

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Ste. 360 Pleasant Hill, CA 94523 (925) 969-0841 FAX (925) 969-9135

TRANSPAC MEETING NOTICE AND AGENDA THURSDAY, JUNE 17, 2010 (NOTE DATE CHANGE) 9:00 AM TO NOON starting at the (NOTE LOCATION) NORTH CONCORD BART STATION (925) 969-0841

Please be at the North Concord BART Station at 9 am. Come by train, or if driving, parking is available in the station lot. Please observe the "carpool" and "reserved" restricted areas. Go the station agent booth/ticket gate area on the station Concourse level. BART will provide water at this station and handle entrance and exit at the four Central County BART stations. Coffee and pastries will be available at the Pleasant Hill station. There will be presentations and materials will be distributed on the tour. A North Concord BART station location and a station area layout map are behind this agenda.

A short TRANSPAC meeting will be convened before the tour.

TRANSPAC reserves the right to take formal action on any item included on this agenda, whether or not a form of resolution, motion or other indication that action will be taken is included on the agenda or attachments thereto.

1. Convene meeting: Pledge of Allegiance/Self-Introductions

2. Public Comment

At this time, the public is welcome to address the Committee on any item not on this agenda. Please complete a speaker card and hand it to a member of the staff. Please begin by stating your name and address and indicate whether you are speaking for yourself or an organization. Please keep your comments brief. In fairness to others, please avoid repeating comments made by others and observe any time limits that may be announced.

3. TRANSPAC May 13, 2010 Minutes (Attachment - Action)

4. Contracts for TRANSPAC staff services & 511 Contra Costa oversight (Attachment - Action)

5. FY 2010-2011 Draft TRANSPAC Budget (Attachment - Action)

6. Use of Measure J Additional Bus Service Enhancements funding (Attachment - Action)
7. Reports on CCTA activities (Attachment - Action)
8. Reports from Staff and Committees - item held until next month
9. TAC Reports (oral reports -item held until next month unless otherwise determined)
10. For the Good of the Order (No Attachment - information)
 - Randy Iwasaki, new CCTA Executive Director, will speak at the July 8, 2010 TRANSPAC meeting.
11. Adjourn to a tour of Central County BART stations accompanied by BART Director Gail Murray and Deidre Heitman, BART Principal Planner/TRANSPAC TAC member

North Concord/Martinez Station

3700 Port Chicago Highway / Concord, CA 94520
Bay Area Rapid Transit

North Concord/Martinez Neighborhood

The North Concord/Martinez station opened December 16, 1995 and briefly served as "end of the line" until BART completed the Pittsburg/Bay Point extension over Willow Pass in 1996.

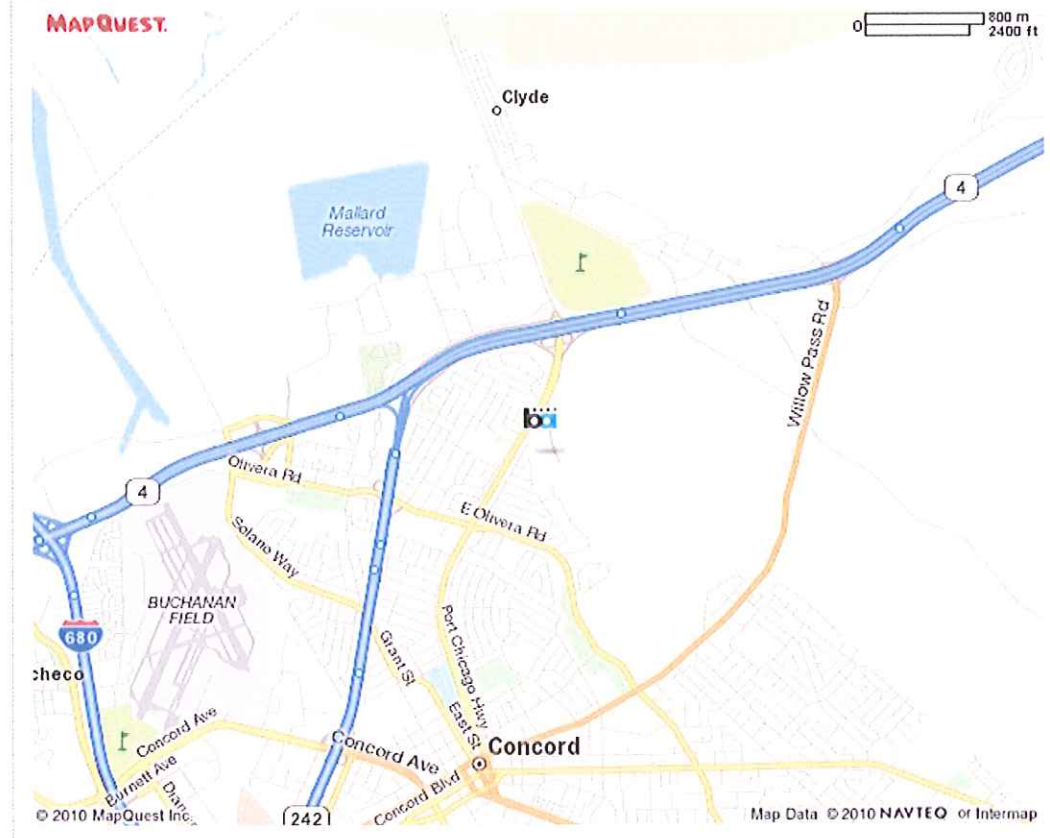
- Disabled Access
- Lost & Found
- BART Police
- Suggestion Box

Points of Interest

Show me

-Select Category

MAPQUEST.



To Do Around North Concord/Martinez

Food

Nearby restaurant reviews from [yelp.com](#)

Shopping

Local shopping from [yelp.com](#)

Attractions

More station area attractions from [yelp.com](#)

Board of Directors

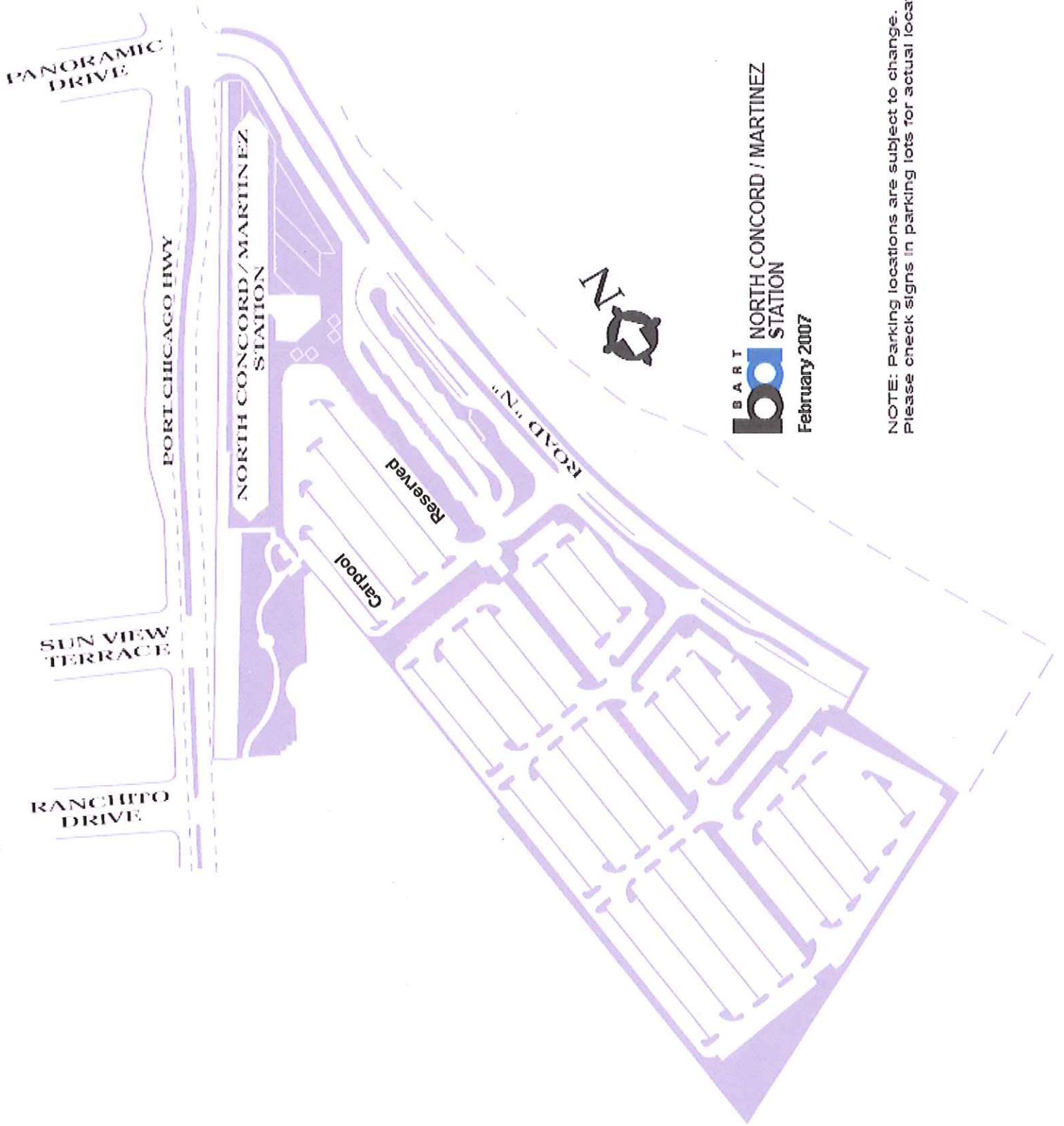
BART has an elected Board with nine Directors representing specific geographic areas. Learn about your [BART Director](#) or review recent [meeting minutes and agenda](#).



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Sign up to [receive BART service advisories and news](#) by email or text message.

3700 Port Chicago Highway
Concord 94520



BART
North Concord / Martinez
Station
February 2007

NOTE: Parking locations are subject to change.
Please check signs in parking lots for actual locations.

3. TRANSPAC May 13, 2010 Minutes

Action: Approve/revise May 13, 2010 Minutes Attachment: May 13, 2010 meeting minutes

TRANSPAC Meeting Summary Minutes

MEETING DATE: May 13, 2010

ELECTED OFFICIALS PRESENT: Cindy Silva, Walnut Creek (Chair); Mark Ross, Martinez; David Durant, Pleasant Hill, CCTA Representative; Julie Pierce, Clayton, CCTA Representative

PLANNING COMMISSIONERS PRESENT: Diana Vavrek, Pleasant Hill; John Mercurio, Concord; David Powell, Walnut Creek

STAFF PRESENT: Ray Kuzbari, Concord; Jack Hall, CCTA; Jeremy Lochirco, Walnut Creek; Erick Cheung, Martin Engelmann, CCTA; Rick Ramacier, Anne Muzzini, CCCTA; Jeremy Lochirco, Walnut Creek; John Greitzer, Contra Costa County; Tim Tucker, Martinez; Lynn Overcashier, 511 Contra Costa; Barbara Neustadter, Connie Peterson, TRANSPAC staff

MINUTES PREPARED BY: C. L. Peterson

Chair Silva convened without a quorum at 9:10 a.m. Members Durant and Pierce arrived shortly thereafter.

1. **Convene meeting: Pledge of Allegiance/Self-Introductions - Completed**
2. **Public Comment** – Anne Muzzini and Martin Engelmann participated in Bike to Work Day by commuting to the meeting on bicycles.
3. **Approval of the March 11 and April 8, 2010 minutes. Durant/Pierce/Unanimous**
4. **Consent Agenda – none**
5. **November 2010 Ballot Measure in Contra Costa: SB 83 – Increase in Vehicle Registration Fee (VRF) to fund transportation projects**

Arielle Bourgart and Hisham Noeimi of the Contra Costa Transportation Authority (CCTA) gave a presentation on the proposed November ballot measure that would increase the registration fee for vehicles registered in Contra Costa by \$10 a year, generating about \$8.5 million annually. An expenditure plan must be developed for these funds and must demonstrate a nexus to those that pay the fee. In April, a poll was taken to gauge voter sentiment about the fee, results of which indicated that voters held a somewhat but not overwhelmingly positive opinion. A series of stakeholder interviews was conducted as well to get additional input. Staff began working with an Advisory Committee to develop a straightforward and simple expenditure plan. Staff has had discussions about these options with WCCTAC and SWAT, and has come to TRANSPAC today to get its input. In June, CCTA's Administration and Projects Committee will review preliminary recommendations, the draft ballot language and nexus, with approval of the final expenditure plan by the Authority in July. The ballot measure must be submitted to the County by August 6.

Hisham Noeimi provided information on the options developed by the Advisory Committee at its meeting on April 23. There was general agreement on project categories where the money should go (shown on page 5-4 of the packet) including local road improvements and repair, transit for congestion relief, and bicycle and pedestrian access and safety. The Authority presented the first option to the Advisory Committee as a starting point to generate feedback. This option allocated 80% of the funds for local streets and roads, 15% for transit, and 5% for pedestrian/bicycle projects. From that, the Advisory Committee developed Option A, where more money was diverted to transit and pedestrian/bicycle projects. Option B was developed by the

Authority's consultant to serve as a middle ground. There was no consensus that any one option was the best.

In the regional discussions, WCCTAC expressed a preference for Option A, in which more funds would go to transit. SWAT proposed a fourth option that favored local streets and roads, and included a request that school bus programs be part of the eligible transit component. The proposed expenditure plan would set base minimum amounts of 50% – 10% – 5% with the remaining 35% to be used at the subregions' discretion in these categories. Because the measure doesn't include a sunset provision, this approach would allow flexibility for a region's changing needs over time. However, it could be difficult to present to the voters unless the subregions have decided in advance how to program the discretionary 35%.

A number of questions were raised concerning eligibility for specific uses. Tim Tucker asked if a portion could be used for the National Pollution Discharge Elimination System (NPDES). Mr. Noeimi answered that funds from local streets and roads for each city could be used for NPDES permits under the local streets and roads category. Mr. Tucker asked if street light conversion to LED would be eligible. Ms. Bourgart noted that because the objective of this legislation is traffic congestion relief or traffic-caused pollution, lights would not technically be eligible. Lynn Overcashier wanted to know if Central County funds could be used to offset the cost of transit tickets used for the SchoolPool program. Member Pierce said that this was a listed use, but Ms. Bourgart noted that even if a use is listed as eligible, it must address the nexus. John Greitzer asked if the transit category included only capital expenditures or operations. Ms. Bourgart said that use for operations would be permitted.

Member Ross said that he preferred Option B, although the 10% allocated to pedestrian/bicycle was too low. He believed that a 60%-20%-20% distribution would be better. Barbara Neustadter noted that safety improvements for bikes were also eligible uses under the local streets and road category. Members Durant and Pierce stated a preference for Option B.

Chair Silva requested information about the method for distributing the money in these plans. Mr. Noeimi said that although this has not been determined, it is assumed that local streets and roads would use a formula similar to that used in Measure J. Distribution of the transit portion could be decided by the Bus Transit Coordinating Committee (BTCC). The pedestrian/bicycle portion could be used to augment the pot of money already in Measure J funding.

Member Durant commented about the diversity issue among the regions. Ideally, money would be divided among the RTPCs to enable them to choose their own plans, but this approach would be difficult to define and present to the voters in a countywide measure. In order to pass the measure, consideration must be given to what the voters are likely to support or reject, and supporting local streets and roads and transit makes the most sense.

Chair Silva said that she preferred Option A because she believes voters will approve something directly related to roads and improvements, noting that an alternative in-between might be better.

Member Durant asked Alex Evans of EMC Research to comment on how rational it would be to have a pot of money divided by the RTPCs, which in turn would set their own percentages. Mr. Evans believed that the weakness here would be in describing the measure to the voters. The difficulty is how to present a measure that leaves too much unspecified and requires voters to trust regional officials to allocate money. Mr. Evans suggested that if TRANSPAC wanted to pursue an option similar to SWAT's proposal, a minimum percentage for the three categories would be needed to be established, leaving the balance for regional committees to determine. Even this approach might leave too much unspecified for the voters. The remedy is for regional authorities to pre-determine what the percentage is going to be. Mr. Evans recommended not giving up on

finding a single approach. He mentioned that Alameda County's draft plan is set at 60%-25%-5%-10% (for smart corridors). Some of the road money will be set aside for bikes.

Chair Silva asked Mr. Evans to comment about some of the results of the polling data (included in the packet). Mr. Evans explained that generally on tax measures, women are usually more risk averse and are lower in support; men are more willing to spend on something they like, but have less trust in government. Chair Silva expressed concern about the "trust me" factor in some of the proposals and the difficulty there could be in communicating multiple plans to voters, especially since the polling had revealed an unwillingness of 45% of voters to say yes to a \$10 fee. A single message will be easier to move through the process. Ms. Bourgart added that there wouldn't have to be different messages in different regions, but the key would be the regional committees' ability to determine where they want to direct their flexible funds and incorporate this into the countywide picture.

Member Ross asked about the campaign message for what the \$10 will do to benefit the voters. Mr. Evans said that for the individuals polled, fixing roads and keeping the state from taking the money was paramount.

Member Pierce proposed a 70%-20%-10% allocation with the ability for local jurisdictions to contribute some of their share into to a subregional pot. She added that SWAT's 35% is confusing and too hard to pin down. The measure would be more appealing if most of the money goes to the people who are paying the fee. She noted that the people paying this fee aren't likely to support transit in areas where transit is not easily accessed or available.

Ms. Neustadter asked about procedures for reviewing and revising the expenditure plan. Ms. Bourgart said that there will be an amendment process for the expenditure plan which is yet to be determined.

Member Pierce added that if transit and pedestrian/bicycle money was put into the existing Measure J categories, there already is a regional equity split. It would still give WCCTAC what it wants and augments what it already has. Local streets and road money is written in a way such that it can facilitate transit and allows some discretion for road use. One of the concerns is that there needs to be clean and easy to message to communicate, and that kind of split may serve the purpose.

ACTION: The motion was made to support an alternative 70%-20%-10% option and allow local jurisdictions to contribute a share of their allocations into a subregional pot. **Pierce/Durant/unanimous**

The remaining agenda items will be forwarded to the June 17 or July 8 meetings.

13. The meeting was adjourned at 10:00 a.m.

4. Contracts for TRANSPAC staff services and 511 Contra Costa Oversight

Summary of Issues: TRANSPAC contracts, usually in two year increments, with Neustadter Associates for TRANSPAC Staff Services and 511 Contra Costa oversight. The current contracts expire on June 30, 2010.

Recommendation: The TRANSPAC TAC recommends extension of these contracts for one year with an option for a second year as part of the 2011-2012 TRANSPAC budget.

Financial Implications: TRANSPAC has traditionally used the City of Pleasant Hill management compensation elements (COLA and merit) as guidelines to determine increases for this consultant.

In 2008, TRANSPAC approved a 3.5% increase for both FY 2008-09 and 2009-10. In 2009-2010, the City of Pleasant Hill had a 4% COLA and 5% merit available for management employees. Although the 3.5% increase had already been approved, the consultant proposed no increase in the 2009-2010 budget. For FY 2010-2011 for management employees, the City has eliminated the COLA and increased the merit ceiling from 5% to 7%. A 2% increase for the consultant is proposed in the 2010-11 draft budget and an increase for 2011-12 may be determined at the time of budget preparation for that fiscal year.

Options: Authorize issuance of a Request for Proposal for TRANSPAC staff services and 511 Contra Costa oversight; transfer TRANSPAC staff services to 511 Contra Costa Program Manager and staff and/or as determined

Attachments: None

5. FY 2010-2011 Draft TRANSPAC Budget

Summary of Issues: TRANSPAC annually adopts a budget (separate from 511 Contra Costa) for its operation, consultant services, and administrative support services. Contribution by each jurisdiction is predicated on a formula based on: 1) a one-sixth share of 50% of the budget and; 2) the "second" 50% share is derived by the application of the percentage of each jurisdiction's share of the total Central County Local Street and Road Maintenance Measure J funding. The total of these two calculations is the amount requested of each TRANSPAC jurisdiction.

Recommendations: The TRANSPAC TAC recommends approval of the Draft 2010-11 TRANSPAC budget and requests authorization for the Chair and TRANSPAC Manager to consult on actions to decrease local jurisdiction contributions. Such actions could include decreasing administrative staff hours and revising proposed budget category amounts at the end of the fiscal year.

Financial Implications: The proposed 2010-11 budget is \$938 dollars higher than the current budget of \$185,038. The detailed 2010-11 and 2009-10 budgets are attached.

Options: Delay action on budget, revise draft budget, and change budget assumptions.

Background: As in the past, the proposed draft budget is built on City of Pleasant Hill COLA, established step increases and updated benefit rates for TRANSPAC's share (50%) of the Administrative Assistant position. This is the second year of the two-year contract approved with Neustadter Associates in 2008. At that time, TRANSPAC approved a consultant rate increase based on the City of Pleasant Hill 2008-2009 3.5% percent management COLA increase for each contract year. Please note that the 3.5% increase was not assumed in the proposed 2009-10 budget.

While a final accounting of the budget year usually does not occur until beginning of the new fiscal year, contingency funds and some line items are expected to have some funds remaining at the end of the fiscal year. As a result, it is assumed that some "interest" line item and available 2009-10 "rollover" funds can be used to decrease the 2010-2011 budget bottom line. In addition, the TRANSPAC Manager requests authorization to consult with the Chair if there is an opportunity to use administrative personnel and/or operational savings to decrease the 2009-2010 budget bottom line and to recalculate jurisdiction formula costs prior to the issuance of invoices.

The TRANSPAC TAC reviewed the draft budget at its April 22, 2010 meeting and recommended approval to TRANSPAC with the caveat that the TRANSPAC Manager in consultation with the Chair may revise the budget to decrease the contributions required by TRANSPAC jurisdictions.

Attachments: The proposed 2010-11 budget, the 2009-10 budget for comparison and the calculation from which each jurisdiction's budget share is derived.

TRANSPAC ALLOCATION FORMULA for 20010-2011 Budget			
2010-2011			
JURISDICTION	50% ANNUAL NET BUDGET	MEASURE C/J RTS \$s Current Allocation	RTS % APPLIED TO 50% OF NET BUDGET
CLAYTON	1/6	\$183,000	5.21%
CONCORD	1/6	\$1,263,000	35.95%
MARTINEZ	1/6	\$426,000	12.12%
PLEASANT HILL	1/6	\$423,000	12.04%
WALNUT CREEK	1/6	\$701,000	19.95%
CONTRA COSTA COUNTY [^]	1/6	\$517,500	14.73%
TOTAL	50% Budget	\$3,513,500	50% Budget
Each jurisdiction contributes 50% of the TRANSPAC budget based on an equal (1/6) share of the annual budget amount.			
The remaining 50% share is calculated on the most recent percentage of Measure C/J "return to source" funds received by each jurisdiction.			
[^] Estimated at 25% of allocation (\$2,070,000)			

TRANSPAC REVENUE BUDGET						
2010-2011						
JURISDICTION	50% ANNUAL BUDGET (R)	MEASURE C/J RTS %	\$ AMOUNT FROM PERCENT (R)	2010-2011 AMOUNT	2009-2010 AMOUNT	
CLAYTON	\$15,498	5.21%	\$4,845	\$20,343	\$20,093	
CONCORD	\$15,498	35.95%	\$33,429	\$48,927	\$48,867	
MARTINEZ	\$15,498	12.12%	\$11,270	\$26,768	\$26,588	
PLEASANT HILL	\$15,498	12.04%	\$11,196	\$26,694	\$26,459	
WALNUT CREEK	\$15,498	19.95%	\$18,551	\$34,049	\$33,888	
CONTRA COSTA COUNTY	\$15,498	14.73%	\$13,697	\$29,195	\$29,143	
TOTAL	\$92,988	100%	\$92,988	\$185,976	\$185,038	
2010 2011 Budget ok'd TRS TAC						
4 28 10						

6. Recommendation on the Use of TRANSPAC's Measure J Additional Bus Service Enhancements funding (line item 19) for FY 2010 -11

Summary of Issues: In 2009, as detailed below, TRANSPAC approved the use of Measure J Central County's (line item 19a) "Additional Bus Service Enhancements" for County Connection in support of routes #16 and #316 for the fourth quarter of FY 2008/09 and FY 2009/10. TRANSPAC established that all future funding from this line item remains subject to an annual allocation recommendation by TRANSPAC. The 2009 allocation decision was restricted to line item 19a in FY2008-09 fourth quarter and FY2009-10. Currently \$733,182 is available for allocation in this line item.

Recommendation: The TRANSPAC TAC reviewed the annual allocation at its May 27, 2010 meeting and recommended approval of the allocation of Measure J line 19a funds to County Connection for FY 2010-11. County Connection proposes to continue to use the line 19a funds for routes #16 and #316 and requests TRANSPAC's approval. CCTA staff advises that routes #16 and #316 still qualify as new since both were part of a restructuring in late 2008/09.

The funds are to be used as follows:

Financial Implications:

	Total Cost	Measure J Line 19a Contribution	Measure J % of Route Cost
Route #316	\$171,756	\$109,977	64%
Route #16	\$887,377	\$623,205	70%
Total	\$1,059,133	\$733,182	69%*

*Measure J dollars as an aggregate percent of total cost is 69%; Average route contribution is 67%.

Background: In May 2008, TRANSPAC sent a letter to CCTA to clarify its position that Measure J funding for "Additional Bus Transit Enhancements" (line item 19) is intended to augment bus services through annual payments over the 25 year life of Measure J, with the funds to be used by County Connection at its discretion to best address Central County's bus transit needs. County Connection must report annually to TRANSPAC on how the funds were used, and must consider using annual disbursements to establish a fund reserve to ease expected Measure J revenue variances over its 25-year span.

In February 2009, the CCTA approved a policy that, with respective RTPC approval, would allow eligible bus and paratransit operators to use funds from the Measure J Additional Bus Transit, line item 19 and the Transportation for Seniors and People with Disabilities, line item 20, funding categories for existing services as well as enhanced and supplemental services. TRANSPAC and WCCTAC are the two RTPCs with allocation recommendation authority over respective Measure J line items 19 and 20.

The CCTA's action was taken in response to the serious funding cuts experienced by bus and paratransit service providers during this economically challenging time and the need for flexibility driven by the serious funding cutbacks experienced by transit and paratransit operators. CCTA also noted that the use of these funds to start new service while cutting existing service may be confusing to the public.

At its March 12, 2009 meeting, TRANSPAC approved a request to CCTA for a Measure J amendment to add funding existing service to the approved uses for its Measure J line items 19a and 20a and to allocate line item 19 funds to County Connection for new routes #16 and #316 for the fourth quarter of FY 2008/09 and FY 2009/10. TRANSPAC also established that all future funding from these line items remains subject to an annual allocation recommendation by TRANSPAC to CCTA. CCTA acted affirmatively on TRANSPAC's request. No funds were approved from line 20, Transportation for Seniors and People with Disabilities.

During the discussion, the following comments were noted for the record and future consideration of this allocation: TRANSPAC viewed these actions as short-term measures that recognized that decreased funding from standard sources had necessitated these actions; that an annual review/approval process is required to ensure that a precedent is not created which negates the Measure J intention of funding innovative local services; that restoration of this category for additional service is expected in the future and; that an annual approval is at TRANSPAC's discretion.

Route #16 provides a direct connection between the Monument corridor and the County Hospital in Martinez. In the past, riders were forced to transfer at the Amtrak station. Weekend route #316, provides service linking Martinez to the Pleasant Hill BART station via Sun Valley Mall, DVC and downtown Pleasant Hill creating a new and improved connection between downtown Pleasant Hill and the Pleasant Hill BART station.

7. TRANSPAC and CCTA Representatives are requested to report on the most recent CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and CCTA meetings (Members Pierce and Durant)

This item is expected to include a report on the development of revised language for the Growth Management Program Urban Limit Line requirement and the Expenditure Plan for Vehicle Registration Fee Ballot Measure in development pursuant to SB 83.

Attachment: Items approved by the Authority on May 19, 2010 for circulation to the Regional Transportation Planning Committees and items of interest

Recommendation: Action as determined



CONTRA COSTA
transportation
authority

COMMISSIONERS

Robert Taylor,
Chair

David Durant,
Vice Chair

Janet Abelson

Newell Americh

Ed Balico

Susan Bonilla

Jim Frazier

Federal Glover

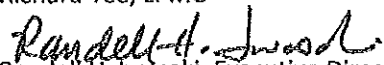
Mike Metcalf

Julie Pierce

María Viramontes

Randell H. Iwasaki,
Executive Director

MEMORANDUM

To: Barbara Neustadter, TRANSPAC
Andy Dillard, SWAT, TVTC
John Cunningham, TRANSPLAN
Christina Atienza, WCCTAC
Richard Yee, LPMC
From: 
Randell H. Iwasaki, Executive Director

Date: May 20, 2010

Re: Items approved by the Authority on May 19, 2010, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its May 19, 2010 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Commendation to Paul Maxwell:** *Chair Taylor presented Resolution 10-27-A to Paul Maxwell in recognition of his retirement. Mr. Maxwell will be retiring on June 11th after twenty years of service to the Authority.*
2. **Office Relocation Project.** *The Authority's office relocation project is on schedule. The new office lease commences in July, and the office move has been scheduled for July 23rd.*
3. **Transit Representative Ex-Officio Member of the Authority.** *The Authority has authorized staff to draft a revision to the Administrative Code in response to requests from Contra Costa bus transit operators that would allow non-elected officials to be appointed as ex-officio members to represent bus transit operators on the Authority. Staff was directed to work with the Bus Transit Coordinating Committee to develop criteria for inclusion in the draft Administrative Code revision for future consideration by the Authority.*
4. **SB 375 Implementation Update.** *Authority staff reported to the Planning Committee that the first SB 375 Regional Advisory Working Group (RAWG) meeting was held at*

3478 Buskirk Avenue
Suite 100
Pleasant Hill
CA 94523
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

MTC on April 28. Also, through the RTPC-TACs, Authority staff are facilitating meetings with ABAG staff and the Planning Directors from each subarea to discuss baseline land use assumptions for the Sustainable Communities Strategy.

5. **Legislation.** *Mark Watts, Smith-Watts & Company, LLC, the Authority's legislative advocate, gave a report on the May Revise (budget) and an initiative to protect local agency and transportation funds from being redirected by the State.*
6. **November 2010 Ballot Measure in Contra Costa: Vehicle Registration Fee (VRF) to Fund Transportation Programs and Projects – Expenditure Plan Options.** *Staff presented expenditure plan options which were developed by the VRF Advisory Committee, and reported on recent discussions with the regional committees.*
7. **Growth Management Implementation Guide for Measure J – Review “Proposal for Adoption”.** *The Authority reviewed the “Proposal for Adoption” Implementation Guide and directed staff to continue work on the ULL policies and procedures. Final adoption is scheduled for June 2010.*
8. **Contra Costa Sustainability Study Introduction.** *Staff provided an overview of the sustainability study, which will identify a vision for a sustainable transportation system in Contra Costa, help to determine the Authority's role in achieving that vision, and identify necessary implementation actions.*