

Legislative Platform: Transportation

The Departments of Conservation and Development and Public Works are responsible for pursuing the transportation priorities and policies of the Board of Supervisors. Those policies include:

Providing an integrated, multi-modal transportation system that safely and efficiently meets the transportation needs of all economic and social segments of the County and provides for the transport of goods and services throughout Contra Costa County¹.

The emphasis on the efficient use of the existing transportation system and cost-effective enhancements to this system¹. New and emerging policy direction includes an increase in the support for active transportation modes², support for the development of aging-friendly communities³, and a decreasing emphasis on automotive capacity expanding projects which increase greenhouse gas production⁴.

The provision of a safe, reliable, efficient, and accessible transportation system that balances social, environmental, and economic needs of the County by⁵:

- Managing and operating the existing system
- Planning for future demands of the transportation system
- Effectively managing fiscal resources and seeking funding opportunities
- Developing effective working relationships with other agencies, community groups, and the general public
- Coordinating with other agencies to balance regional and local needs

Specific Legislative Proposals

None at this time.

Professional Associations' Platform Recommendations

None that staff is forwarding at this time.

State Priorities (## = appendix reference)

- Increased flexibility in the use of transportation funds. (1, 3)
- Increased regional coordination, while reflecting local input, is necessary for public transit (paratransit and fixed route), roads, trails, advanced mobility technology, and greenhouse gas reduction related projects will help to design and develop projects consistent with the public interest and delivered efficiently. (4)
- Ensure complete life-cycle costs, including an emphasis on environmentally friendly construction resources, are considered during state and local project development. (2, 6)
- Improvements in safety throughout the transportation system, in particular relative to vulnerable users of the system (children, pedestrians, cyclists, etc.). (5)

¹ Contra Costa County General Plan: 5. Transportation and Circulation Element: 5.1 Introduction

² 2008 Complete Streets General Plan Update, pending compliance with 2008 Complete Streets Act (AB1358), 2016 Complete Streets Resolution

³ 5/1/2018, Board of Supervisors Resolution 2018/164 – Age Friendly Communities

⁴ Pending compliance () with SB 743 (2013)

⁵ Contra Costa County Road Program Mission Statement

- Enable/increase the streamlining of transportation safety projects. (7)
- Support efforts to put in place local planning coordination mechanisms and requirements for state funded or regulated facilities such as schools, roads, courts, jails, and oppose efforts to compromise the County's road authority and the ability to protect public health, safety, and welfare. (8,9)
- Support regional, coordinated aviation transportation planning efforts to improve service delivery and to provide options to the surface transportation system for people and goods movement. (10)
- Support efforts to increase waterborne transport of goods, in particular relative to the San Francisco to Stockton Ship Channel. (11)
- Support measures to enhance rail safety with an emphasis on; increased state oversight of railroad bridges, funding for first responder training, improved regulations for tank car safety standards, and data sharing requirements between state emergency managers, local responders, and rail operators. (12)
- Oppose linking transportation funding to housing production. (14)
- Increase requirements for coordination between transportation agencies and utilities. (15)
- Support funding increases for active transportation projects and planning with an emphasis on facilities and investments that increase the likelihood of a mode shift away from automobiles. (5, 13)

Federal Priorities

- Project needs include (project detail found in the appendix):
 - **Vasco Road Safety Improvements:** Project components (barriers, shoulders, passing facilities) will eliminate cross median collisions, wildlife undercrossing will preserve migration patterns. [\[potentially need update from PWD\]](#)
 - **North Richmond Community Supportive Transportation Improvements:** Alternate truck route/regulations, trail/school access improvements to address community safety, public health and livability needs.
 - **Eastern Contra Costa Multi-use Trail Network:** Active mode access improvements for planned and existing mass transit stations, schools, and activity centers. [\[expanded from the original focus on mass transit station access\]](#)
 - **Brentwood Intermodal Transit Center:** Multimodal station access improvements and the extension of mass transit from the Antioch BART station. [\[not sure if we need to retain this considering the status of the project. I think we may want to consider doubling down on the extension considering the success of the Antioch BART extension\]](#)
 - **Iron Horse Corridor Enhancement Program:** Improvements to trail access (to/from activity center and other regional trails), additional facilities for different active modes, overcrossings, at grade intersection improvements.
 - **State Route 4 / Old River Bridge Study:** The existing structure is narrow, improvements would address safety and traffic flow.
 - **West Contra Costa High Capacity Transit:** Implementation of the WCCTAC *High Capacity Transit Study*.
 - **Kirker Pass Truck Climbing Lanes:** Needed for improved traffic flow and safety.
 - **Vasco Road – Byron Highway Connector:** Connection between two major arterials improving connectivity while removing through/truck traffic from the Byron community. [\[Update needed from PWD, I think one direction is funded\]](#)
- Program and Policy Requests
 - **Rural Road Funding Program:** Support the creation of a new funding program to modernize rural roads consistent with emerging safety, complete streets, active mode policies. [\[this language was updated a bit from the original which did not reflect complete streets, context sensitivity, and the move away from capacity increases. \]](#)
 - **Transportation Funding for Disabled, Low-income, and Elderly Persons:** Demographic and epidemiological driven increases in demand are expected in this transportation sector which is in need of increase capital and operations funding in addition to funding and policy changes that would address local, state, and federally identified needs for coordination improvements.
 - **Surface Transportation Program/Increases in Highway (road/rail) Bridge Funding:** Regulation changes that allow for direct funding to qualified local jurisdictions (bypassing FHWA, Caltrans) in order to expedite economic benefits, increase purchasing power, and bolster travel, business and economic growth. [\[find citation for NACO proposal\]](#)

- Appropriations and Grants – Support Positions
 - Buchanan Field and Byron Airports: Funding for Master Plan/Business Plan Implementation.
 - Multimodal National Freight Network: Increases in funding for National Freight Strategic Plan implementation specifically to fulfill the goals of the Northern Waterfront initiative and to address congestion in the I-680 Corridor
 - Stormwater Program Funding: Additional funding to enable compliance with the Clean Water Act.
 - Rail Safety: Initiatives to increase safety relative to rail service to oil refineries. [Colin, please review the information in the appendix. The RESPONSE act passed in 2016, please see if it has been funded or otherwise implemented]

Appendix – State

1. (23.) *SUPPORT efforts to expand eligible expenditures of the Greenhouse Gas Reduction Fund to investments in accessible transit/transportation systems (serving seniors, disabled, veterans) which result in more efficient (shared trips, increased coordination) service and corresponding reductions in greenhouse gas production.*
2. (24.) *SUPPORT efforts to ensure life-cycle costs are considered when planning new projects in the state. A key challenge for State and local agencies is funding the ongoing operation and maintenance of infrastructure. This includes all aspects of the built environment: buildings, roads, parks, and other infrastructure. As California begins to implement more aggressive climate goals, the State should be thinking about new methodologies for anticipating project costs. In particular, it is evident that California will need a different transportation system than the one we have currently, and that this new transportation system will be more expensive to maintain. Traditional accounting methods that look only at initial project cost lead to situations where infrastructure fails, at greater replacement cost than if ongoing operation and maintenance had been included from the beginning. This would include methodologies for internalizing the social and environmental costs of projects.*
3. (273.) *SUPPORT increased flexibility in the use of transportation funds.*
4. (274.) *SUPPORT regional coordination that provides for local input in addressing transportation needs. Coordinated planning and delivery of public transit, paratransit, non-profit/community-based transit, and rail services will help ensure the best possible service delivery to the public. Regional coordination will be essential to complete planning and development of important regional transportation projects that benefit the state and local road system such as ~~TriLink~~ (State Route 239), improvements to Vasco Road, completion of*

remaining segments of the Bay Trail, improvements to the Delta DeAnza Regional Trail, and the proposed California Delta and Marsh Creek Trails. Support for consistent, coordinated deployment of advanced transportation/mobility technology such as connected vehicles and automated vehicles, and advanced wireless is also in the public interest. There may be interest in seeking enhanced local input requirements for developing the Sustainable Communities Strategy for the Bay Area mandated by SB 375 for greenhouse gas reduction. It is important that the regional coordination efforts are based on input gathered from the local level, to ensure the regional approach does not negatively impact local communities. “Top-down” regional or state planning efforts would be inconsistent with this goal. ~~Consistent with that position, relief from the requirements imposed on the County by the state relative to the Iron Horse corridor would foster coordination along this multi-jurisdictional corridor. Such relief could be provided through administrative action or County-sponsored legislation.~~

5. 275. *SUPPORT efforts to improve safety throughout the transportation system. The County supports new and expanded projects and programs to improve safety for bicyclists, pedestrians and wheelchair users, as well as projects to improve safety on high-accident transportation facilities such as Vasco Road. Data on transportation safety would be improved by including global positioning system (GPS) location data for every reported accident to assist in safety analysis and planning. The County also supports the expansion of school safety improvement programs such as stable/dedicated funding for crossing guards, revised school zone references in the vehicle code, Safe Routes to Schools (SR2S) grants, statutory authorization of an automated safety enforcement (speed cameras) pilot program, efforts to improve the safety, expansion and security of freight transportation system including public and*

private maritime ports, airports, rail yards, railroad lines, rail bridges and sidings. The County also supports limits or elimination of public liability for installing traffic-calming devices on residential neighborhood streets.

6. 276. SUPPORT funding or incentives for the use of environmentally-friendly resources in transportation construction projects. The County seeks and supports grant programs, tax credits for manufacturers, state purchasing programs, and other incentives for local jurisdictions to use renewable and environmentally friendly materials such as pervious concrete, cool pavements, rubberized asphalt (made from recycled tires) that the County has used as paving material on San Pablo Dam Road and Pacheco Boulevard, and other emerging technologies/materials.
7. 277. SUPPORT streamlining the delivery of transportation safety projects. The length of time and amount of paperwork should be reduced to bring a transportation safety project more quickly through the planning, engineering and design, environmental review, funding application, and construction phases, such as for Vasco Road. This could include streamlining the environmental review process and also streamlining all state permitting requirements that pertain to transportation projects. Realistic deadlines for use of federal transportation funds would help local jurisdictions deliver complex projects without running afoul of federal time limits which are unrealistically tight for complex projects.
8. 278. SUPPORT efforts to coordinate development of state-funded or regulated facilities such as courts, schools, jails, roads and state offices with local planning. The County supports preserving the authority of Public Works over County roads by way of ensuring the Board of Supervisors' control over County roads as established in the Streets & Highways Code (Ch2 §940) is not undermined. This includes strongly opposing any action by a non-local entity that would ultimately dilute current Board of

Supervisors discretion relative to road design and land use. In addition to being coordinated with local planning, there are well documented conflicts between state school development policies and state policies related to greenhouse gas reduction, safe routes to school, complete streets, and "Health In All Policies." The County supports administrative and legislative efforts to resolve these conflicts.

9. 279. SUPPORT efforts to coordinate planning between school districts, the state, and local jurisdictions for the purposes of: (1) locating and planning new schools, (2) funding programs that foster collaboration and joint use of facilities, and (3) financing off-site transportation improvements for improved access to existing schools. The County will urge the California Department of Education's current Title 5 update effort to include removing the current conflict between current school siting policies and sustainable communities. Related to this effort, the County supports reform of school siting practices by way of legislative changes related to any new statewide school construction bond authorization. The County takes the position that reform components should include bringing school siting practices and school zone references in the vehicle code into alignment with local growth management policies, safe routes to school best practices, State SB 375 principles, and the State Strategic Growth Council's "Health in All Policies Initiative." The County will also urge DOE's current Title 5 update effort to apply the requirements of Title 5, as they pertain to evaluating the risks from hazardous materials, to schools being rebuilt on the site of existing schools and to charter schools, and to include the evaluation of risks from hazardous materials potentially released from nearby industrial facilities due to fire, explosions or accidental releases to school siting criteria. Related to this, the County supports the development of guidelines for assessing and mitigating the risks of siting new schools near industrial facilities and rail lines due to

potential explosions and fires from the use, storage, manufacture and transportation of hazardous materials, similar to the guidelines they have established for assessing and mitigating the risks from the transportation of hazardous materials through pipelines. State financial and/or technical support to offset the cost of adhering to new guidelines or requirements should be provided.

10. 280. *SUPPORT regional aviation transportation planning efforts for coordinated aviation network planning to improve service delivery. Regional aviation coordination could also improve the surrounding surface transportation system by providing expanded local options for people and goods movement.*
11. 281. *SUPPORT efforts to increase waterborne transport of goods and obtaining funds to support this effort. The San Francisco to Stockton Ship Channel is a major transportation route for the region, providing water access to a large number of industries and the Ports of Sacramento and Stockton. A project is underway to deepen the channel, providing additional capacity to accommodate increasing commerce needs of the Ports and providing better operational flexibility for the other industries. Increased goods movement via waterways has clear benefits to congestion management on highways and railroads (with resultant air quality benefits).*
12. 282. *SUPPORT legislative and administrative measures to enhance rail safety, increase state oversight of railroad bridges, provide funding for the training of first responders, and implement regulations that increase tank car safety standards for cars transporting crude oil and other hazardous materials, and regulations that require railroads to share data with state emergency managers and local responders.*
13. 283. *SUPPORT funding increases for active transportation projects and planning. Funding is needed for improved pedestrian infrastructure and enhancements and expansion of: trails, on-street bike facilities*

(Class II and III), and separated facilities (Class I and Class IV [cycle track]). Funding is also needed for corridor and "bicycle superhighway" planning, trail access improvements, overcrossings, intersection improvements, Class I - IV inter-connectivity projects (gap closures), wayfinding/signage projects, and facilities/designs identified in emerging best practices.

14. 284. *OPPOSE efforts to condition or link the distribution of transportation funds to a jurisdiction's production of housing relative to RHNA (Regional Housing Needs Allocation).*
15. 285. *SUPPORT administrative or legislative mechanisms that facilitate coordination between transportation agencies and utilities relative to expediting construction projects. Without willing and proactive coordination, transportation projects are subject to delays and substantially increased costs. These costs are borne by the taxpayers.*

Appendix – Federal

FEDERAL TRANSPORTATION NEEDS

The following are priority transportation projects and programs for which federal funding is needed.

1. Vasco Road Safety Improvement Project -- \$18 million for improvements to a 2.5-mile accident-prone section of Vasco Road. Project components include widening the roadway to accommodate a concrete median barrier and shoulders on either side of the barrier, construction of the barrier, and extension of an existing passing lane. The project will eliminate cross-median accidents which have caused numerous fatalities in recent years, and will provide increased opportunities for vehicles to safely pass (unsafe passing is a major cause of accidents and fatalities on this segment of the increasingly busy two-lane undivided road). The project will include provisions for wildlife undercrossings to preserve migration patterns. The proposed improvements will complement a \$10 million project that was funded with American Recovery and Reinvestment Act funds and completed in 2011.

1.b Vasco Road Safety Improvement Project Continuation -- \$30 million for improvements to the remaining 9 miles of accident-prone sections of Vasco Road. Alameda County has been working on constructing improvements in their jurisdiction and it would be desirable for the two counties to work together to complete the gap left in the concrete median barrier near the County line. In addition to completing this gap, Contra Costa desires to extend the concrete median barrier further north of the recently completed median barrier project to the Camino Diablo Road intersection.

2. North Richmond Truck Route -- \$25 million to construct a new road or other alternate access improvements that will provide truck access between businesses and the Richmond Parkway, moving the truck traffic away from a residential neighborhood and elementary school. This project will increase safety, improve public health around the school and residential area by reducing diesel particulate

emissions from those areas, increase livability of the neighborhood, improve local access to the Wildcat Creek Regional Trail, stimulate economic development in the industrial area of the community and provide a better route for trucks traveling to and from the Richmond Parkway. Several potential alignments have been identified, one of which was developed through a community planning process funded through an Environmental Justice planning grant from Caltrans.

3. Eastern Contra Costa Trail Network -- \$11 million for joint planning, environmental review, right-of-way acquisition and construction of a coordinated network of trails for walking, bicycling and equestrian uses in eastern Contra Costa County including facilities and projects improving access to existing or planned transit stations. Eligible trails include, but are not limited to: (1) the Mokelumne Trail overcrossing of the State Route 4 Bypass (\$6 million); (2) Contra Costa segments of the Great California Delta Trail (\$3 million); (3) a transit supportive network of East Contra Costa trails in unincorporated County areas and the cities of Antioch, Brentwood, Oakley and Pittsburg (\$1 million); and Marsh Creek Corridor Multi-Use Path (\$1 million).

4. Brentwood Intermodal Transit Center (BITC) -- Project to improve access, and advance design and development of a transit center located in Brentwood, and serving Oakley, southeast Antioch, Discovery Bay and Brentwood. The BITC is proposed for Highway 4 between Lone Tree Way and Sand Creek Road and would be served initially by Tri Delta Transit. Access would be provided via an extension of Heidorn Ranch Road, and the multimodal Mokelumne Trail. A ~~possible~~ future extension of eBART-high capacity transit from the Antioch Station ~~should be~~ would be considered ~~later~~ given the ridership seen with the new eBART opening.

5. Iron Horse Corridor Enhancement Program -- \$25 million for joint planning, environmental review, and the construction of improvements in the Iron Horse

Trail Corridor, a 28 mile non-motorized facility used for commute and recreation purposes providing access to schools, recreational facilities, commercial areas, residences, and mass transit hubs. Eligible projects include corridor planning, trail access improvements, trail expansion/enhancements, overcrossings (7 overcrossings in 5 cities), intersection improvements, Class I trail inter-connectivity projects, the potential accommodation of shared/autonomous vehicles, and wayfinding/signage projects.

6. State Route 4 / Old River Bridge Study – \$1,000,000 to work with San Joaquin County and the State of California on a study of improving or replacing the Old River Bridge along State Route 4 on the Contra Costa / San Joaquin County line. The study would determine a preferred alternative for expanding or replacing the existing bridge, which is part of State Route 4. The existing bridge is narrow, barely allowing two vehicles to pass each other, and is aligned on a difficult angle relative to the highway on either side, requiring motorists to make sharp turns onto and off of the bridge. The project would improve safety and traffic flow over the bridge. (Note: no appropriations for this project as yet.)

7. Kirker Pass Road Truck Climbing Lanes – \$7 million for constructing northbound and \$20 million for constructing southbound truck climbing lanes on Kirker Pass Road, a heavily used arterial linking residential areas in eastern Contra Costa with job centers and the freeway system in central Contra Costa. The truck climbing lanes are needed to improve traffic flow and will also have safety benefits. The \$4.5 million will close a funding gap and augment secured funding: \$6 million in Measure J (local sales tax measure) funds and \$2.6 million in State Transportation Improvement Program funds. The \$20 million is the total cost of the southbound truck climbing lane segment.

8. Vasco Road-Byron Highway Connector – \$80 million for design, engineering and construction of an east-west connector road between two major

arterials that link Contra Costa County with Alameda and San Joaquin Counties. The Vasco Road-Byron Highway Connector will improve traffic circulation and linkages in the southeastern portion of the County and will provide a new route for truck traffic that will remove a significant portion of truck trips which currently pass through the rural community of Byron. Vasco Road is designated as State Route 84, and Byron Highway is under study as the potential alignment for future State Route 239.

9. West Contra Costa High Capacity Transit Project: \$10 million for environmental review and engineering activities for the options identified in the West Contra Costa Transportation Advisory Committee's West County High Capacity Transit Study. Tasks may include, but not necessarily be limited to, environmental review, and partial completion of engineering, evaluation and refinement of alignment and stations, development of capital and operating costs, land use/environmental justice analysis, completion of environmental review including appropriate mitigations, development of preliminary engineering, and public outreach. (Potential Programs: FTA – New Starts, FHWA/FTA Congestion Mitigation and Air Quality, BUILD Grant)

② Rural Road Funding Program – The County supports the creation of a new funding program that will provide funds for converting or upgrading rural roads into more modern and safer roads that can ~~better handle increasing~~ better handle increasing ~~accommodate~~ accommodate commuter traffic and active modes in growing areas, such as East County. These roads do not often compete well in current grant programs because they do not carry as many vehicles as roads in more congested urban or suburban areas. As a result, improvements such as widenings (bike lanes, turn lanes, clear zone/recovery areas, etc.), realignments, drainage improvements and intersection modifications often go unfunded, leaving such roads with operational and safety problems ~~as well as insufficient capacity~~.

② *Transportation Funding for Disabled, Low-income, and Elderly Persons – Transit services for elderly, disabled, and low-income persons are provided by the County, by some cities, by all of the bus transit operators, and by many community organizations and non-profits that provide social services. Increased funding is needed to provide and maintain more service vehicles, operate them longer throughout the day, upgrade the vehicle fleet and dispatching systems, improve coordination between public providers and community groups that also provide such services to their clients (a need well-established by the Government Accountability Office), expand outreach programs to inform potential riders of the available services, and expedite deployment of efficient new technologies and systems, among other needs. The County supports continuation and increased funding levels for federal funding programs dedicated to transit services for these population groups and to incentivize improvements in service delivery models to take advantage of advances in mobile data. All of the demographic trends point to a growing need for such services in the future. The 65-and-older population in the Bay Area is projected to more than double by 2030.*

Surface Transportation Program/Highway Bridge Funding – The County supports the continuation of funding levels consistent with the Highway Bridge funding program in previous transportation funding bills that will provide funds for rehabilitating and replacing our aging bridges. The County has several aging bridges with deficient sufficiency ratings. Without federal transportation funding, these expensive projects would be deferred because they often exceed the County's funding capacity. Many of the bridges are on critical commute corridors, goods movement corridors, inter-regional routes, and farm to market routes. Failure of these important transportation assets can cause major disruptions to the transportation network. The County would also support federal funding for the rehabilitation and replacement of rail bridges. In addition to the funding levels, the County also supports regulation changes that permit direct funding to local jurisdictions, bypassing the Federal Highway

Administration and Caltrans Local Assistance. The goals of these changes are to:

② *Get federal transportation funding into the community as soon as possible to create and preserve jobs, both in the private sector and the public sector, in America;*

② *Maximize purchasing power by eliminating the burdensome additional administrative process and cost associated with multiple layers of government between funding and construction of shovel ready improvement and maintenance projects; and*

② *Fund the critical first and last part of each journey of goods, people, and services - local roads of America - providing certainty for businesses and laying the foundation for lasting economic growth.*

Appropriations and Grants – Support Positions

4. *Multimodal National Freight Network – In 2015 the primary freight network was established pursuant to MAP-21. The County supports increases in dedicated freight funding as proposed in the National Freight Strategic Plan. The County will pursue grants and appropriations for 1) the Northern Waterfront Initiative – specifically, funding for a short-line railroad feasibility study for the Northern Waterfront Corridor and a Land-Use Cost-Benefit/Fiscalization study for the Northern Waterfront; and 2) consistent with the Draft National Freight Strategic Plan congestion reduction strategy, projects along the I-680 corridor.*

1. *Buchanan Field Airport – The County approved a Master Plan for the Buchanan Field Airport in October 2008, which included a Business Plan for project implementation; all of which completed a previously approved Federal Aviation Regulation Part 150 Noise Study. The comprehensive planning effort has ideally positioned Buchanan Field Airport for future aviation (general aviation, corporate aviation and commercial airline service)*

and aviation-related opportunities. To facilitate the economic development potential, the Business Plan prioritizes necessary infrastructure improvements for Buchanan Field Airport (including development of a general aviation terminal/administration building and potential replacement of the 65 year old control tower). Further, as the Airport is surrounded by urban residential uses, enhancing the noise program infrastructure is deemed essential for balancing the aviation needs with those of the surrounding communities. The Federal government, primarily through the Federal Aviation Administration (FAA), provides funding for planning, analysis, and infrastructure improvements. The County will support funding in all these areas for protection and enhancement of our aviation facility and network.

2. **Byron Airport** – The Byron Airport is poised for future general and corporate aviation and aviation-related development, but that future growth and full build out of the airport as shown in the Master Plan is dependent upon utility and infrastructure improvements (such as improved road access and sewer and water connections) both on and around the Airport. The Byron Airport Business Plan prioritizes infrastructure and possible additional land acquisition to assist the Byron Airport in fulfilling its aviation and economic development potential. The Federal government, primarily through the Federal Aviation Administration (FAA), provides funding for planning, analysis, infrastructure improvements and aviation land acquisition. The County will support funding in all these areas for protection and enhancement of our aviation facility and network.

4. **Multimodal National Freight Network** – In 2015 the primary freight network was established pursuant to MAP-21. The County supports increases in dedicated freight funding as proposed in the National Freight Strategic Plan. The County will pursue grants and appropriations for 1) the Northern Waterfront Initiative – specifically, funding for a short-line railroad feasibility study for the Northern Waterfront Corridor and a Land-Use Cost-Benefit/Fiscalization study for the Northern

Waterfront; and 2) consistent with the Draft National Freight Strategic Plan congestion reduction strategy, projects along the I-680 corridor.

8. **Stormwater Program Funding** - \$2 million to fund additional compliance costs required by the Clean Water Act. The Regional Water Quality Control Board issues the County a Municipal Separate Storm Sewer System (MS4) permit every five years, requiring the County to remove pollutants from stormwater prior to entering the storm drain system. The County has a dedicated revenue source for funding stormwater services derived from an assessment on every parcel in the County, which generates about \$3 million per year in the unincorporated communities. The Regional Board issued a new MS4 permit that will increase costs dramatically over the next five years, starting with a 25% increase and the following year by an increase of almost five times current costs. In 2012, the County attempted to increase the parcel assessment for stormwater services but the voters turned it down. The County needs additional funding through the Environmental Protection Agency, the source of the MS4 requirements, to help pay for compliance costs. Staff estimated the cost for compliance in 2018 at \$5 million, which was \$2 million more than budgeted.

Rail Safety – Contra Costa County is home to a substantial oil refinery industry with four refineries located in the County. The County supports Senator Heitkamp's Railroad Emergency Services Preparedness, Operational Needs, and Safety Evaluation (RESPONSE) Act, S. 2547, which would establish a Federal Emergency Management Agency (FEMA) panel focused on railroad incident first responders. By bringing together under FEMA's National Advisory Council all relevant agencies, emergency responders, technical experts, and the private sector for a review of training, resources, best practices, and unmet needs related to emergency responders to railroad hazmat incidents, the RESPONSE Act will begin the process of addressing shortcomings in existing emergency response practices and procedures. It will also address the

effectiveness of funding levels related to training local emergency responders for rail hazardous materials incidents.

The County also supports FEMA funding for the training of first responders, regulations that increase tank car safety standards for cars transporting crude oil and other hazardous materials, and regulations that require railroads to share data with state emergency managers and local responders.