



Annex to 2010 Association of Bay Area Governments Local Hazard Mitigation Plan

**Eastern Contra Costa Transit
Authority - Tri Delta Transit**

2010 Local Hazard Mitigation Plan Annex

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Eastern Contra Costa Transit Authority- Tri Delta Transit

Introduction

Eastern Contra Costa Transit Authority (ECCTA), also known as Tri Delta Transit, was formed in August of 1976 under the provisions of the California Joint Exercise of Powers Act, Government Code Sections 6500 et. seq. ECCTA represents the Cities of Brentwood, Antioch, Pittsburg, and Oakley as well as unincorporated portions of eastern Contra Costa County. ECCTA is responsible for providing public transit fixed route and paratransit service within an approximate 225 square mile service area with a population of approximately 270,000.

ECCTA operates fixed route, commuter route, and local paratransit services. The management, maintenance, oversight of the service contract, a portion of customer service (complaints and lost & found), bus stop maintenance for the approximately 700 bus stops in the system, bus shelter ownership and maintenance, planning, and marketing for both fixed route and paratransit service is provided by ECCTA. The current service operations contract with First Transit expires June 30, 2011, with an additional 3 one year options.

ECCTA is governed by an eleven member Board of Directors supported by a professional staff of thirty-six maintenance and administrative employees. The Board includes two representatives from each of the four incorporated cities, two representatives from the county and one at-large member elected by the other members of the Board.

During the fiscal year just completed, (FY 2009/10), ECCTA operated 154,822 revenue hours for fixed route service, covering 2,146,222 revenue miles and serving 2,345,668 passengers. During the same fiscal year, ECCTA provided 125,759 passengers with paratransit services which covered 749,104 revenue miles and 57,414 revenue hours.

The residential population in ECCTA's service area has expanded significantly over the past twenty years. This growth places an increased demand on ECCTA to provide additional public transit services, with an emphasis on commuter needs. ECCTA is committed to expanding services to fill this demand in a cost efficient and customer service oriented manner. ECCTA is proud to have succeeded in balancing these parameters since service began in 1977.

ECCTA's facility is located at 801 Wilbur Avenue, Antioch, California with a bus parking lot located at 1001 Wilbur Avenue. This facility was constructed in 1987 and expanded in 2003.

The bus parking lot at 1001 Wilbur was constructed in 2003. The facility includes administration offices, operations offices, a dispatch area, driver's room, classroom space, maintenance bays and stores, fuel island, mechanical bus washer, security system, parking for all ECCTA vehicles and employees, and other amenities. The selected contractor (currently First Transit) operates from this facility.

ECCTA receives grants for operating and capital purchases from the State Transportation Development Act (TDA), the Federal Transit Administration (FTA), State Transit Assistance (STA), and Regional Measure 2 (RM2) funds, AB 464 funds, and CMAQ funds.

ECCTA also receives local operating assistance from Contra Costa County sales tax funds known as Measure J.

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The Regional Planning Process

ECCTA was the only public bus transportation agency in Contra Costa County in 2005 that was an active participant in ABAG's Annex Planning. Since then, ECCTA has continued to participate in various ABAG workshops, conferences, and meetings, including:

- Transit Agency Workshop on February 12, 2009
- Transportation Response Plan (TRP) Steering Committee on June 11, 2009
- Lifeline & Hazards Review Committee on December 8, 2009

For more information on these meetings and for rosters of attendees, please see Appendix A and H in the ABAG Multi-Jurisdictional Local Hazard Mitigation Plan 2010 (MJ-LHMP). In addition, ECCTA has provided written and oral comments on the multi-jurisdictional plan and provided information on facilities that are defined as "critical" to ABAG.

The Local Planning Process

ECCTA's management team takes a pro-active approach to hazard mitigation planning projects with the Chief Executive Officer (CEO) directly involved in this process. Performance goals, strategies, planning and funding sources are all discussed and applied to decisions regarding any hazard mitigation issues that arise from construction, capital purchases or facility planning projects. The CEO also reports monthly to the Board of Directors the status of these projects.

The members of ECCTA's management team are:

- Chief Executive Officer
- Chief Operating Officer
- Chief Financial Officer
- Director of Administrative Services
- Director of Maintenance
- Director of Operations
- Director of Marketing

At the first meeting, general priorities and appropriate departments were identified. ECCTA's management team meets annually to update the plan's operating statistics, identify any new mitigation strategies, prioritize said strategies, and review preliminary budgets and potential funding sources for future mitigation projects.

At the second meeting, the draft priorities were assigned. Typically, each person was responsible for communicating existing efforts and thoughts on appropriate future action in their area of expertise. Finally, the draft priorities listing was provided to the seven-member team so that they could review the strategy priorities with the specific members of their department responsible for implementing them, as well as to review preliminary budgets and potential funding sources for strategies designated as "High" priority.

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Review and Incorporation of Existing Information

This process involved consideration of both the hazard and risk information developed by ABAG and discussed in the overall multi-jurisdictional Local Hazard Mitigation Plan, as well as the assessments of the age and construction type of structures owned by ECCTA and described on page 6. These meetings also discussed the Business Plan and Capital Improvements Plan already in place at ECCTA, as well how these plans could be best integrated.

Process for Updating Plan Sections

ECCTA participated in the 2005 multi-jurisdictional Local Hazard Mitigation Plan, and this Annex is an update of the Annex prepared for the 2005 plan. The lead in updating this Annex was taken by the Director of Administrative Services, based on feedback obtained from the staff who participated in the mitigation priority setting process.

The Planning Process section has been prepared to reflect the updated Annex. However, the process of assigning priorities was simplified because priorities had already been assigned in 2005.

The Hazard and Risk Assessment section has been updated to incorporate the new mapping compiled by ABAG for the overall multi-jurisdictional Local Hazard Mitigation Plan. The specific information about ECCTA has also been updated.

The Mitigation Goals and Priorities section has been expanded to take a more comprehensive approach to mitigation.

The Plan Maintenance and Update section is essentially the same as the 2005 Annex, with the addition of some ideas for improving public participation in the process.

Public Meetings

The public was given three opportunities to make comments on ECCTA's Local Hazard Mitigation Plan:

- On January 28, 2009, this plan was discussed at ECCTA's Board of Directors meeting.
- On September 14, 2009, a copy of ECCTA's mitigation annex plan was posted on ECCTA's website, www.trideltatransit.com.
- On September 22, 2009, ABAG hosted a public meeting (which was in ECCTA's public notice) to discuss these plans and allow the public to make comments.

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No public comments were received from the meetings or the internet posting. The ECCTA Board of Directors will adopt the plan in a public meeting using the ABAG Resolution when FEMA has granted their approval of this plan. Copies of the internet posting, the ABAG meeting and the Board of Director's agenda is in Exhibit A.

ECCTA is committed to improving public participation when this plan is updated in five years. To improve this process, ECCTA will consider writing letters to the editor of local newspapers in its service area to promote wider public knowledge of the process.

Hazards Assessment

The ABAG multi-jurisdictional Local Hazard Mitigation Plan, to which this is an Annex, lists nine hazards that impact the Bay Area, five related to earthquakes (faulting, shaking, earthquake-induced landslides, liquefaction, and tsunamis) and four related to weather (flooding, landslides, wildfires and drought).

ECCTA's hazards and risks are generally consistent with those identified in the ABAG Multi-jurisdictional Local Hazard Mitigation Plan, to which this is an Annex. ECCTA has no non-critical facilities and two critical facilities.

One owned critical facility is ECCTA's Administration, Operations and Maintenance building located at 801 Wilbur Avenue in Antioch, California. This critical facility is operated twenty-four hours a day seven days a week and houses approximately 185 employees, ECCTA's entire fleet of buses and support vehicles, office equipment, bus wash island, fuel island and numerous maintenance tools, equipment, and supplies required to operate bus service in eastern Contra Costa County.

The second critical facility used by ECCTA, is Kregor Peak in Clayton, California. This critical facility is owned by Contra Costa County and space is leased to ECCTA. ECCTA owned radio and microwave equipment located on this land is used to operate the radio system and bus tracking system on ECCTA's fleet of buses and support vehicles.

ECCTA examined the hazard exposure its two critical buildings based on the information on ABAG's website at <http://quake.abag.ca.gov/mitigation/pickcrit.html>.

Earthquake:

- ◆ Neither critical facility is in an Alquist-Priolo Fault Rupture Study Zone,
- ◆ Neither critical facility is in the highest two categories of shaking potential,
- ◆ One critical facility (in Antioch) is in an areas of moderate liquefaction susceptibility mapped by the U.S. Geological Survey,
- ◆ Both critical facilities are in areas where mapping by the Seismic Hazard Mapping Program of the California Geological Survey has not been completed.

The hazards shown on these maps, when completed, are likely to be consistent with the USGS liquefaction map and existing landslide map.

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Tsunamis:

- ◆ The December 2009 version of the CalEMA tsunami evacuation planning maps indicated that none of ECCTA's facilities are in this area.

Flooding:

- ◆ Neither critical facility is in the 100-year flood plain or in other flood-prone areas.

Dam Failure Inundation:

- ◆ Neither critical facility is in an area subject to dam inundation.

Landslides:

- ◆ Neither critical facility is in an area of existing landslides.

Wildfires:

- ◆ Neither critical facility is in an area subject to high wildfire threat, but one critical facility is in a wildland-urban interface threat area (in Clayton).

Drought:

- ◆ Drought is not a problem for transportation agencies.

Delta Levee Failure:

- ◆ Neither critical facility is located in an area protected by a levee.

Hazards Conclusion

Based on an overall assessment of ECCTA's operations, the conclusion is that earthquake shaking, liquefaction, and flooding are more important factors than faulting, earthquake-induced landslides, tsunamis, landslides, wildfires, and drought.

ECCTA is particularly concerned with:

- Liquefaction of the levees which could cause possible flooding of the nearby delta
- Roadway damage in the service area causing interruption of service
- Earthquake shaking and or liquefaction causing damage to underground fuel tanks
- Communication tower damage making it unable to communicate with buses in service

This conclusion was based on the hazard exposure information for ECCTA's facilities described later in this document.

Risk Assessment

Hazards and risk assessments and strategies are discussed with the appropriate staff and consultants necessary to address the specific purchase of capital equipment, construction of buildings and other projects.

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The goals of the hazard and risk assessments are to:

- Ensure the safety and security of ECCTA's employees and passengers
- Minimize disruption of service to ECCTA's passengers
- Minimize damage and loss of ECCTA's equipment and buildings

An examination of ECCTA's potential hazard exposures associated with an earthquake or other natural disaster indicates that the following ECCTA equipment and or buildings are more vulnerable than may be anticipated:

- ECCTA vehicles: ECCTA owns and operates 100 buses and support vehicles. These vehicles may become damaged or destroyed in an event. If this occurs, they must be replaced in order to continue providing service to passengers.
- Office equipment: The equipment and supplies located in ECCTA's main building located on Wilbur Avenue is valued at approximately \$750,000 and may become damaged or destroyed in an event.
- Operating costs: During an event it is anticipated that transit agencies located closer to the major fault lines most likely to rupture, specifically BART, will require ECCTA's assistance to transport passengers in and out of their service area to ECCTA's service area where approximately 5,000 BART daily passengers live. Costs associated to providing this service at ECCTA's current operating costs per hour could impact the ability to restore regular service to passengers if costs are not reimbursed in a timely manner.

Repetitive Loss Properties

The ECCTA buildings are not repetitive loss properties for flooding.

Other Risks

There are no risks or vulnerabilities that differ from the rest of the planning area.

ECCTA plans to continue to work with ABAG to improve the risk assessment information being compiled by ABAG, including developing ways to assess how many soft-story buildings are located in the unincorporated areas of the County.

ECCTA plans to work with ABAG to develop specific information about the kind and level of damage to buildings, infrastructure, and critical facilities which might result from any of the hazards previously noted.

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Past Occurrences Of Disasters (natural and human-induced)

There have been no past incidents or disasters that have affected ECCTA's jurisdiction or disrupted transportation services.

National Flood Insurance Program

As a transit agency, ECCTA is not eligible to participate in the National Flood Insurance Program (NFIP).

Mitigation Goals

The goal of the ABAG MJ-LHMP is to maintain and enhance a disaster-resistant region by reducing the potential for loss of life, property damage, and environmental degradation from natural disasters, while accelerating economic recovery from those disasters. This goal is unchanged from the 2005 plan and continues to be the local goal of ECCTA in designing its mitigation program.

Mitigation Activities and Priorities

Evaluation of Progress from 2007 Plan

As a participant in the ABAG multi-jurisdictional planning process, ECCTA staff helped in the development and review of the comprehensive list of mitigation strategies in the overall multi-jurisdictional plan.

The priorities for ECCTA and specific mitigation strategies were discussed at meetings that included the Chief Executive Officer, the Chief Operating Officer, the Director of Planning and Grants, the Director of Maintenance, the Operations Manager, Director of Operations, and the Director of Administrative Services.

The mitigation strategies were reviewed and decisions were made on each strategy's priority based on a variety of criteria not simply on an economic cost-benefit analysis. These criteria include being technically and administratively feasible, politically acceptable, socially appropriate, legal, economically sound, and not harmful to the environment or our heritage.

ECCTA staff is committed to continue efforts to develop identify and forecast specific hazard and risk information to make appropriate decisions regarding hazard mitigation.

The Chief Executive Officer (CEO) reviewed and approved the final draft of ECCTA's plan. The CEO presented the final plan to ECCTA's Board of Directors and it was adopted at the July 27, 2005 board meeting.

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ECCTA will use a variety of project-specific mechanisms to ensure that the projects and mitigation strategies identified as existing or having relatively high priorities in this Annex are implemented.

Because ECCTA is a small agency with no formal planning department, administrative staff members have committed to make decisions on project priorities that incorporate the goals, objectives, and strategies identified in this annex. These priorities that are incorporated into the annual Capital Improvement Grant Application submitted to MTC, in the annual Operating Budget, and in the annual Capital Improvement Budget.

For example:

- ◆ The Agency recently added a new office building that was constructed to advanced building code standards by putting this requirement in the Capital Improvement grant application.
- ◆ The recent shelving installed in the Administrative Office Building was specified as being attached to the wall to resist earthquake forces.
- ◆ Shelving in the parts room was anchored to the floor.

In addition, ECCTA may, in the course of reviewing the infrastructure mitigation strategies that have not yet been considered, identify activities with high or very high priorities and may seek funding support for initiation of those activities.

Future Mitigation Actions and Priorities

As a participant in the 2010 ABAG multi-jurisdictional planning process, the staff of ECCTA helped in the development and review of the comprehensive list of mitigation strategies in the overall multi-jurisdictional plan.

However, the decision on specific priorities for ECCTA was made by the team identified in the Planning Process section of this document, and reviewed by ECCTA's Chief Executive Officer. The decision on the priority was made based on the hazards and risks present in the ECCTA service area, as well as the hazards and risks specific to ECCTA facilities. The decision on priority was made based on a variety of criteria, not simply on an economic cost-benefit analysis. These criteria include being technically and administratively feasible, politically acceptable, socially appropriate, legal, economically sound, and not harmful to the environment or our heritage. The decision was also made to best leverage the implementation mechanisms available to ECCTA, including the Capital Improvements budget and the Emergency Operations Plan.

Representatives from multiple departments then met on a regular basis to review progress on the ECCTA's 2005 strategies as well as to identify and prioritize additional mitigation strategies to update the list. These draft priorities were submitted to the ECCTA Board of Directors for their review and will be adopted pending approval of this LHMP by FEMA.

ECCTA's planning team also prioritized specific mitigation tasks for the next 5 years. This list includes implementation process, and funding strategy. At this time, there are no plans for any future building projects.

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The highest priority for ECCTA during the next five years is to improve interoperable communication systems during the event of an emergency. This will create better communication between buses in route and communicating with other transit agencies to better serve the community and assist other transit agencies more smoothly when the transportation network is disrupted.

Existing programs and new projects with a “high” priority include:

- Shelving, file cabinets, computer systems, and other nonstructural components of the ECCTA’s critical facilities will continue to be evaluated and anchored to meet the performance needs of the agency following an earthquake as funds become available. (GOVT a-4) The lead on this strategy is the Administrative Services Department. This program is a continuation of the policy that resulted in the shelving installed in the Administrative Office Building being attached to the wall to resist earthquake forces and the shelving in the parts room being anchored to the floor.
- ECCTA is actively seeking funding to improve its SEMS plan, NIMS plan, and response, recovery and resumption of service plans. As part of this plan update process, ECCTA will be evaluating its overall transit system to determine the extent to which existing facilities and equipment meet the goal of rapid resumption of service and recovery of the transit system. (GOVT b-1, GOVT b-2, and GOVT b-4). While no changes in these facilities that require mitigation are known at this time, this planning process should point out any need for evaluation or mitigation of these facilities, including bus maintenance and fueling facilities. (INFR a-1). The leads on this strategy are the Chief Operating Officer, Director of Operations and the Director of Administrative Services. The amount of future funding is currently under study.
- ECCTA has participated with other transit agencies, including MTC, in a system of interoperable communications, but does not currently have hardened communications within its own organization or an Emergency Operations Center. In mid-2010, ECCTA received a grant to purchase interoperable communications equipment. ECCTA is currently in the process of installing this equipment and training employees on its use so that ECCTA can establish its own Emergency Operations Center. ECCTA has to be able to communicate with both the other transit agencies, as well as with local first responders and bus drivers, to ensure that Bay Area transit systems, as a whole, recover following future disasters. As part of this process, ECCTA will be investigating the need for additional equipment and facilities to handle increased use of ECCTA buses and rerouting of those buses due to potential problems with, for example, the BART system. (GOVT c-7). The lead on this strategy is the Director of Administrative Services.
- Maintain ECCTA’s Emergency Operations Plan. Funding will be required in order to develop this plan further, purchase emergency supply for responding and communicating during a disaster, and provide for more staff training. (GOVT b-1, GOVT b-4, GOVT c-1). This task is led by the Director of Administrative Services. The amount of future funding is currently under study.

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- Maintain ECCTA's Security and Emergency Prevention Plan. Funding will be required in order to develop this plan further and provide for more staff training to allow for a more comprehensive plan for larger scale disasters. (GOVT b-1, GOVT b-2, and GOVT b-4). The leads on this strategy are the Chief Operating Officer, Chief Financial Officer, and the Director of Administrative Services. The amount of future funding is currently under study.

The timetable for these strategies is 5-10 years, depending on the economic recovery of the Bay Area.

The specific strategy priorities of ECCTA are included in the ECCTA spreadsheet attached to this LHMP.

Incorporation into Existing Planning Mechanisms

ECCTA has, and will continue to use, a variety of project-specific mechanisms to ensure that the projects and mitigation strategies identified as existing or having relatively high priorities in this LHMP Annex are implemented. ECCTA will incorporate the goals, objectives and strategies identified in this annex in the annual Capital Improvement Program, as well as into the Emergency Operations Plan.

Contra Costa County has included ECCTA in their County-wide mitigation plan as an east Contra Costa County transportation provider, evacuation provider, and a transporter of emergency personnel.

In all cases, ECCTA's service area was identified as having a low to medium impact in the event of an earthquake. This Plan was implemented in the summer of 2010. Contra Costa County has used pre-existing programs as a basis for identifying gaps that may lead to disaster vulnerabilities in order to work on ways to address these risks through mitigation.

For example, ECCTA has identified a need to improve communications. The Emergency Operations Plan supports this need as integral to the mission of ECCTA, while the Capital Improvements Plan is the funding mechanism for processing the request. ECCTA is looking at the Capital Improvement Program for minor upgrades of the communication system, but also is in the process of seeking grant funds and preparing grant applications for the larger communication system needed.

The final strategies and Annex will be adopted in the same resolution adopting the overall LHMP on following Approval Pending Adoption by FEMA.

Ongoing integration of the policies and programs identified in this Local Hazard Mitigation Plan will occur at ECCTA by the Director of Administrative Services.

ECCTA will continue to work with MTC and the transit districts in the Bay Area to encourage them to adopt the Local Hazard Mitigation Plan and to ensure that these mitigation plans are incorporated into an overall regional planning process.

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Plan Update Process

As required by the Disaster Mitigation Act of 2000, ECCTA will update this plan annex at least once every five years by participating in a multi-agency effort with ABAG and other agencies to develop a multi-jurisdictional plan.

The Director of Administrative Services will ensure that monitoring of this Annex will occur. The plan will be monitored on an on-going basis. However, the major disasters affecting Contra Costa County, legal changes, notices from ABAG as the lead agency in this process, and other triggers will be used. For example, if a structural engineer determines that a major risk exists at more buildings or tanks owned by ECCTA, the priority associated with upgrading those facilities will be re-evaluated. Finally, the Annex will be a discussion item on the agenda of the meeting of department leaders at least once a year. At the annual meeting, the department heads will focus on evaluating the Annex in light of technological and political changes during the past year or other significant events. The Department leaders will be responsible for determining if the plan should be updated and if any additional meetings are necessary.

ECCTA is committed to reviewing and updating this plan annex at least once every five years, as required by the Disaster Mitigation Act of 2000.

The Director of Administrative Services will contact ABAG four years after this plan is approved to ensure that ABAG plans to undertake the plan update process. If so, the County plans to participate in the multi-jurisdictional plan. If ABAG is unwilling or unable to act as the lead agency in the multi-jurisdictional effort, other agencies will be contacted, including the County's Office of Emergency Services. Counties should then work together to identify another regional forum for developing a multi-jurisdictional plan.

ECCTA is committed to public participation. All ECCTA Board meetings are open to the public and the public is invited to comment on Board Agenda items. The public will continue to be involved whenever the plan is updated and as appropriate during the monitoring and evaluation process. Prior to adoption of updates, the County will provide the opportunity for the public to comment on the updates. A public notice will be posted prior to the meeting to announce the comment period and meeting logistics. ECCTA is committed to improving public participation in the update process over the next five years. To improve this process, ECCTA will consider writing letters to the editor of local newspapers in its service area to promote wider public knowledge of the issues related to disaster mitigation and the planning process.

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Mitigation Plan Point of Contact

Primary: Ann Hutcheson
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Exhibit A - Public Meeting Announcements

Internet Public Notice

Public Notice

The Association of Bay Area Governments (ABAG) is developing a regional Multi-jurisdictional Local Hazard Mitigation Plan for the San Francisco Bay Area and ECCTA is providing an annex to this plan.

This annex plan identifies the strategies used by ECCTA to mitigate the natural hazards that affect eastern Contra Costa County. ECCTA is encouraging public comment on the recently updated version of ECCTA's Local Hazard Mitigation Annex Plan.

A copy of this plan and the transportation related mitigation strategies that will be used by ECCTA, are posted at this web site for your review and comment.

For more information or to attend a public meeting to discuss these plans please go to:
<http://www.mtc.ca.gov/meetings/events/9-22-09.pdf>

You may submit your questions or comments no later than September 29, 2009 to:

Ann Hutcheson
Director of Administrative Services
Eastern Contra Costa Transit Authority
801 Wilbur Avenue
Antioch, CA 94509
annah@eccta.org

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ABAG Public Notice

Public Notice

2005 Local Hazard Mitigation Plan Update

You are invited to a Public Participation Session to provide comments on the update of the multi-jurisdictional **2005 Local Hazard Mitigation Plan (MJ-LHMP)** for the San Francisco Bay Area. This plan serves as a catalyst for a dialog on public policies needed to mitigate the natural hazards that affect the San Francisco Bay Area.

The focus of this event will be on transportation-related mitigation strategies. Representatives from the participating agencies will answer questions related to their update of the local agency annex to the regional plan.

PARTICIPATING AGENCIES:



San Francisco Municipal Transportation Agency

Tuesday, September 22nd, 2009
12:00 noon until 2 p.m.
Joseph P. Bort Metro Center
101 8th Street (Auditorium)
Oakland, California 94607

Jeanne Perkins, Hazard Mitigation Coordinator, will provide an overview of the regional accomplishments since adoption of the original 2005 plan and expectations for the next 5 years.

You may also participate by conference call.
Dial in number: 1-877-336-1831
Access code: 7504227

More information:
<http://quake.abag.ca.gov/mitigation/>
or jeanne@abag.ca.gov

Transit Access to the Metro Center BART to Lake Merritt Station, AC Transit buses #11 from Piedmont or Moria; air: 559 or 659A from Mountain; #62 from East or West Oakland; #88 from Berkeley; for transit information from other Bay Area Counties, call 511, or use the TakeTransit Trip Planner at www.511.org to plan your trip.

Parking: Metered parking is available on the street. No public parking is provided at the Metro Center.

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ECCTA Public Meeting

Board of Directors:

chair: Barbara Guise, City of Brentwood
vice chair: Michael Kee, City of Pittsburg
Gene Clare, City of Brentwood
Mary Erbez, Contra Costa County
Brian Kalinowski, City of Antioch
Reginald Moore, City of Antioch
Nancy Parent, City of Pittsburg
Barney Parsons, Contra Costa County
Carol Rios, City of Oakley
Kevin Romick, City of Oakley
Joe Tovar, Member-at-Large

EASTERN CONTRA COSTA TRANSIT AUTHORITY BOARD OF DIRECTORS MEETING

DATE: Wednesday, January 28, 2009
TIME: 4:00pm
PLACE: ECCTA Boardroom
801 Wilbur Avenue
Antioch, CA 94509
(925) 754-6622

AGENDA

1. **Call to Order:** Chair Barbara Guise
2. **Pledge of Allegiance**
3. **Public Comment**
4. **Consent Calendar: (ACTION ITEM)** Minutes, Financial Report, and Marketing Activities Report (*see attachment: tab #1*)
 - a. Minutes of Board of Directors Meeting December 17, 2008
 - b. Financial Report
 - c. Marketing Activities Report

Recommended Motion: Approve items 4a, 4b, and 4c
5. **Chair's Report:** Chair Barbara Guise
6. **CEO's Report:** Jeanne Krieg
 - a. Operations Report (*see attachment: tab #2*)
 - b. FTA Audit Results: Substance Abuse Management Oversight Program (*see attachment: tab #3*)

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7. ACTION AND DISCUSSION ITEMS

- a. Hazard Mitigation Annex Plan (*see attachment: tab #4*)
Recommended Motion: Adopt Resolution 090128a authorizing staff to execute and deliver the updated Local Hazard Mitigation Plan Annex to ABAG for incorporation into ABAG's Multi-jurisdictional Hazard Mitigation Plan
- b. Security Funding (*see attachment: tab #5*)
Recommended Motion: Adopt Resolution #090128b authorizing the CEO or her designee to execute for and on behalf of ECCTA, any actions necessary to obtain financial assistance provided by the Governor's Office of Homeland Security
- c. 2009 Board meeting dates (*see attachment: tab #6*)
Recommended Motion: Adopt Resolution #090128c authorizing changing the dates of three 2009 Board of Directors meetings.
- d. CCTA Ex-Officio Alternate Appointment (*see attachment: tab #7*)
Requested Action: Appoint an ECCTA board member to serve as the alternate ex-officio on the CCTA Board of Commissioners for the term of February 1, 2009 through January 31, 2010.
- e. Election of ECCTA Vice-chair (*see attachment: tab #8*)
Requested Action: Elect Nancy Parent to serve as the Vice-chair of the ECCTA Board of Directors for the remainder of FY 2008-09.

8. Public Comment

9. Board of Directors Comments

Under this item, Directors are limited to providing information, asking clarifying questions about matters not on the agenda, responding to public comment, referring matters to committee or staff for information, or requesting a report be made at another meeting.

10. Adjourn

Next meeting: February 25, 2009 at the ECCTA administration facility, 801 Wilbur Avenue, Antioch, CA at 4:00pm

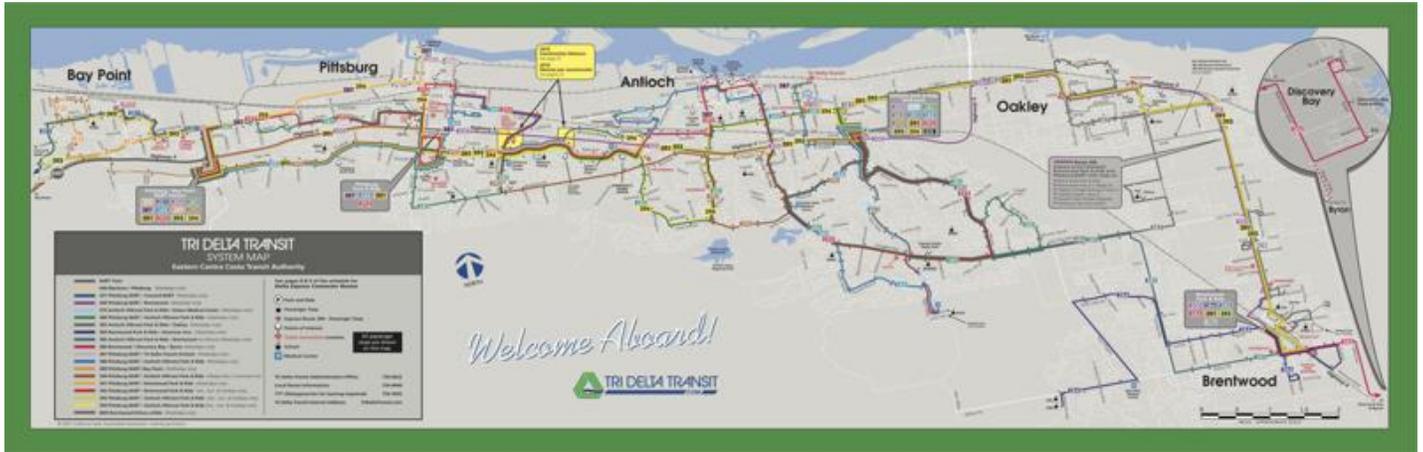
In compliance with the Americans with Disabilities Act, the meeting room is wheelchair accessible and disabled parking is available in the Tri Delta Transit parking lot. If you are a person with a disability and you need disability-related modifications or accommodations to participate in this meeting, please contact the CEO's Office at (925) 754-6622 or fax (925) 757-2530. Notification 48 hours prior to the meeting will enable Tri Delta Transit to make reasonable arrangements to ensure accessibility to this meeting. (28 CFR 35.102-35, 104 ADA Title II) Please help us accommodate individuals with EI-MSD and refrain from wearing scented products to this meeting.

The Board of Directors may take action on any item on the agenda, which action may consist of the recommended action, no action or a related action.

Copies of all staff reports and documents subject to disclosure that relate to each item of business referred to on the agenda are available for public inspection the Friday before each regularly scheduled Board of Directors meeting at Tri Delta Transit's front desk located 801 Wilbur Avenue, Antioch, California. Any documents subject to disclosure that are provided to all, or a majority of all, of the members of the Board regarding any item on this agenda after the agenda has been distributed will also be made available for inspection at Tri Delta Transit's front desk at the above referenced address during regular business hours.

Eastern Contra Costa Transit Authority- Tri Delta Transit

Exhibit B- ECCTA System Map



For more information and details of ECCTA's bus routes please visit www.trideltatransit.com.

Eastern Contra Costa Transit Authority- Tri Delta Transit

Exhibit C - ECCTA 2010 Mitigation Strategy Spreadsheet

[Available on LHMP CD or at <http://www.abag.ca.gov/bayarea/eqmaps/mitigation/strategy.html>]