	0	0	0	1,068
SMO0009	San Mateo	11/12/2015	A	1,068	0	0	0	1,068
SMO0009	San Mateo	2/12/2016	B	0	1,068	0	0	1,068
SMO0011	San Mateo	7/16/2014	A	1,047	0	0	0	1,047
SMO0011	San Mateo	11/16/2015	B	537	510	0	0	1,047
SMO0011	San Mateo	4/1/2016	B	647	400	0	0	1,047
SMO0011	San Mateo	6/20/2016	A	1,047	0	0	0	1,047
SMO0015	San Mateo	7/16/2014	A	940	0	0	0	940
SMO0015	San Mateo	11/16/2015	B	0	940	0	0	940
SMO0015	San Mateo	4/1/2016	B	0	940	0	0	940
SMO0015	San Mateo	6/20/2016	A	940	0	0	0	940
SMO0016	San Mateo	7/22/2014	B	0	1,544	0	0	1,544
SMO0016	San Mateo	6/4/2015	B	0	1,544	0	0	1,544
SMO0016	San Mateo	11/17/2015	B	530	1,014	0	0	1,544
SMO0016	San Mateo	6/14/2016	B	0	1,444	100	0	1,544
SMO0017	San Mateo	7/18/2014	B	731	109	0	0	840
SMO0017	San Mateo	6/18/2015	A	839	0	0	0	839
SMO0017	San Mateo	11/16/2015	B	280	559	0	0	839
SMO0017	San Mateo	4/5/2016	A	839	0	0	0	839
SMO0017	San Mateo	6/20/2016	B	300	539	0	0	839
SMO0021	San Mateo	7/9/2014	B	409	635	0	0	1,044
SMO0021	San Mateo	6/8/2015	A	1,044	0	0	0	1,044
SMO0021	San Mateo	11/17/2015	A	1,044	0	0	0	1,044
SMO0021	San Mateo	4/5/2016	A	1,044	0	0	0	1,044
SMO0021	San Mateo	6/14/2016	A	1,044	0	0	0	1,044
SMO0035	San Mateo	7/22/2014	B	469	372	0	0	841
SMO0035	San Mateo	6/26/2015	C	0	285	556	0	841
SMO0035	San Mateo	11/17/2015	C	0	330	510	0	840
SMO0035	San Mateo	2/12/2016	C	0	470	370	0	840
SMO0037	San Mateo	7/22/2014	B	0	1,104	0	0	1,104
SMO0037	San Mateo	6/15/2015	B	0	1,104	0	0	1,104
SMO0037	San Mateo	11/17/2015	B	0	1,104	0	0	1,104
SMO0037	San Mateo	2/17/2016	B	0	1,104	0	0	1,104
SMO0037	San Mateo	6/29/2016	B	0	1,104	0	0	1,104
SMO0046	San Mateo	7/14/2014	A	1,182	0	0	0	1,182
SMO0046	San Mateo	11/20/2015	A	1,182	0	0	0	1,182
SMO0046	San Mateo	4/5/2016	A	1,182	0	0	0	1,182
SMO0046	San Mateo	6/14/2016	A	1,182	0	0	0	1,182
SMO0054	San Mateo	7/16/2014	A	582	524	0	0	1,106
SMO0054	San Mateo	6/4/2015	B	0	1,105	0	0	1,105
SMO0054	San Mateo	11/12/2015	B	0	1,105	0	0	1,105
SMO0054	San Mateo	4/6/2016	B	730	375	0	0	1,105
SMO0054	San Mateo	6/29/2016	B	795	310	0	0	1,105
SMO0055	San Mateo	7/18/2014	A	1,041	0	0	0	1,041
SMO0055	San Mateo	11/16/2015	A	1,041	0	0	0	1,041
SMO0055	San Mateo	4/1/2016	A	1,041	0	0	0	1,041
SMO0055	San Mateo	6/20/2016	A	1,041	0	0	0	1,041

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
SMO0059	San Mateo	7/9/2014	B	0	1,139	0	0	1,139
SMO0059	San Mateo	6/18/2015	B	0	1,139	0	0	1,139
SMO0059	San Mateo	3/18/2016	B	165	974	0	0	1,139
SMO0059	San Mateo	4/1/2016	B	0	1,139	0	0	1,139
SMO0059	San Mateo	7/8/2016	B	0	1,139	0	0	1,139
SMO0077	San Mateo	7/16/2014	A	1,060	0	0	0	1,060
SMO0077	San Mateo	6/5/2015	B	520	540	0	0	1,060
SMO0077	San Mateo	11/19/2015	B	480	580	0	0	1,060
SMO0077	San Mateo	4/25/2016	A	1,060	0	0	0	1,060
SMO0077	San Mateo	6/14/2016	A	1,060	0	0	0	1,060
SMO0082	San Mateo	7/9/2014	A	1,015	0	0	0	1,015
SMO0082	San Mateo	6/15/2015	B	0	1,015	0	0	1,015
SMO0092	San Mateo	7/14/2014	A	1,246	0	0	0	1,246
SMO0092	San Mateo	6/11/2015	C	0	796	450	0	1,246
SMO0104	San Mateo	7/16/2014	A	1,033	0	0	0	1,033
SMO0104	San Mateo	6/8/2015	A	1,033	0	0	0	1,033
SMO0105	San Mateo	7/18/2014	B	686	268	82	0	1,036
SMO0105	San Mateo	6/15/2015	B	0	1,036	0	0	1,036
SMO0106	San Mateo	7/17/2014	A	1,168	0	0	0	1,168
SMO0106	San Mateo	6/15/2015	A	1,168	0	0	0	1,168
SMO0112	San Mateo	7/18/2014	B	507	312	0	0	819
SMO0112	San Mateo	6/8/2015	B	0	819	0	0	819
SMO0120	San Mateo	7/17/2014	B	0	1,150	0	0	1,150
SMO0120	San Mateo	6/15/2015	B	0	1,150	0	0	1,150
SMO0122	San Mateo	7/18/2014	A	1,083	0	0	0	1,083
SMO0122	San Mateo	6/15/2015	B	660	423	0	0	1,083
SMO0124	San Mateo	7/18/2014	A	1,269	0	0	0	1,269
SMO0124	San Mateo	6/18/2015	B	440	829	0	0	1,269
SMO0124	San Mateo	11/6/2015	B	0	1,269	0	0	1,269
SMO0124	San Mateo	2/17/2016	A	1,269	0	0	0	1,269
SMO0124	San Mateo	6/29/2016	B	0	1,269	0	0	1,269
SMO0129	San Mateo	7/18/2014	B	0	923	0	0	923
SMO0129	San Mateo	6/11/2015	C	150	0	773	0	923
SMO0131	San Mateo	7/16/2014	A	972	0	0	0	972
SMO0131	San Mateo	6/11/2015	B	0	972	0	0	972
SMO0135	San Mateo	7/17/2014	A	1,001	0	0	0	1,001
SMO0135	San Mateo	6/11/2015	A	1,001	0	0	0	1,001
SMO0136	San Mateo	7/18/2014	A	1,216	0	0	0	1,216
SMO0136	San Mateo	6/18/2015	B	0	1,216	0	0	1,216
SMO0137	San Mateo	7/15/2014	A	786	0	0	0	786
SMO0137	San Mateo	6/15/2015	B	0	786	0	0	786
SMO0138	San Mateo	7/16/2014	A	1,052	0	0	0	1,052
SMO0138	San Mateo	6/26/2015	B	300	280	472	0	1,052
SMO0147	San Mateo	7/18/2014	A	1,208	0	0	0	1,208
SMO0147	San Mateo	6/8/2015	A	1,208	0	0	0	1,208
SMO0152	San Mateo	7/18/2014	B	0	953	0	0	953
SMO0152	San Mateo	6/18/2015	B	0	953	0	0	953
SMO0156	San Mateo	7/18/2014	A	1,061	0	0	0	1,061
SMO0156	San Mateo	6/18/2015	B	420	400	241	0	1,061
SMO0172	San Mateo	1/19/2015	A	1,107	0	0	0	1,107
SMO0175	San Mateo	1/23/2015	B	0	869	0	0	869
SMO0175	San Mateo	11/12/2015	C	0	350	519	0	869
SMO0175	San Mateo	2/12/2016	C	0	480	389	0	869
SMO0177	San Mateo	1/30/2015	B	0	1,062	0	0	1,062
SMO0180	San Mateo	12/8/2014	C	0	0	920	0	920
SMO0182	San Mateo	1/14/2015	C	0	219	750	0	969

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
SMO0189	San Mateo	1/30/2015	B	0	928	0	0	928
SMO0196	San Mateo	6/26/2015	B	0	920	0	0	920
SMO0198	San Mateo	1/23/2015	B	877	0	335	0	1,212
SMO0205	San Mateo	1/23/2015	A	997	0	0	0	997
SMO0207	San Mateo	12/10/2014	B	0	1,236	0	0	1,236
SMO0207	San Mateo	11/11/2015	B	0	1,236	0	0	1,236
SMO0207	San Mateo	2/9/2016	B	375	861	0	0	1,236
SMO0207	San Mateo	6/14/2016	B	536	700	0	0	1,236
SMO0212	San Mateo	1/22/2015	B	0	1,063	0	0	1,063
SMO0236	San Mateo	12/10/2014	B	0	891	0	0	891
SMO0251	San Mateo	1/22/2015	C	0	0	1,015	0	1,015
SMO0302	San Mateo	12/8/2014	A	921	0	0	0	921
SMO0305	San Mateo	1/22/2015	B	0	961	0	0	961
SMO0305	San Mateo	3/18/2016	B	501	460	0	0	961
SMO0305	San Mateo	4/1/2016	B	491	470	0	0	961
SMO0305	San Mateo	7/8/2016	B	0	961	0	0	961
SMO0604	San Mateo	12/8/2014	B	0	936	0	0	936
SMO0646	San Mateo	1/30/2015	B	0	825	0	0	825
SNV0001	Santa Clara	3/24/2015	A	938	0	0	0	938
SNV0005	Santa Clara	3/26/2015	B	0	973	0	0	973
SNV0005	Santa Clara	2/17/2016	A	975	0	0	0	975
SNV0005	Santa Clara	4/6/2016	A	975	0	0	0	975
SNV0005	Santa Clara	6/21/2016	A	975	0	0	0	975
SNV0008	Santa Clara	3/24/2015	B	0	1,150	0	0	1,150
SNV0010	Santa Clara	1/21/2016	B	0	906	0	0	906
SNV0010	Santa Clara	2/24/2016	A	906	0	0	0	906
SNV0010	Santa Clara	7/14/2016	A	906	0	0	0	906
SNV0011	Santa Clara	7/8/2014	A	1,351	0	0	0	1,351
SNV0011	Santa Clara	1/21/2016	B	0	1,351	0	0	1,351
SNV0011	Santa Clara	4/6/2016	A	1,351	0	0	0	1,351
SNV0011	Santa Clara	7/14/2016	A	1,351	0	0	0	1,351
SNV0013	Santa Clara	3/16/2015	B	425	508	0	0	933
SNV0016	Santa Clara	3/24/2015	A	990	0	0	0	990
SNV0017	Santa Clara	3/16/2015	A	999	0	0	0	999
SNV0017	Santa Clara	2/24/2016	A	999	0	0	0	999
SNV0017	Santa Clara	3/22/2016	A	999	0	0	0	999
SNV0017	Santa Clara	6/15/2016	A	999	0	0	0	999
SNV0020	Santa Clara	3/3/2015	B	0	875	0	0	875
SNV0020	Santa Clara	2/22/2016	A	875	0	0	0	875
SNV0020	Santa Clara	3/22/2016	A	875	0	0	0	875
SNV0020	Santa Clara	6/21/2016	A	875	0	0	0	875
SNV0022	Santa Clara	7/8/2014	A	1,061	0	0	0	1,061
SNV0022	Santa Clara	1/21/2016	A	1,061	0	0	0	1,061
SNV0022	Santa Clara	4/6/2016	A	1,061	0	0	0	1,061
SNV0022	Santa Clara	7/14/2016	A	1,061	0	0	0	1,061
SNV0023	Santa Clara	7/8/2014	A	1,106	0	0	0	1,106
SNV0023	Santa Clara	1/21/2016	A	1,106	0	0	0	1,106
SNV0023	Santa Clara	4/6/2016	A	1,106	0	0	0	1,106
SNV0023	Santa Clara	7/14/2016	A	1,106	0	0	0	1,106
SNV0025	Santa Clara	7/8/2014	B	0	1,111	0	0	1,111
SNV0025	Santa Clara	2/19/2016	A	1,111	0	0	0	1,111
SNV0025	Santa Clara	4/8/2016	B	0	1,111	0	0	1,111
SNV0025	Santa Clara	7/14/2016	B	0	1,111	0	0	1,111
SNV0026	Santa Clara	7/8/2014	A	1,029	0	0	0	1,029
SNV0026	Santa Clara	1/21/2016	A	1,029	0	0	0	1,029
SNV0026	Santa Clara	4/6/2016	A	1,029	0	0	0	1,029

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
SNV0026	Santa Clara	7/14/2016	A	1,029	0	0	0	1,029
SNV0027	Santa Clara	7/14/2014	B	0	854	0	0	854
SNV0027	Santa Clara	2/10/2016	B	0	854	0	0	854
SNV0027	Santa Clara	2/24/2016	B	0	854	0	0	854
SNV0027	Santa Clara	3/23/2016	C	0	579	275	0	854
SNV0027	Santa Clara	4/12/2016	C	0	554	0	300	854
SNV0028	Santa Clara	5/1/2015	A	885	0	0	0	885
SNV0029	Santa Clara	7/8/2014	A	1,087	0	0	0	1,087
SNV0029	Santa Clara	1/21/2016	B	747	340	0	0	1,087
SNV0029	Santa Clara	4/6/2016	B	747	340	0	0	1,087
SNV0029	Santa Clara	7/14/2016	A	1,087	0	0	0	1,087
SNV0031	Santa Clara	7/14/2014	B	0	1,052	0	0	1,052
SNV0031	Santa Clara	2/10/2016	C	0	400	652	0	1,052
SNV0031	Santa Clara	2/24/2016	C	200	445	407	0	1,052
SNV0031	Santa Clara	3/23/2016	B	385	387	280	0	1,052
SNV0031	Santa Clara	4/12/2016	B	0	1,052	0	0	1,052
SNV0037	Santa Clara	7/8/2014	A	883	0	0	0	883
SNV0037	Santa Clara	1/21/2016	A	883	0	0	0	883
SNV0037	Santa Clara	4/6/2016	A	883	0	0	0	883
SNV0037	Santa Clara	7/14/2016	A	883	0	0	0	883
SNV0040	Santa Clara	2/27/2015	A	943	0	0	0	943
SNV0040	Santa Clara	1/27/2016	A	943	0	0	0	943
SNV0040	Santa Clara	4/6/2016	A	943	0	0	0	943
SNV0040	Santa Clara	6/15/2016	A	943	0	0	0	943
SNV0041	Santa Clara	7/8/2014	A	1,375	0	0	0	1,375
SNV0042	Santa Clara	3/19/2015	B	0	748	380	0	1,128
SNV0042	Santa Clara	1/27/2016	A	1,128	0	0	0	1,128
SNV0042	Santa Clara	3/23/2016	A	1,128	0	0	0	1,128
SNV0042	Santa Clara	6/15/2016	B	280	848	0	0	1,128
SNV0043	Santa Clara	2/27/2015	B	0	1,124	0	0	1,124
SNV0045	Santa Clara	3/24/2015	A	1,492	0	0	0	1,492
SNV0048	Santa Clara	3/26/2015	B	0	1,307	0	0	1,307
SNV0048	Santa Clara	2/17/2016	B	445	862	0	0	1,307
SNV0048	Santa Clara	4/6/2016	B	450	857	0	0	1,307
SNV0048	Santa Clara	6/21/2016	B	587	720	0	0	1,307
SNV0050	Santa Clara	3/26/2015	B	0	990	0	0	990
SNV0051	Santa Clara	4/21/2015	A	1,029	0	0	0	1,029
SNV0058	Santa Clara	7/8/2014	A	1,002	0	0	0	1,002
SNV0058	Santa Clara	1/21/2016	B	0	1,002	0	0	1,002
SNV0058	Santa Clara	7/14/2016	A	1,002	0	0	0	1,002
SNV0068	Santa Clara	7/8/2014	B	0	1,099	0	0	1,099
SNV0071	Santa Clara	7/8/2014	A	1,715	0	0	0	1,715
SNV0071	Santa Clara	1/21/2016	B	540	625	550	0	1,715
SNV0071	Santa Clara	4/7/2016	B	1,147	568	0	0	1,715
SNV0071	Santa Clara	7/14/2016	B	1,165	550	0	0	1,715
SNV0077	Santa Clara	7/8/2014	A	1,032	0	0	0	1,032
SNV0077	Santa Clara	1/21/2016	A	1,032	0	0	0	1,032
SNV0077	Santa Clara	4/7/2016	A	1,032	0	0	0	1,032
SNV0077	Santa Clara	7/14/2016	A	1,032	0	0	0	1,032
SNV0078	Santa Clara	7/8/2014	A	1,349	0	0	0	1,349
SNV0078	Santa Clara	1/21/2016	A	1,349	0	0	0	1,349
SNV0078	Santa Clara	4/7/2016	A	1,349	0	0	0	1,349
SNV0078	Santa Clara	7/14/2016	A	1,349	0	0	0	1,349
SNV0082	Santa Clara	7/8/2014	A	1,473	0	0	0	1,473
SNV0082	Santa Clara	1/21/2016	B	843	630	0	0	1,473
SNV0082	Santa Clara	4/7/2016	A	1,473	0	0	0	1,473

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
SNV0082	Santa Clara	7/14/2016	A	1,473	0	0	0	1,473
SNV0093	Santa Clara	7/8/2014	A	1,111	0	0	0	1,111
SNV0102	Santa Clara	7/8/2014	A	1,024	0	0	0	1,024
SNV0102	Santa Clara	1/21/2016	A	1,024	0	0	0	1,024
SNV0102	Santa Clara	4/7/2016	A	1,024	0	0	0	1,024
SNV0102	Santa Clara	7/14/2016	A	1,024	0	0	0	1,024
SNV0103	Santa Clara	7/8/2014	A	1,063	0	0	0	1,063
SNV0103	Santa Clara	2/19/2016	A	1,063	0	0	0	1,063
SNV0103	Santa Clara	4/8/2016	B	355	708	0	0	1,063
SNV0103	Santa Clara	6/24/2016	A	1,063	0	0	0	1,063
SNV0103	Santa Clara	7/14/2016	A	1,063	0	0	0	1,063
SNV0106	Santa Clara	1/16/2015	A	1,089	0	0	0	1,089
SNV0110	Santa Clara	3/24/2015	A	991	0	0	0	991
SNV0111	Santa Clara	7/8/2014	A	1,107	0	0	0	1,107
SNV0111	Santa Clara	2/19/2016	B	657	450	0	0	1,107
SNV0111	Santa Clara	4/8/2016	B	832	275	0	0	1,107
SNV0111	Santa Clara	6/24/2016	A	1,107	0	0	0	1,107
SNV0111	Santa Clara	7/14/2016	A	1,107	0	0	0	1,107
SNV0112	Santa Clara	3/24/2015	A	1,147	0	0	0	1,147
SNV0114	Santa Clara	1/14/2015	A	990	0	0	0	990
SNV0125	Santa Clara	1/14/2015	A	877	0	0	0	877
SNV0127	Santa Clara	3/24/2015	A	1,345	0	0	0	1,345
SNV0129	Santa Clara	3/16/2015	B	0	1,156	0	0	1,156
SNV0135	Santa Clara	1/14/2015	A	680	410	0	0	1,090
SNV0136	Santa Clara	7/14/2014	B	0	1,027	0	0	1,027
SNV0136	Santa Clara	1/27/2016	C	0	0	1,027	0	1,027
SNV0136	Santa Clara	2/10/2016	C	0	240	787	0	1,027
SNV0136	Santa Clara	3/23/2016	B	0	777	250	0	1,027
SNV0136	Santa Clara	4/12/2016	B	0	1,027	0	0	1,027
SNV0137	Santa Clara	1/14/2015	A	1,103	0	0	0	1,103
SNV0138	Santa Clara	1/14/2015	C	0	0	1,381	0	1,381
SNV0138	Santa Clara	2/22/2016	B	0	1,381	0	0	1,381
SNV0138	Santa Clara	3/21/2016	B	670	711	0	0	1,381
SNV0138	Santa Clara	6/21/2016	B	0	1,381	0	0	1,381
SNV0139	Santa Clara	3/24/2015	B	0	969	0	0	969
SNV0140	Santa Clara	3/24/2015	A	1,064	0	0	0	1,064
SNV0141	Santa Clara	1/16/2015	A	983	0	0	0	983
SNV0142	Santa Clara	1/14/2015	A	1,012	0	0	0	1,012
SNV0143	Santa Clara	11/25/2014	B	284	662	0	0	946
SNV0146	Santa Clara	3/24/2015	A	1,219	0	0	0	1,219
SNV0149	Santa Clara	1/14/2015	A	1,086	0	0	0	1,086
SNV0150	Santa Clara	3/24/2015	A	1,118	0	0	0	1,118
SNV0152	Santa Clara	3/13/2015	A	1,049	0	0	0	1,049
SNV0162	Santa Clara	1/14/2015	A	1,072	0	0	0	1,072
SNV0169	Santa Clara	1/16/2015	B	425	508	0	0	933
SNV0170	Santa Clara	1/14/2015	A	1,107	0	0	0	1,107
SNV0171	Santa Clara	3/16/2015	B	0	1,030	0	0	1,030
SNV0173	Santa Clara	12/8/2014	B	0	955	354	0	1,309
SNV0173	Santa Clara	1/12/2016	C	0	0	1,309	0	1,309
SNV0173	Santa Clara	2/17/2016	C	0	0	1,309	0	1,309
SNV0173	Santa Clara	3/16/2016	B	0	1,309	0	0	1,309
SNV0173	Santa Clara	4/6/2016	A	814	495	0	0	1,309
SNV0174	Santa Clara	1/16/2015	B	425	618	0	0	1,043
SNV0176	Santa Clara	2/27/2015	C	0	0	963	0	963
SNV0176	Santa Clara	1/27/2016	A	963	0	0	0	963
SNV0176	Santa Clara	3/16/2016	B	635	328	0	0	963

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
SNV0176	Santa Clara	4/6/2016	A	580	383	0	0	963
SNV0178	Santa Clara	1/14/2015	A	1,117	0	0	0	1,117
SNV0185	Santa Clara	11/25/2014	B	731	470	0	0	1,201
SNV0188	Santa Clara	1/16/2015	A	1,032	0	0	0	1,032
SNV0189	Santa Clara	4/21/2015	A	945	0	0	0	945
SNV0190	Santa Clara	3/26/2015	B	0	1,005	0	0	1,005
SNV0190	Santa Clara	2/17/2016	A	1,005	0	0	0	1,005
SNV0190	Santa Clara	4/6/2016	A	1,005	0	0	0	1,005
SNV0190	Santa Clara	6/15/2016	A	1,005	0	0	0	1,005
SNV0196	Santa Clara	3/13/2015	A	1,076	0	0	0	1,076
SNV0199	Santa Clara	3/16/2015	A	894	220	0	0	1,114
SNV0199	Santa Clara	3/16/2015	A	1,114	0	0	0	1,114
SNV0210	Santa Clara	3/26/2015	B	0	1,156	0	0	1,156
SNV0210	Santa Clara	2/17/2016	A	1,156	0	0	0	1,156
SNV0210	Santa Clara	4/6/2016	A	1,156	0	0	0	1,156
SNV0210	Santa Clara	6/15/2016	A	1,156	0	0	0	1,156
SNV0219	Santa Clara	3/19/2015	A	1,078	0	0	0	1,078
SNV0219	Santa Clara	2/17/2016	B	404	674	0	0	1,078
SNV0219	Santa Clara	4/6/2016	A	1,078	0	0	0	1,078
SNV0219	Santa Clara	6/21/2016	A	1,078	0	0	0	1,078
SNV0220	Santa Clara	3/13/2015	B	0	1,155	0	0	1,155
SNV0221	Santa Clara	1/21/2016	A	1,184	0	0	0	1,184
SNV0221	Santa Clara	7/14/2016	A	1,184	0	0	0	1,184
SNV0224	Santa Clara	3/19/2015	B	420	573	0	0	993
SNV0225	Santa Clara	7/8/2014	B	0	951	0	0	951
SNV0225	Santa Clara	2/24/2016	B	0	701	250	0	951
SNV0225	Santa Clara	3/22/2016	B	726	0	225	0	951
SNV0225	Santa Clara	6/21/2016	B	0	951	0	0	951
SNV0230	Santa Clara	1/16/2015	B	0	1,082	0	0	1,082
SNV0233	Santa Clara	3/4/2015	B	0	1,047	140	0	1,187
SNV0233	Santa Clara	2/24/2016	B	0	1,187	0	0	1,187
SNV0233	Santa Clara	3/22/2016	A	1,187	0	0	0	1,187
SNV0233	Santa Clara	6/21/2016	B	0	1,187	0	0	1,187
SNV0236	Santa Clara	3/24/2015	A	1,188	0	0	0	1,188
SNV0237	Santa Clara	3/4/2015	B	0	990	0	0	990
SNV0237	Santa Clara	2/24/2016	A	990	0	0	0	990
SNV0237	Santa Clara	3/22/2016	B	0	990	0	0	990
SNV0237	Santa Clara	6/21/2016	A	990	0	0	0	990
SNV0238	Santa Clara	1/21/2016	A	1,218	0	0	0	1,218
SNV0238	Santa Clara	6/17/2016	B	0	1,218	0	0	1,218
SNV0241	Santa Clara	3/24/2015	A	1,047	0	0	0	1,047
SNV0243	Santa Clara	3/13/2015	B	330	688	0	0	1,018
SNV0245	Santa Clara	1/16/2015	B	0	1,057	0	0	1,057
SNV0245	Santa Clara	2/24/2016	B	632	425	0	0	1,057
SNV0245	Santa Clara	3/23/2016	B	0	1,057	0	0	1,057
SNV0245	Santa Clara	4/12/2016	B	750	307	0	0	1,057
SNV0252	Santa Clara	1/14/2015	B	494	495	0	0	989
SNV0252	Santa Clara	2/10/2016	B	434	555	0	0	989
SNV0252	Santa Clara	3/23/2016	A	989	0	0	0	989
SNV0252	Santa Clara	4/12/2016	B	245	744	0	0	989
SNV0252	Santa Clara	6/21/2016	B	0	989	0	0	989
SNV0253	Santa Clara	1/21/2016	B	844	420	0	0	1,264
SNV0253	Santa Clara	7/14/2016	A	1,264	0	0	0	1,264
SNV0255	Santa Clara	3/13/2015	B	0	966	0	0	966
SNV0257	Santa Clara	3/16/2015	B	755	504	0	0	1,259
SNV0258	Santa Clara	7/14/2016	A	1,060	0	0	0	1,060

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SNV0262	Santa Clara	3/24/2015	A	1,052	0	0	0	1,052
SNV0263	Santa Clara	3/16/2015	B	0	1,148	0	0	1,148
SNV0266	Santa Clara	3/16/2015	B	0	946	0	0	946
SNV0272	Santa Clara	1/14/2015	C	673	350	0	0	1,023
SNV0272	Santa Clara	2/10/2016	C	0	0	1,023	0	1,023
SNV0272	Santa Clara	3/23/2016	B	0	733	290	0	1,023
SNV0272	Santa Clara	4/12/2016	C	0	0	1,023	0	1,023
SNV0275	Santa Clara	3/26/2015	A	1,125	0	0	0	1,125
SNV0275	Santa Clara	2/17/2016	A	1,125	0	0	0	1,125
SNV0275	Santa Clara	4/6/2016	A	1,010	115	0	0	1,125
SNV0275	Santa Clara	6/21/2016	A	1,125	0	0	0	1,125
SNV0277	Santa Clara	3/13/2015	A	1,069	0	0	0	1,069
SNV0280	Santa Clara	1/21/2016	A	1,076	0	0	0	1,076
SNV0280	Santa Clara	7/14/2016	A	1,076	0	0	0	1,076
SNV0287	Santa Clara	4/21/2015	A	977	160	0	0	1,137
SNV0291	Santa Clara	3/24/2015	B	0	1,227	0	0	1,227
SNV0292	Santa Clara	3/24/2015	A	983	0	0	0	983
SNV0294	Santa Clara	3/13/2015	B	847	220	0	0	1,067
SNV0296	Santa Clara	3/24/2015	B	0	1,145	0	0	1,145
SNV0297	Santa Clara	1/14/2015	B	293	549	0	0	842
SNV0308	Santa Clara	3/13/2015	B	0	1,142	0	0	1,142
SNV0319	Santa Clara	4/21/2015	A	1,005	0	0	0	1,005
SNV0348	Santa Clara	1/16/2015	A	966	0	0	0	966
SNV0416	Santa Clara	3/26/2015	B	0	697	380	0	1,077
SNV0416	Santa Clara	2/17/2016	B	455	621	0	0	1,076
SNV0416	Santa Clara	4/6/2016	B	696	380	0	0	1,076
SNV0416	Santa Clara	6/21/2016	B	766	310	0	0	1,076
SNV0422	Santa Clara	3/16/2015	A	1,065	0	0	0	1,065
SNV0422	Santa Clara	3/16/2015	B	840	225	0	0	1,065
SNV0450	Santa Clara	3/26/2015	A	972	0	0	0	972
SNV0450	Santa Clara	2/17/2016	A	972	0	0	0	972
SNV0450	Santa Clara	4/6/2016	A	972	0	0	0	972
SNV0450	Santa Clara	6/21/2016	A	972	0	0	0	972
SNV0614	Santa Clara	3/3/2015	B	0	1,224	0	0	1,224
SNV0614	Santa Clara	2/22/2016	B	0	1,224	0	0	1,224
SNV0614	Santa Clara	3/22/2016	B	0	1,224	0	0	1,224
SNV0614	Santa Clara	5/24/2016	B	0	1,224	0	0	1,224
SNV0614	Santa Clara	6/6/2016	A	1,224	0	0	0	1,224
SNV0637	Santa Clara	3/10/2015	B	0	712	0	0	712
SNV0702	Santa Clara	3/4/2015	B	0	1,105	0	0	1,105
SNV0792	Santa Clara	3/19/2015	A	886	0	0	0	886
SSF0003	San Mateo	7/18/2014	B	0	1,065	0	0	1,065
SSF0003	San Mateo	6/5/2015	A	1,065	0	0	0	1,065
SSF0003	San Mateo	11/20/2015	B	0	1,065	0	0	1,065
SSF0003	San Mateo	2/15/2016	B	0	1,065	0	0	1,065
SSF0003	San Mateo	6/13/2016	B	0	1,065	0	0	1,065
SSF0004	San Mateo	7/18/2014	A	1,026	0	0	0	1,026
SSF0004	San Mateo	6/5/2015	A	1,026	0	0	0	1,026
SSF0004	San Mateo	11/20/2015	A	1,026	0	0	0	1,026
SSF0004	San Mateo	2/15/2016	A	1,026	0	0	0	1,026
SSF0004	San Mateo	6/13/2016	A	1,026	0	0	0	1,026
SSF0008	San Mateo	7/14/2014	B	0	1,034	0	0	1,034
SSF0008	San Mateo	6/26/2015	B	510	524	0	0	1,034
SSF0008	San Mateo	11/12/2015	B	0	1,034	0	0	1,034
SSF0008	San Mateo	2/15/2016	B	0	1,034	0	0	1,034
SSF0008	San Mateo	4/12/2016	A	1,034	0	0	0	1,034

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SSF0010	San Mateo	7/22/2014	B	0	955	111	0	1,066
SSF0010	San Mateo	6/24/2015	C	0	0	896	170	1,066
SSF0010	San Mateo	11/19/2015	B	0	1,066	0	0	1,066
SSF0010	San Mateo	2/17/2016	B	360	706	0	0	1,066
SSF0016	San Mateo	7/18/2014	A	1,112	0	0	0	1,112
SSF0016	San Mateo	6/5/2015	B	0	1,112	0	0	1,112
SSF0016	San Mateo	11/20/2015	B	0	1,112	0	0	1,112
SSF0016	San Mateo	2/15/2016	B	0	1,112	0	0	1,112
SSF0016	San Mateo	6/13/2016	B	0	1,112	0	0	1,112
SSF0022	San Mateo	7/18/2014	A	852	0	0	0	852
SSF0022	San Mateo	6/5/2015	B	592	260	0	0	852
SSF0022	San Mateo	11/13/2015	B	0	852	0	0	852
SSF0022	San Mateo	2/12/2016	B	0	852	0	0	852
SSF0025	San Mateo	7/18/2014	A	1,371	0	0	0	1,371
SSF0025	San Mateo	6/5/2015	A	1,371	0	0	0	1,371
SSF0025	San Mateo	11/13/2015	A	1,371	0	0	0	1,371
SSF0025	San Mateo	2/12/2016	A	1,371	0	0	0	1,371
SSF0025	San Mateo	6/10/2016	A	1,371	0	0	0	1,371
SSF0031	San Mateo	7/18/2014	B	0	976	0	0	976
SSF0031	San Mateo	6/5/2015	B	0	976	0	0	976
SSF0031	San Mateo	11/13/2015	B	0	976	0	0	976
SSF0031	San Mateo	2/12/2016	B	0	976	0	0	976
SSF0031	San Mateo	6/10/2016	C	0	0	976	0	976
SSF0032	San Mateo	7/18/2014	B	0	1,124	0	0	1,124
SSF0032	San Mateo	6/11/2015	B	804	0	320	0	1,124
SSF0032	San Mateo	11/12/2015	A	1,124	0	0	0	1,124
SSF0032	San Mateo	4/15/2016	A	1,124	0	0	0	1,124
SSF0032	San Mateo	6/10/2016	B	0	1,124	0	0	1,124
SSF0033	San Mateo	7/14/2014	B	0	1,244	0	0	1,244
SSF0033	San Mateo	6/26/2015	B	0	1,244	0	0	1,244
SSF0042	San Mateo	7/18/2014	B	0	1,104	0	0	1,104
SSF0042	San Mateo	6/5/2015	A	1,104	0	0	0	1,104
SSF0042	San Mateo	11/13/2015	A	1,104	0	0	0	1,104
SSF0042	San Mateo	2/12/2016	A	1,104	0	0	0	1,104
SSF0042	San Mateo	6/10/2016	A	1,104	0	0	0	1,104
SSF0043	San Mateo	7/18/2014	B	0	1,229	0	0	1,229
SSF0043	San Mateo	6/5/2015	A	1,229	0	0	0	1,229
SSF0043	San Mateo	11/13/2015	B	0	1,229	0	0	1,229
SSF0043	San Mateo	2/12/2016	A	1,229	0	0	0	1,229
SSF0043	San Mateo	6/10/2016	A	1,229	0	0	0	1,229
SSF0047	San Mateo	7/18/2014	A	1,215	0	0	0	1,215
SSF0047	San Mateo	6/5/2015	A	975	240	0	0	1,215
SSF0047	San Mateo	11/13/2015	A	1,215	0	0	0	1,215
SSF0047	San Mateo	2/12/2016	B	1,015	200	0	0	1,215
SSF0047	San Mateo	6/10/2016	A	1,215	0	0	0	1,215
SSF0051	San Mateo	7/18/2014	A	1,138	0	0	0	1,138
SSF0051	San Mateo	6/5/2015	B	520	618	0	0	1,138
SSF0051	San Mateo	11/13/2015	B	0	1,138	0	0	1,138
SSF0051	San Mateo	2/12/2016	B	450	688	0	0	1,138
SSF0051	San Mateo	6/10/2016	B	500	638	0	0	1,138
SSF0052	San Mateo	1/23/2015	B	0	1,157	0	0	1,157
SSF0052	San Mateo	11/13/2015	B	0	1,157	0	0	1,157
SSF0052	San Mateo	2/12/2016	B	0	1,157	0	0	1,157
SSF0052	San Mateo	6/10/2016	A	1,157	0	0	0	1,157
SSF0053	San Mateo	7/22/2014	A	1,012	0	0	0	1,012
SSF0053	San Mateo	11/12/2015	B	0	1,012	0	0	1,012

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
SSF0053	San Mateo	2/9/2016	B	0	1,012	0	0	1,012
SSF0053	San Mateo	6/13/2016	B	0	1,012	0	0	1,012
SSF0054	San Mateo	1/23/2015	B	0	994	0	0	994
SSF0054	San Mateo	6/5/2015	B	560	434	0	0	994
SSF0054	San Mateo	11/13/2015	B	0	994	0	0	994
SSF0054	San Mateo	2/12/2016	C	0	454	540	0	994
SSF0054	San Mateo	6/10/2016	B	0	994	0	0	994
SSF0057	San Mateo	1/23/2015	B	0	1,001	0	0	1,001
SSF0057	San Mateo	6/5/2015	A	1,001	0	0	0	1,001
SSF0059	San Mateo	7/18/2014	A	708	314	0	0	1,022
SSF0059	San Mateo	6/11/2015	B	0	1,022	0	0	1,022
SSF0059	San Mateo	11/12/2015	A	882	140	0	0	1,022
SSF0059	San Mateo	3/18/2016	A	1,022	0	0	0	1,022
SSF0059	San Mateo	4/15/2016	A	1,022	0	0	0	1,022
SSF0061	San Mateo	1/26/2015	B	0	1,639	0	0	1,639
SSF0061	San Mateo	6/5/2015	B	959	680	0	0	1,639
SSF0061	San Mateo	6/11/2015	B	0	1,639	0	0	1,639
SSF0062	San Mateo	1/23/2015	B	0	1,096	0	0	1,096
SSF0062	San Mateo	6/5/2015	A	1,096	0	0	0	1,096
SSF0063	San Mateo	1/23/2015	B	0	1,061	0	0	1,061
SSF0063	San Mateo	6/24/2015	B	390	170	501	0	1,061
SSF0065	San Mateo	1/26/2015	B	0	827	0	0	827
SSF0066	San Mateo	7/18/2014	B	0	783	569	0	1,352
SSF0066	San Mateo	6/8/2015	C	0	0	1,351	0	1,351
SSF0069	San Mateo	1/26/2015	A	970	0	0	0	970
SSF0069	San Mateo	6/5/2015	A	970	0	0	0	970
SSF0074	San Mateo	1/23/2015	A	1,327	0	0	0	1,327
SSF0074	San Mateo	6/5/2015	A	1,327	0	0	0	1,327
SSF0078	San Mateo	1/26/2015	B	0	1,262	0	0	1,262
SSF0098	San Mateo	1/23/2015	B	755	0	384	0	1,139
SSF0098	San Mateo	6/24/2015	B	0	1,009	130	0	1,139
SSF0099	San Mateo	1/26/2015	B	0	747	0	0	747
SSF0100	San Mateo	1/23/2015	B	0	1,078	0	0	1,078
SSF0102	San Mateo	1/23/2015	B	0	355	481	0	836
SSF0102	San Mateo	6/5/2015	B	326	360	150	0	836
SSF0102	San Mateo	12/9/2015	C	0	250	586	0	836
SSF0102	San Mateo	2/12/2016	B	0	836	0	0	836
SSF0102	San Mateo	4/15/2016	B	366	470	0	0	836
SSF0105	San Mateo	1/26/2015	C	0	0	1,134	0	1,134
SSF0105	San Mateo	6/1/2015	D	0	205	0	929	1,134
SSF0112	San Mateo	1/26/2015	B	589	475	0	0	1,064
SSF0112	San Mateo	6/11/2015	B	624	440	0	0	1,064
SSF0112	San Mateo	11/12/2015	A	1,064	0	0	0	1,064
SSF0112	San Mateo	2/12/2016	B	460	604	0	0	1,064
SSF0112	San Mateo	3/18/2016	A	1,064	0	0	0	1,064
SSF0112	San Mateo	4/15/2016	A	904	160	0	0	1,064
SSF0113	San Mateo	1/22/2015	B	0	1,118	0	0	1,118
SSF0113	San Mateo	6/11/2015	B	0	1,118	0	0	1,118
SSF0113	San Mateo	11/12/2015	A	1,118	0	0	0	1,118
SSF0113	San Mateo	2/12/2016	B	0	1,118	0	0	1,118
SSF0113	San Mateo	3/18/2016	B	558	560	0	0	1,118
SSF0113	San Mateo	4/15/2016	A	1,118	0	0	0	1,118
SSF0119	San Mateo	1/23/2015	B	0	1,013	0	0	1,013
SSF0119	San Mateo	6/8/2015	C	0	0	1,013	0	1,013
SSF0119	San Mateo	12/9/2015	C	0	0	1,013	0	1,013
SSF0119	San Mateo	2/12/2016	B	0	773	240	0	1,013

Site ID	County	Date	Overall OVTA Score	Linear Feet within each OVTA Category				Total (ft)
				Low	Moderate	High	Very High	
SSF0119	San Mateo	3/18/2016	B	0	1,013	0	0	1,013
SSF0119	San Mateo	4/15/2016	B	0	1,013	0	0	1,013
WDE0004	San Mateo	7/8/2014	B	0	1,582	0	0	1,582
WDE0004	San Mateo	6/26/2015	B	470	400	712	0	1,582
WDE0005	San Mateo	7/8/2014	A	984	0	0	0	984