

INTERCITY TRANSIT ANNEX

HAZARDS MITIGATION PLAN FOR THE THURSTON REGION



2024

Intercity Transit
510 Pattison Street SE
Olympia, WA 98501

intercitytransit.com

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Section 1: Community Profile

1.1: Organization Overview

1.1.1 Background:

Intercity Transit (IT) is the public transit agency that serves Thurston County's Public Transportation Benefit Area (PTBA). The agency provides a variety of transit services and commuter programs within the Thurston region. Intercity Transit was established by voters in September 1980. Intercity Transit's administration, maintenance, and operations centers are in Olympia.

1.1.2 Governance:

The Intercity Transit Authority (Authority), our governing body, consists of five elected officials who represent Olympia, Lacey, Tumwater, Yelm, and Thurston County. Three community members and a labor representative also serve on the Authority. The Community Advisory Committee (CAC), a 20-member community advisory panel, provides input to the Authority.

1.1.3 Our Mission:

To provide and promote transportation choices that support an accessible, sustainable, livable, healthy and prosperous community.

1.1.4 Our Vision:

To be a leading transit system in the country, recognized by our peers, community and customers for our well-trained, highly motivated, customer focused, community-minded employees committed to enhancing the quality of life for all in Thurston County.

1.2: Service and Operations

1.2.1 Service Summary:

Intercity Transit serves Washington State's capital city, Olympia, and neighboring cities Lacey, Tumwater, and Yelm. Since 1981, we have provided more than 123.3 million rides for area residents and commuters. The agency employs 380 people and is growing.

1.2.2 Fleet:

We currently operate a fleet of 118 buses (86 coaches and 54 Dial-A-Lift vans) and 186 vanpool vans.

1.2.3 System Facilities:

The agency maintains transit centers, bus stops, and park and rides. These consist of three facilities (Operations/Administrative, Maintenance, and Fuel/Wash), two transit centers (Lacey Transit Center and Olympia Transit Center), 1,031 bus stops, 291 bus shelters, and three Park & Rides (P&R): Martin Way P&R, Hawks Prairie P&R, and Amtrak Centennial Station.

1.2.4 Public Transportation Benefit Area (PTBA):

101.423 square miles

1.2.5 Service Area Population:

203,133 (2023 OFM)

1.2.6 Average Weekday Boardings:

Fixed Route: 11,000

Dial-A-Lift: 650

Vanpool: 545

1.2.7 Revenue Service Miles Per Year:

Fixed Route: 3.2 million

Dial-A-Lift: 1 million

Vanpool: 2.6 million

1.2.8 Fixed Route Lane Miles:

600 miles

Section 2: Intercity Transit Plan Development Process

2.1: Hazards Mitigation Plan Development Team

Intercity Transit's Chief Safety Officer, Jason Hanner attended the Hazards Mitigation Plan for the Thurston Region meetings on behalf of Intercity Transit. Zach Heinemeyer, Training and Safety Coordinator, organized agency planning efforts with agency staff and the Authority.

The following staff served as Intercity Transit's hazards mitigation planning development team:

| Representative | Title |
|------------------------|--|
| Zach Heinemeyer | Training & Safety Coordinator |
| Jason Hanner | Chief Safety Officer |
| Jason Aguero | Chief Information's Officer |
| Cameron Crass | Deputy Director of Operations |
| Heather Stafford-Smith | Administrative Services Director |
| Emily Bergkamp | General Manager |
| Michael Maverick | Deputy Director of Procurement |
| Rob LaFontaine | Planning Manager |
| Joy Gerchak | Customer Service Manager |
| Kevin Karkowski | Dial-A-Lift Manager |
| Robert Reinhardt | Information Systems Manager |
| Staci Revel | Facilities Manager |
| Jonathan Yee | Fleet & Facilities Director |
| Jana Brown | Chief Financial Officer |
| Kiera Maryott | Finance Supervisor |
| Nick Demerice | Marketing, Communication, and Outreach Officer |

2.2: Hazards Mitigation Plan Development

The planning team met regularly during plan development to review previous plans and update and develop new mitigation priorities. The following activities supported the development of Intercity Transit's hazards mitigation planning process:

| Date | Location | Activity | Subject |
|-----------|-------------------|---------------------------------------|---|
| 4/2/2024 | Intercity Transit | Planning Team meeting | Review of Hazard Risk Assessment and previous IT HMP ANNEX mitigation initiatives with Planning Team. |
| 4/12/2024 | Intercity Transit | Planning Team meeting | Mitigation project ideas generated and discussed. |
| 5/6/2024 | Intercity Transit | Planning Team - internal work session | Discussed capabilities assessment and mitigation initiative details. |

| | | | |
|-----------------------|----------------------------------|---|--|
| 5/20/2024 | Intercity Transit | Planning Team - internal work session | Conducted mitigation priority and cost benefit assessment. |
| 5/22/2024 - 5/29/2024 | Intercity Transit | Planning Team - internal work session | Planning Team took time to review the listed previous incidents and gave input on additional information to add. |
| 6/27/2024 | Intercity Transit | IT Marketing review | IT Marketing reviewed and formatted HMP ANNEX to align with proper formatting requirements. |
| 7/29/2024 - 8/12/2024 | Post on social media and website | Public invited to comment on draft plan | Draft HMP ANNEX is published & open to public comment by social media and our website. |
| 8/19/2024 | Intercity Transit | CAC Briefing Public Meeting | Brief our Community Advisory Committee on the draft HMP ANNEX. |
| 8/21/2024 | Intercity Transit | Intercity Transit Authority Adoption | Adoption of IT Annex to Hazards Mitigation Plan for Thurston Region. |

2.3: Opportunities for Public Participation

Intercity Transit's Community Advisory Committee was briefed on the annex August 19, 2024. The CAC is a 20-member advisory group that provides input to the Authority on local public transportation issues such as: Dial-A-Lift policies, service changes, strategic plans, the budget, fare structures, transit amenities and other issues. Members are selected to achieve diversity and geographical representation of the Public Transportation Benefit Area (PTBA). The membership consists of individual transit riders, local business and agency representatives, nonprofit groups, seniors, and youth. The presentation packet was posted on the website and the public was invited to hear the briefing.

The public was notified of any changes to Intercity Transit's mitigation strategy and was given an opportunity to submit comments in advance of Intercity Transit Authority action.

2.4: Integration in Plans, Policies, and Planning Mechanisms

The Intercity Transit Strategic Plan, Transit Development Plan, and Annual Budget are all used to implement mitigation initiatives specified by this annex. After adoption of the Hazards Mitigation Plan, the agency will continue to integrate mitigation priorities into these documents.

2.5: Plan Monitoring and Maintenance

The Executive Department is responsible for updating the plan as needed. Senior management will continue to participate on the planning team and the project coordinator will provide annual briefings to keep the plan in the forefront to position decision-makers to respond to emerging issues and act to update the plan, if necessary. Intercity Transit will work with Thurston County and Thurston Regional Planning Council in four years to meet the required five-year update of the plan.

Intercity Transit is a regular participant in the Thurston County Emergency Management Council meetings and participates in the region's annual review of the *Hazards Mitigation Plan for the Thurston Region*.

Intercity Transit has participated in updates on a regular basis since the plan was adopted in the early 2000s.

2.6: Mitigation Initiative Prioritization Process

The agency planning team discussed the benefits and costs of each initiative. Members provided input based on their experience with, and understanding of, past disaster events and the ability of mitigation initiatives to protect public and private property. Plan development staff weighed the significance of the initiatives using the criteria established for the regional planning process as shown below. The final ranking of the initiatives was sorted through an iterative, prioritization and benefit-cost evaluation process.

- **Hazard Risk Rating:** A jurisdiction must have at least one mitigation strategy per high-risk hazard. It is acceptable to identify actions or projects for medium and low risk hazards. However, actions that address high risk hazards should be a community priority.
- **Project Cost:** Actions or projects should produce benefits that exceed the cost to implement the project over its life cycle.
- **Hazard Mitigation Plan (HMP) Goals and Policies:** how strongly does the action support the Hazard Mitigation Plan for the Thurston Region's goals and policies?
- **Life/Safety:** What type of benefits will an action or project have on the safety of residents, businesses, and properties within the community?
- **Social Vulnerability:** Local jurisdictions have a responsibility to ensure that the plan's mitigation strategy complies with all applicable legal requirements related to civil rights to ensure nondiscrimination. Compliance can help achieve equitable outcomes through the mitigation planning process for all communities, including underserved communities and socially vulnerable populations.
- **Changes in Development:** Does any of the following affect your projects or actions: 1) Construction completed since the last plan was approved; 2) Planned development or changes under consideration; or 3) Conditions that may affect the risks and vulnerabilities of the jurisdictions (declining populations or, projected increases in population, or foreclosures)? This could also include changes in local policies, standards, codes, regulations, land use regulations and other conditions that influence development patterns in a community.
- **Climate Change:** Climate change is expected to increase the frequency, duration, and intensity of natural hazards, such as wildfires, extreme heat, drought, storms, heavy precipitation, and sea level rise. Impacts are expected to be felt more acutely and frequently by the mid-21st Century. These variations create new risks to local governments and will challenge state and local mitigation planning capabilities. Impacts will threaten communities most at-risk community members by exacerbating the impacts of disasters on underserved and socially vulnerable populations who already experience the greatest losses from natural hazards.
- **Geographic Impact:** The area that will benefit from the proposed action. The location of a hazard is defined as the unique geographic boundaries within the planning area, or assets outside of geographic boundaries that may be affected by the identified hazard. Jurisdictions should mitigate risks wherever they occur within a community.

The order of implementation may vary from the identified priority due to changing hazard conditions or the criteria of available funds and grants. Intercity Transit will pursue funding for projects that stand the greatest chance of competing for limited state and federal mitigation grant programs.

2.6.1: Mitigation Actions Prioritization and Benefit- Cost Review

| Jurisdiction/ District/ Agency Name: | Intercity Transit | | | | | | | | | | | | |
|--|-----------------------|-----------------|---------------------------|----------------|---------------------------------------|---------------------------|-------------------|----------------------|----------------------|--------------------------------|-----------------|-----------------------|----------------|
| Mitigation Initiative | Required Criteria | | | | | | | | Optional | | | | Total Score |
| | 1. Hazard Risk Rating | 2. Project Cost | 3. HMP Goals and Policies | 4. Life/Safety | 5. Social Vulnerability | 6. Changes in Development | 7. Climate Change | 8. Geographic Impact | 9. Capacity Building | 10. Other Strategic Plan Goals | 11. Co-Benefits | 12. Grant Eligibility | |
| IT-MH 1 | Med | Med | High | Med | Med | None | Low | Low | | | | | 19 |
| IT-MH 2 | High | High | High | High | High | None | High | High | | | | | 35 |
| IT-MH 3 | High | High | High | High | High | None | High | High | | | | | 35 |
| IT-MH 5 | High | Med | High | High | High | None | Med | High | | | | | 31 |
| IT-EH-1 | Med | Low | Med | Low | Low | Low | Low | Low | | | | | 12 |
| IT-EH-2 | Med | High | Med | Low | Low | Low | Low | Low | | | | | 16 |
| | | | | | Benefit Points (high=5, Med=3, Low=1) | | | | | | | | |

Section 3: Intercity Transit Risk Assessment

3.1: Introduction

This Annex describes how Intercity Transit's risks vary from those of the entire planning area. Chapters 4.0 through 4.9 of the core plan address, in detail, the nine natural hazards that have affected or are likely to affect Thurston County in the future. The Risk Assessment includes hazard profiles that describe the hazards, their causes, sources, severity, effects and impacts, probability of occurrence, historical occurrences, geographic extent or delineation, and the portion of the population, assets, and essential facilities potentially exposed to the hazard. The information is presented for general audiences and includes figures, maps, and tables.

3.2: Hazard Analysis Definitions

The *Hazards Mitigation Plan for the Thurston Region* uses data for producing a generalized planning level risk rating. This methodology rates each hazard by multiplying its probability of occurrence by the sum of its potential impacts on community assets. These descriptors are applied to the hazards' probability of occurrence, vulnerability, and overall risk. The following is an overview of this risk measurement model:

Probability of Occurrence: A probability factor is assigned based on how often a hazard is likely to occur. The probability of occurrence of a hazard event is generally based on past hazard events in an area.

| Occurrence Description | Probability | Factor |
|--|-------------|--------|
| No exposure to a hazard = no probability of occurrence | None | 0 |
| Hazard event is not likely to occur within 100 years | Low | 1 |
| Hazard event is likely to occur within 100 years | Medium | 2 |
| Hazard event is likely to occur within 25 years | High | 3 |

Potential Impacts on Sum of Community Assets: Weighting the value of the impacts on community assets allows a community to place emphasis on what it values most. The Community Hazard Risk Rating calculation includes three weight values that are assigned to assets that are impacted: 1) Impacts on people; 2) Impacts on property; and 3) Impacts on the economy. These weight values are multiplied by their respective impact factors:

| Asset Value | Weight |
|--|--------|
| People and their safety are a community's highest priority | 3 |
| Protection of property is the second priority | 2 |
| The economy is the third priority | 1 |

Community Risk Scores and Hazard Risk Ratings: A community's risk score and rating direct a community's hazard mitigation planning team to focus on mitigation actions for hazards and areas that are prone to hazard impacts. The higher the risk, the greater attention a community should give to evaluating actions to reduce asset vulnerabilities and impacts. Actions that mitigate higher risk hazards should be prioritized over low-risk hazards as part of a jurisdiction's benefit-cost review process.

| Risk Score | Risk Rating |
|------------|-------------|
| 0-15 | Low |
| 16-32 | Medium |
| 33-54 | High |

3.3: Hazard Profiles

The *Hazards Mitigation Plan for the Thurston Region* includes detailed profiles of hazards that pose the greatest risk to Thurston County and its special purpose districts. Because the core plan treats the entire county as the planning area, the core plan's risk assessment is the definitive risk assessment for Thurston County.

3.3.1 Summary Assessment of Intercity Transit's Risks:

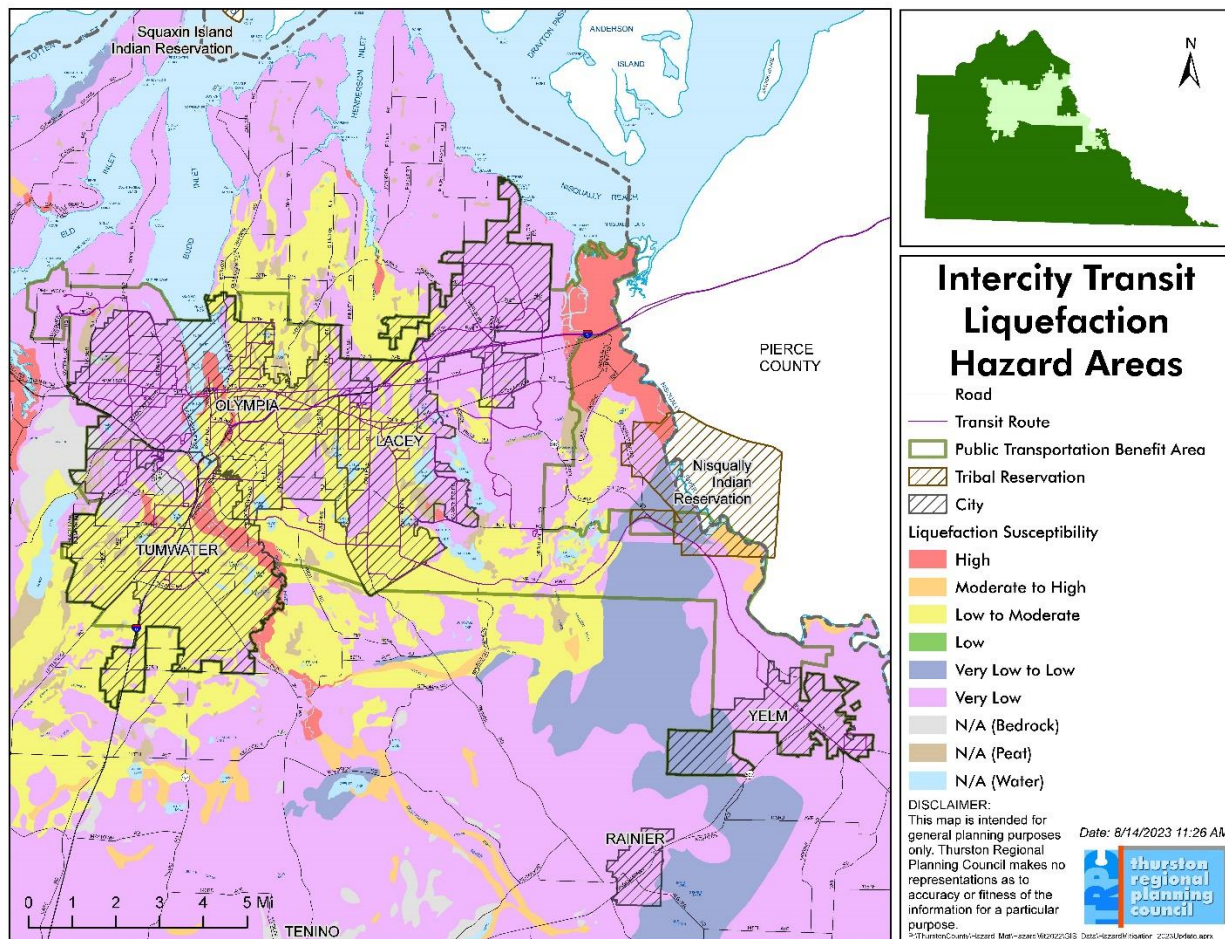
Based on the regional risk assessment and the special purpose district risk assessment in the subsequent section, the following hazards pose the greatest threat to Intercity Transit.

| Hazard | Ranking Score | Risk |
|----------------|---------------|--------|
| Earthquake | 32 | Medium |
| Severe Weather | 18 | Medium |
| Wildland Fires | 6 | Low |
| Flood | 0 | Low |
| Landslide | 0 | Low |
| Volcanic Lahar | 0 | Low |
| Sea Level Rise | 0 | Low |
| Dam Failure | 0 | Low |
| Tsunami | 0 | Low |

3.3.2 Earthquake:

Area of Impacts

The entire Thurston Region would be affected in the case of one of the three types of earthquakes mentioned below. Chapter 4.2 in the *Hazards Mitigation Plan for the Thurston Region* indicates that transportation would be most affected by an earthquake event. Impacts of earthquakes would consist of damage to roadways and subsequent disruption of surface transportation. Three types of earthquakes are recognized in the Pacific Northwest and the Regional Plan's analysis: a Cascadia Subduction Zone Magnitude 9.3, a Nisqually 7.2 deep intraplate, and a Seattle Fault 7.2 shallow or crustal faulting earthquake.



Previous Incidents and Impacts Specific to Intercity Transit

On February 28, 2001, a 6.8 magnitude deep earthquake was centered in the Nisqually Reach northeast of Olympia; the second worst earthquake in recent Washington history. Intercity Transit experienced an acute increase in ridership shortly after the 2001 event, due to riders needing to reach home destinations as soon as possible. Overall impacts of this occurrence were temporary service interruptions to West Olympia destination routes, namely routes traveling over the 4th Avenue Bridge, which received substantial damage from the earthquake, and Deschutes Parkway,

which suffered the most damage of any road in the state. The timeliness of routes, paratransit services and vanpools were temporarily impacted due to high traffic volumes, traffic signal power outages and higher than normal ridership. Temporary detour routes were established to eliminate interruptions and reinstate service to West Olympia. Intercity Transit's facilities (Olympia Transit Center, Lacey Transit Center, and the Pattison Street Administration and Operations hub) did not receive any reportable damage. Landslide impacts were minimal as Intercity Transit's service area and its two transit centers are located in specific "low to moderate" liquefaction zones. Facility power outages did not occur due to Intercity Transit's use of a high-powered generator.

Probability of Occurrence

The risk assessment determined the probability of occurrence is medium, meaning that this type of event is likely to occur within 100 years.

Changes in Development

Construction of our Olympia Transit Center expansion, Administrative/Operations building, and Fuel/ Wash Facility was recently completed. They were constructed in a manner to help minimize the total damage caused by the hazard and reduce total recovery time. This will result in a quicker response time to assist other local resources and community partners. As well as quickly provide service to those that rely on our system for their transportation needs.

Impacts

Transportation infrastructure including roads, bridges, and transit facilities will suffer damage and cause full or partial closure of facilities. All modes of transportation are vulnerable and major traffic disruptions will occur. This would result in a prolonged period when personal commute activities are interrupted. During this time Intercity Transit may be called upon to assist with emergency management objectives within the community.

Summary Risk Assessment for Earthquakes for Intercity Transit's Service Area

| Impact on People | Impact on Property | Impact on Economy |
|------------------|--------------------|-------------------|
| High | High | Low |

3.3.3 Severe Weather:

Area of Impact

Chapter 4.6 in the *Hazards Mitigation Plan for the Thurston Region* lists temperatures, precipitation, and wind as the top three types of weather hazards we encounter in our region. All of Thurston County will be impacted in the case of a severe weather event.

Previous Incidents and Impacts Specific to Intercity Transit

In February of 2019 approximately 20 inches of snow fell over a 4-day period. Non-essential staff were sent home while essential staff continued to provide limited service within our PTBA. Much of our efforts included clearing stuck Intercity Transit vehicles, bus shelters, and our bus yard from snow. Our marketing and communications department ensured timely updates externally to the community and internally to staff about schedule changes, route closures and temporary detours. Most damage from the event came from buses and Dial-A-Lift vans being stuck in snow or sliding on the roadways.

The snowstorm of December 2008 caused treacherous road conditions, resulting in temporary detours to eliminate interruptions and reinstate service. This heavy snowfall also caused system-wide use of chains on Intercity Transit buses and vans to ensure better traction and safety.

The ice and windstorms of December 1996 caused large amounts of debris and damage to road systems. Intercity Transit temporarily stopped all service the morning after the event until roads had been cleared of branches and power lines. Treacherous road conditions existed due to the ice; Intercity Transit couldn't serve all regular routes. Temporary detour routes were established to eliminate interruptions and reinstate service.

The timeliness of routes, paratransit services and vanpools in all three events were temporarily impacted due to treacherous road conditions. Intercity Transit's facilities (Olympia Transit Center, Lacey Transit Center, and the Pattison Street Administration and Operations hub) did not receive any reportable damage. Facility power outages did not occur due to Intercity Transit's use of a high-powered generator.

Probability of Occurrence

The risk assessment determined the probability of occurrence is High, meaning this type of event is likely to occur within 25 years.

Impacts

High winds, snow and ice, and heavy rain creates hazardous conditions for surface transportation and increases the risk for accidents, property damage, injuries, and fatalities. Fallen trees and standing water on roadways, downed power lines, and other transportation disruptions cause delays and impact people who are commuting. Each of

these in combination with any other, or if accompanied by extreme temperatures, can exacerbate a storm's impact, further affecting safety, transit schedules, and the functional downtime of surface transportation.

Summary Risk Assessment for Severe Weather for Intercity Transit's Service Area

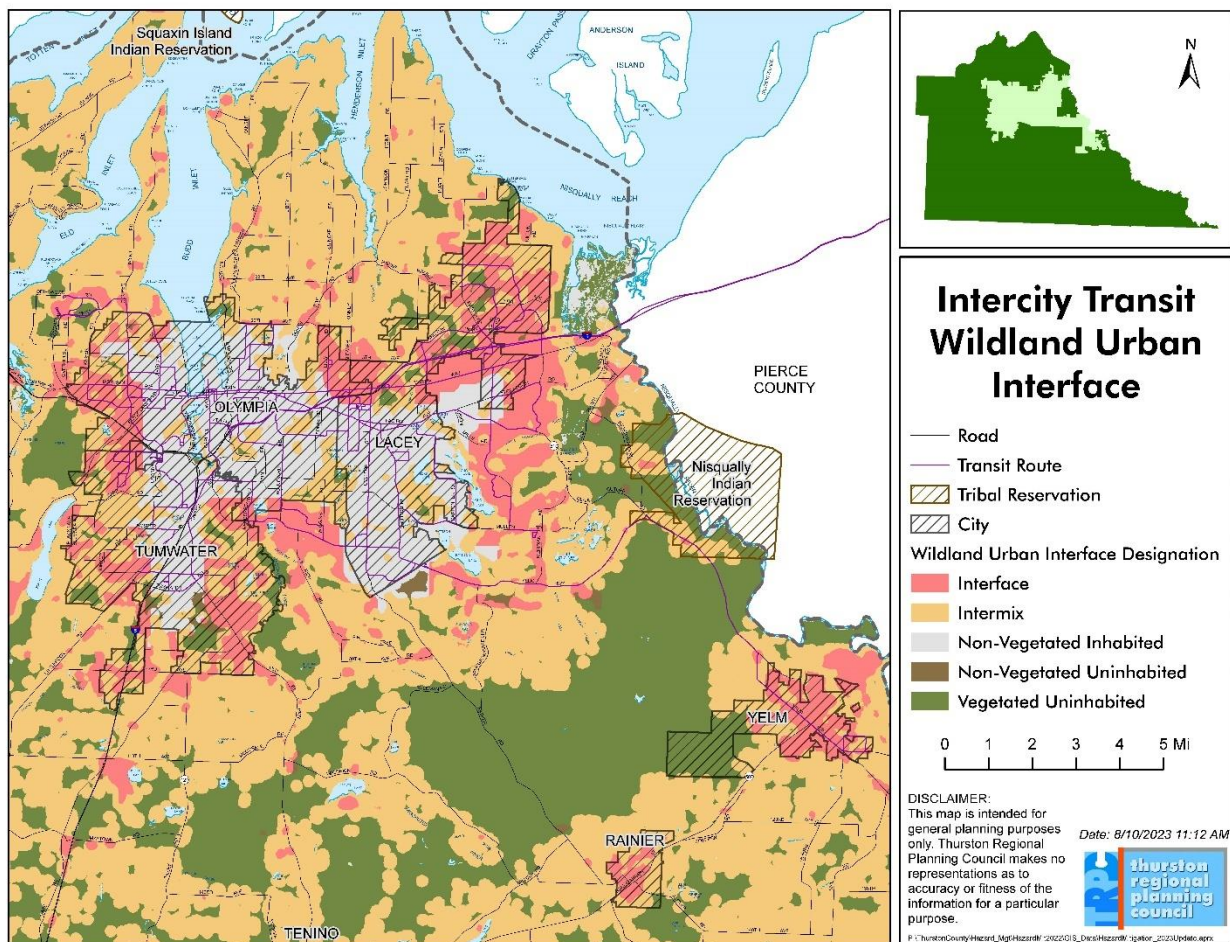
| Impact on People | Impact on Property | Impact on Economy |
|-------------------------|---------------------------|--------------------------|
| Low | Low | Low |

3.3.4 Wildland Fire:

Area of Impact

According to chapter 4.9 in the *Hazards Mitigation Plan for the Thurston Region*, “A wildfire is an uncontrolled non-structural fire that occurs in undeveloped landscapes such as forests, prairies, brushlands and other naturally vegetated areas.” In Thurston County wildfires typically occur from June through October, or anytime during prolonged dry periods causing drought or near-drought conditions. Fires can rapidly burn natural resource lands, recreational areas, and wildlife habitat.

Probability of Occurrence



The risk assessment determined the probability of occurrence is Low (factor 0), meaning that this type of event is unlikely to occur within 100 years.

Previous Incidents and Impacts Specific to Intercity Transit

No significant wildland fire events have taken place inside Intercity Transit's service area in recent history. Any future wildland fire occurrences would call for temporary route detours to eliminate

interruptions and reinstate service due to spread of fires near roadways on routes that Intercity Transit serves. Smoke from wildland fires could reduce motorist and bus operator visibility.

Impacts

Possible impacts of wildland fires on surface transportation are spreading fire near roadways, causing safety issues for motorists and transit services. Also, smoke from wildfires burning outside the Puget Sound lowlands deteriorates Western Washington's air quality. Poor air quality is the most common, widespread, and frequent source of adverse wildfire impacts on individuals and communities in Thurston County.

Because Intercity Transit's service area is in the urbanized areas of Olympia, Lacey, Tumwater and Yelm, matching FEMA's definition of a low wildland fire risk, vulnerability would be low, and the overall risk is low.

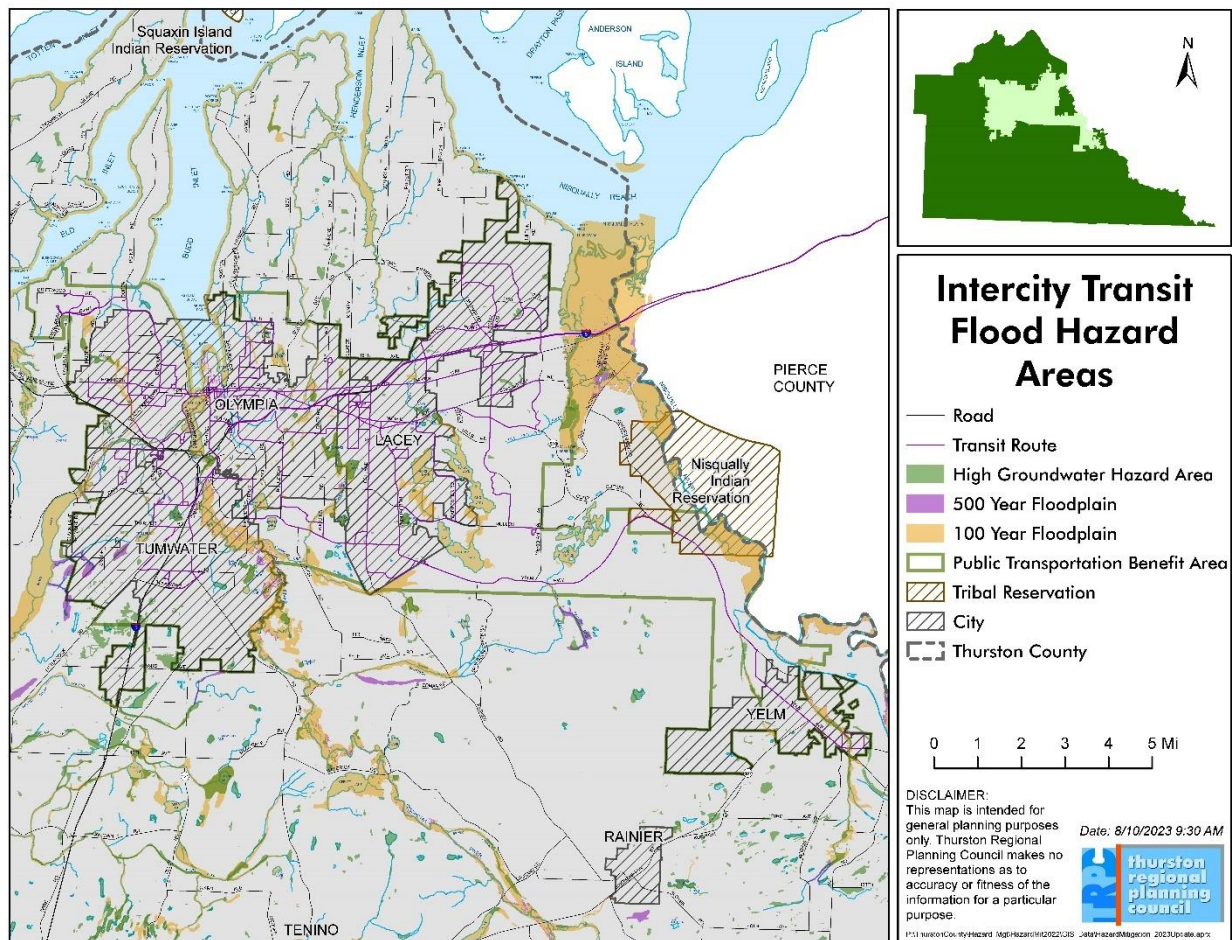
Summary Risk Assessment for Wildland Fire for Intercity Transit's Service Area

| Impact on People | Impact on Property | Impact on Economy |
|------------------|--------------------|-------------------|
| Medium | None | None |

3.3.5 Flood:

Area of Impact

Chapter 4.3 in the *Hazards Mitigation Plan for the Thurston Region* addresses four types of flooding: riverine flooding, groundwater flooding, tidal flooding, and urban flooding. Several Thurston County communities are affected by this hazard, but the areas within our Public Transportation Benefit Area - are of most concern for Intercity Transit. The risk assessment map below shows that West Olympia, Downtown Olympia, and parts of Tumwater along the eastside of I-5 are the most susceptible areas to flooding in our PTBA, which would affect not only our transportation services, but also our facilities in downtown Olympia.



Previous Incidents and Impacts Specific to Intercity Transit

Between January 2020 and February 2020, a period of abnormally wet weather persisted across the Pacific Northwest. An area of strong, persistent low pressure over the eastern Pacific caused a series of strong atmospheric river events that hit in quick succession, resulting in overlapping storms. These

events led to widespread sustained riverine flooding and other winter storm impacts across Washington State. Thurston County Department of Emergency Management activated their Emergency Operations Center and issued evacuation orders beginning February 6 for approximately 700 to 1,000 individuals living in the low-lying areas along the Deschutes river. Intercity Transit was a part of the activation and was dispatched to a stand-by location. Although we were not deployed to the affected area, we mobilized due to the event.

In local flooding events of 2007 & 2008, Intercity Transit was called upon for assistance evacuating residents outside Intercity Transit's service area, specifically south Thurston and Lewis Counties.

No significant flooding events have taken place inside Intercity Transit's service area in recent history.

Probability of Occurrence

The risk assessment determined the probability of occurrence is High for 50-year and 100-year floods, but low for 500-year and high ground floods, although, it is important to note that this only includes Intercity Transit's facilities and not the services we provide. If we include our PTBA in this assessment, our probability of occurrence increases to High for all four types of flooding. Tidal flooding is also marked as a High probability because it directly affects the Downtown Olympia area, which is where the Olympia Transit Center is located.

Impacts

Impacts of flooding on surface transportation could be from standing water over roadways due to flash and groundwater flooding. In this were the case, we would enact temporary route detours to eliminate interruptions and reinstate services. Tidal flooding in the downtown Olympia area would impact the Olympia Transit Center. This could render the transit center inoperable and cause a temporary change in services. The final impact is that Intercity Transit may be called upon for assistance with evacuation and rescue operations.

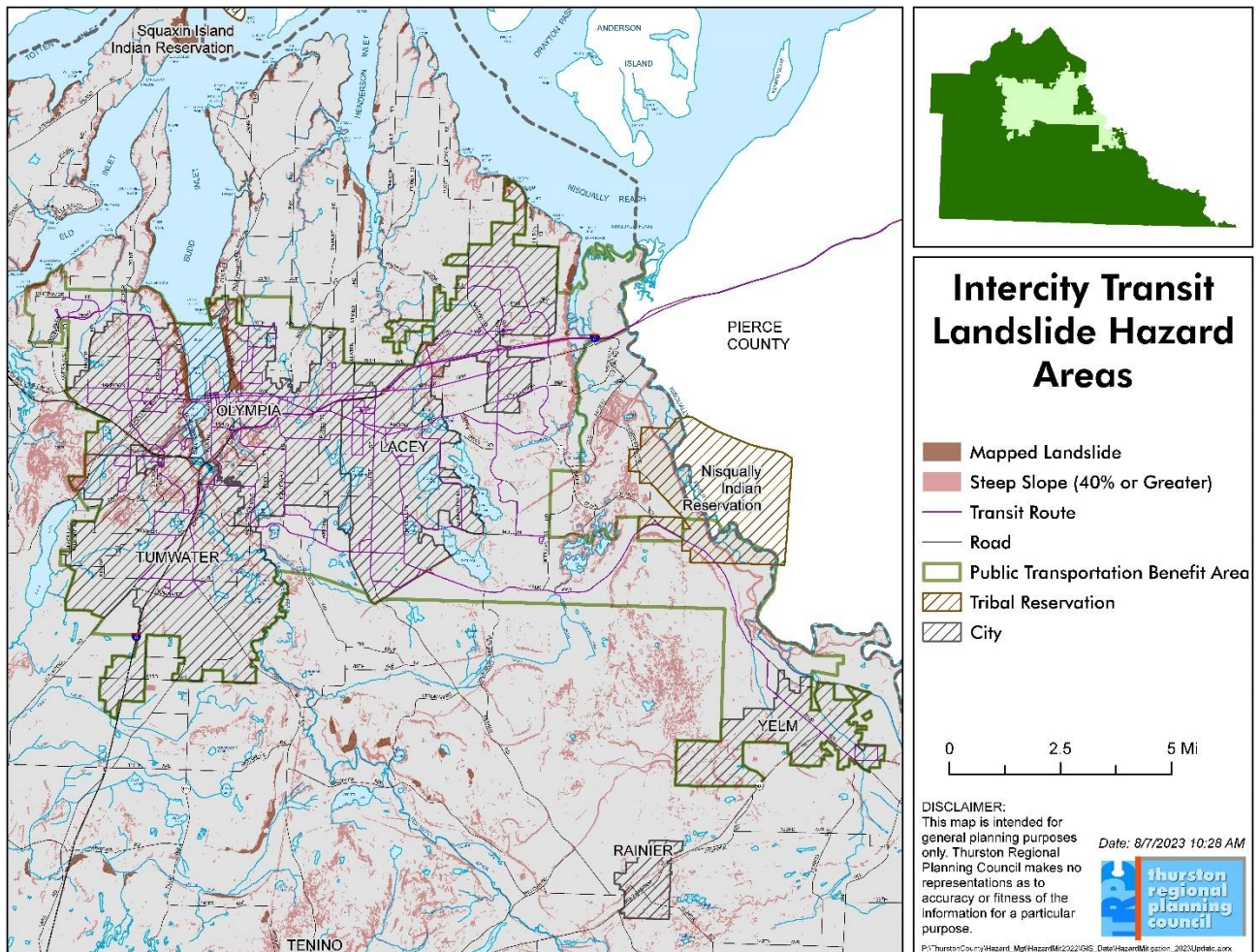
Summary Risk Assessment for Flood for Intercity Transit's Service Area

| 50Yr Flood | 100Yr Flood | 500Yr Flood | High Ground Flood |
|------------|-------------|-------------|-------------------|
| Low | Low | Low | Low |

3.3.6 Landslides:

Area of Impact

For the purposes of the hazard risk assessment, the landslide hazard area in Thurston County is defined as a combination of areas with slopes of 40 percent or greater and are in known or historic landslide maps in the Washington State Department of Natural Resources database. The areas most relevant to Intercity Transit is the shoreline along West Olympia, Downtown Olympia, and Capitol lake, as well as sections of North Tumwater and Lacey. See the *Hazards Mitigation Plan for the Thurston Region* chapter 4.4 for more details.



Previous Incidents and Impacts Specific to Intercity Transit

No significant landslide events have occurred within our PTBA or have impacted Intercity Transit. Any future landslide occurrences would call for temporary route detours to eliminate interruptions and reinstate service due to debris over roadways on routes that Intercity Transit serves.

Probability of Occurrence

Landslides occur nearly annually, with a high probability of occurrence overall for the region's planning area and for all the planning partners.

Impacts

Possible impacts of landslides to surface transportation would be debris over roadways. Intercity Transit's service area is located in an urbanized area where landslides are not prevalent and with no significant history of landslide events.

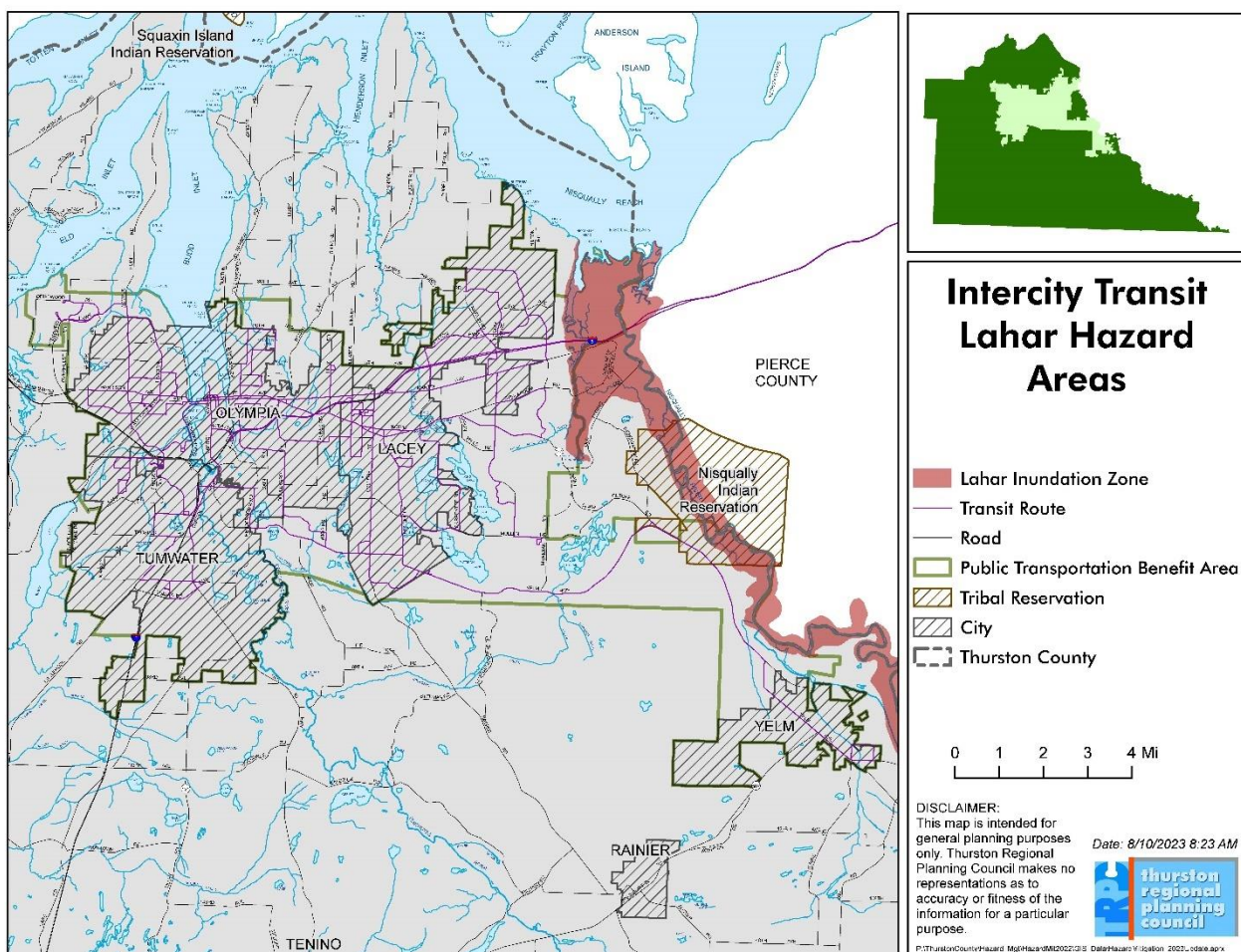
Summary Risk Assessment for Landslide for Intercity Transit's Service Area

| Impact on People | Impact on Property | Impact on Economy |
|------------------|--------------------|-------------------|
| None | None | None |

3.3.7 Volcanic Lahar:

Area of Impact

Chapter 4.8 in the *Hazards Mitigation Plan for the Thurston Region* addresses the impacts of an eruption of Mount Rainier and the subsequent lahar that would be confined to the Nisqually River valley, impacting nearby roadways, and disrupting surface transportation in the area. It was also identified that some or all of Thurston County could receive volcanic ash from a dusting or greater from Mount Rainier or other Cascade volcanoes under the right wind conditions. The map below show the hazard area for a lahar and not volcanic ash; there are no documented or mapped scenarios for volcanic ash for our region.



Previous Incidents and Impacts Specific to Intercity Transit

There are no known impacts from volcanic lahar hazards within Intercity Transit's PTBA. We have not been called upon for assistance with evacuation or rescue operations for lahar activity.

Intercity Transit's service area includes the urbanized area of Yelm, home to both the City of Yelm

and the Nisqually Indian Reservation. In the event of a Nisqually valley lahar, nearby roadways would be impacted (I-5, Yelm HWY, HWY 510, and HWY 507) disrupting or potentially cutting off service on Intercity Transit routes in this area. Temporary detour routes would need to be established to eliminate interruptions and attempt to reinstate service.

Probability of Occurrence

The risk assessment, in chapter 4.8, identified the probability of occurrence as none or low.

Impact

Due to the possible impact of a lahar on nearby Nisqually River valley roadways and subsequent disruption of service on Intercity Transit routes, vulnerability would be moderate, but paired with a low probability of occurrence, the overall risk would be low. It is also important to note that volcanic ash fall could reduce motorist and bus operator visibility, cause treacherous road conditions, cause respiratory issues, and contaminate engines.

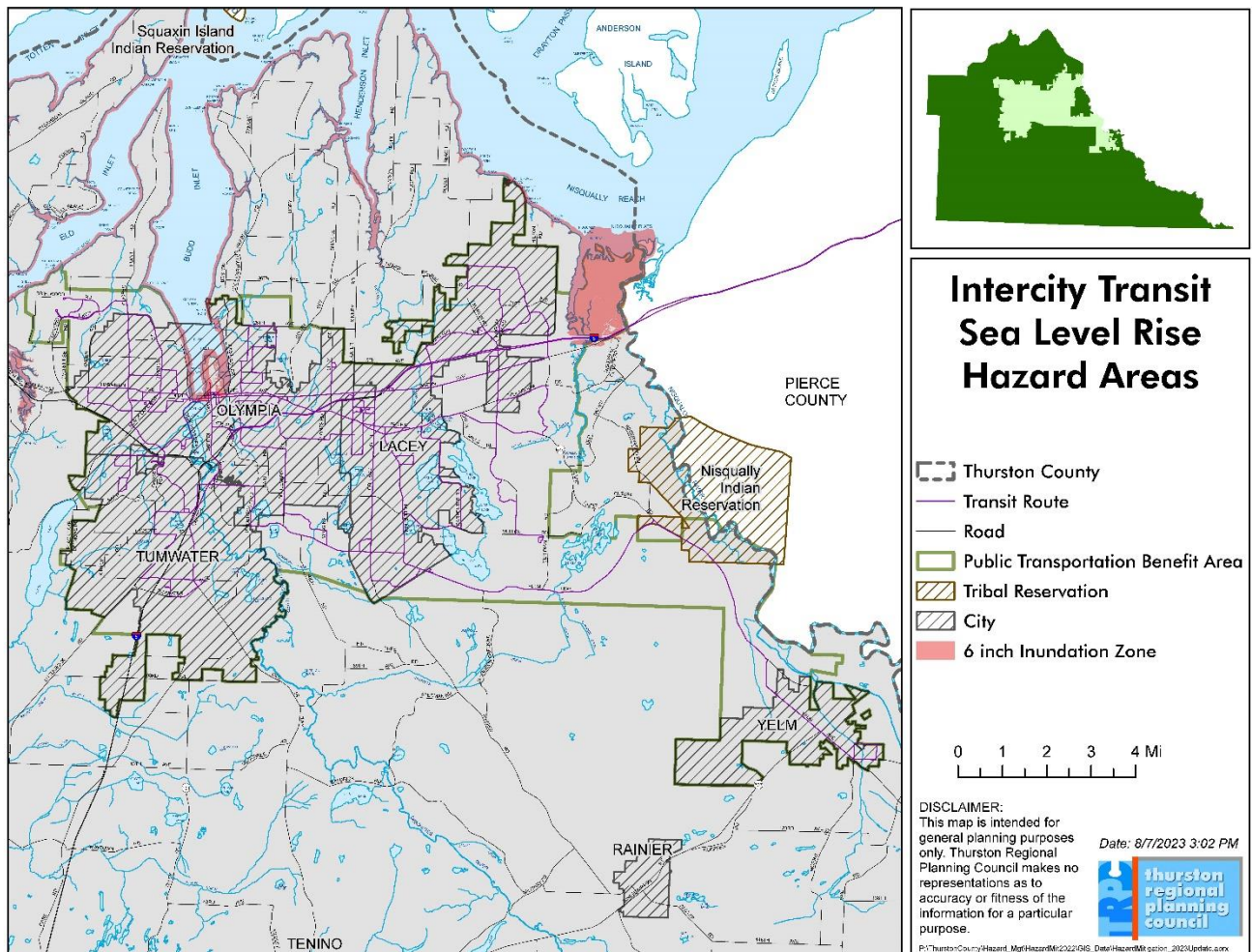
Summary Risk Assessment for Volcanic Events for Intercity Transit's Service Area

| Impact on People | Impact on Property | Impact on Economy |
|------------------|--------------------|-------------------|
| None | None | None |

3.3.8 Sea Level Rise:

Area of Impact

Chapter 4.5 in the *Hazards Mitigation Plan for the Thurston Region* explains that if the sea level rises to six-inches, downtown Olympia along Budd Inlet including the Port Peninsula, Percival Landing, portions of historic downtown, and areas around Capitol Lake would be most affected. These areas are highly-developed and include critical infrastructure for the City of Olympia, Intercity Transit, and Port of Olympia.



Previous Incidents and Impacts Specific to Intercity Transit

On December 27, 2022, the high tide in Budd Inlet rose to 18.40 feet at 9:25 a.m. and was 1.77 feet over the predicted tide of 16.33 feet. The barometric pressure during the morning bottomed out at approximately 28.6 but rose at the time of the flooding. This is the worst flooding event on record for Olympia. Because the December 27, 2022, flood was primarily a marine tidal flooding event, it was of short duration. Flooding first occurred at Sylvester Street, where it was controlled by sandbags. Marine

water rose above the shoreline in several locations, including along 4th Avenue between Thurston Avenue and A Avenue, and between B Avenue and Corky Avenue.

The impact this event had on Intercity Transit was very minor. It resulted in temporary detours to navigate around affected streets in downtown Olympia. The temporary detours lasted one service day and no facilities were affected.

Probability of Occurrence

The risk assessment, in chapter 4.5, identified the probability of occurrence as high. This is because rivers and streams cause nuisance flooding annually, and major riverine flooding occurs about every 2 to 5 years in Thurston County.

Impact

As stated above, the Downtown Olympia area will be most affected by sea level rise, including critical infrastructure for the City of Olympia, Intercity Transit, and Port of Olympia. The critical infrastructure impacted would include the Olympia Transit Center and portions of our connecting routes.

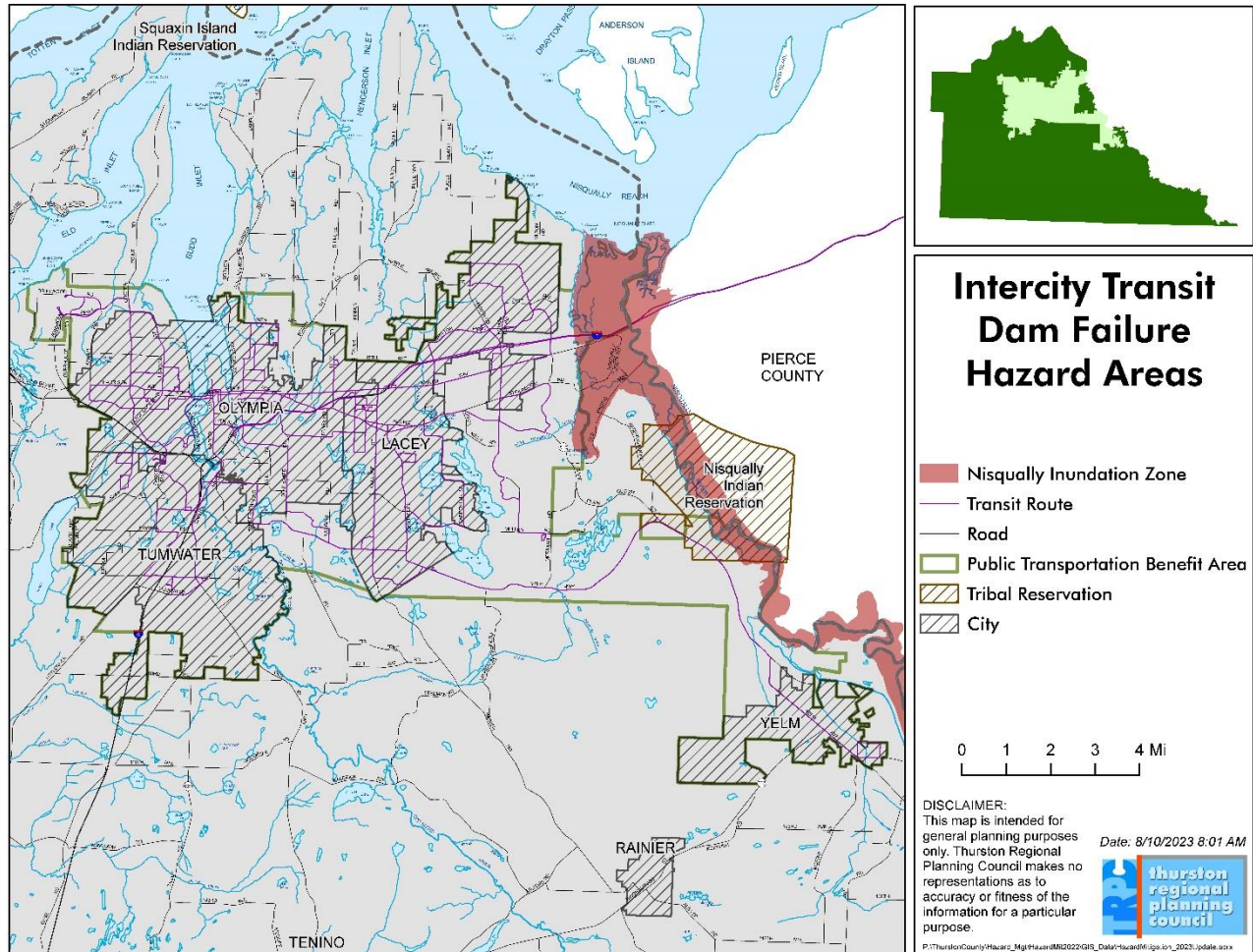
Summary Risk Assessment for Sea Level for Intercity Transit's Service Area

| Impact on People | Impact on Property | Impact on Economy |
|------------------|--------------------|-------------------|
| None | None | None |

3.3.9 Dam Failure:

Area of Impact

See chapter 4.1 of the *Hazards Mitigation Plan for the Thurston Region*. Intercity Transit has no assets at risk within the inundation zone.



Previous Incidents and Impacts Specific to this Intercity Transit

There are no documented incidents of dam failure in Thurston County.

Probability of Occurrence

The risk assessment, in chapter 4.1, shows no analysis for this hazard was conducted to estimate the probability of dam failure. For the risk assessment dam failure is categorized as low, meaning a catastrophic dam failure is unlikely to occur within 100 years.

Impact

Chapter 4.1 in the *Hazards Mitigation Plan for the Thurston Region* explains the impact this type of hazard would have on Thurston County.

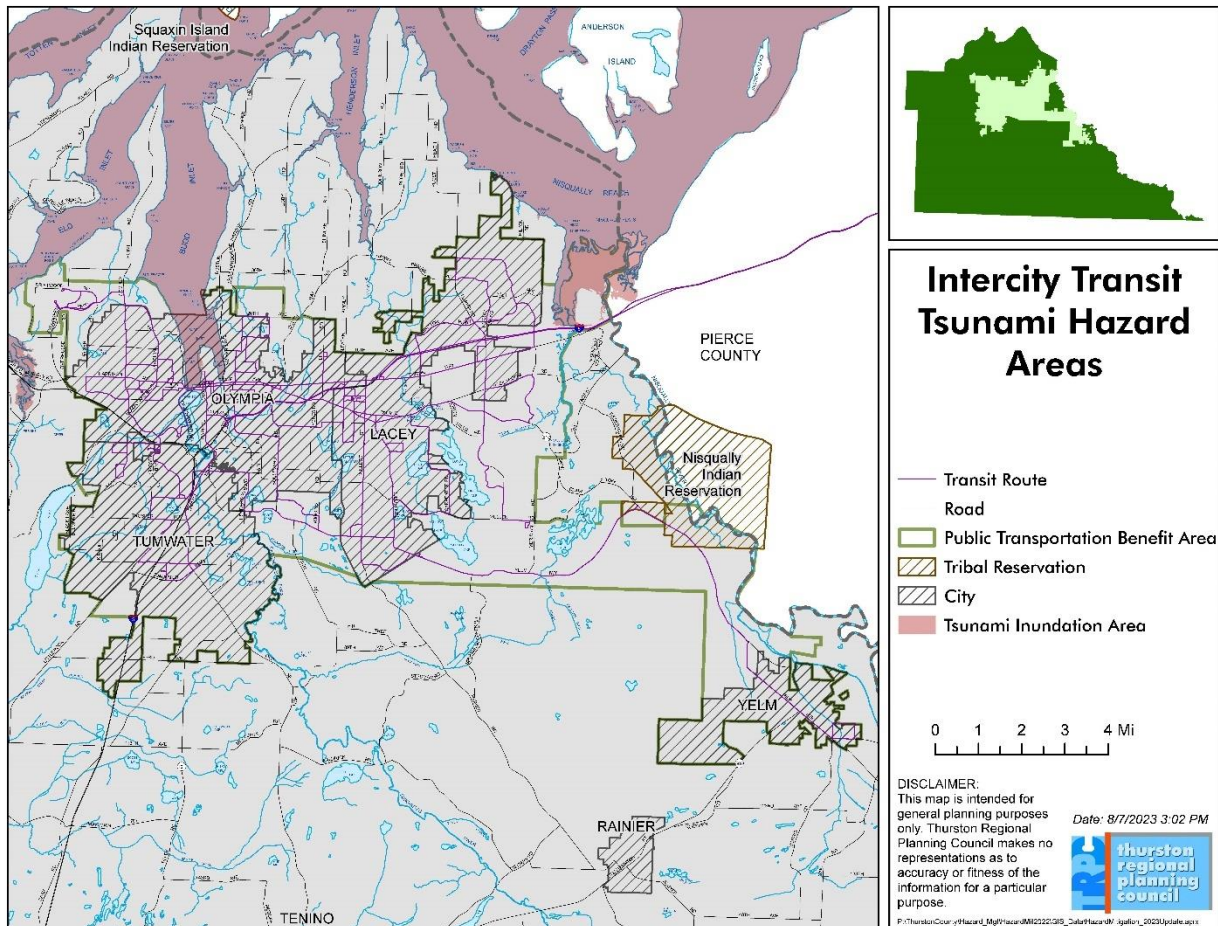
Summary Risk Assessment for Dam Failure for Intercity Transit's Service Area

| Impact on People | Impact on Property | Impact on Economy |
|------------------|--------------------|-------------------|
| None | None | None |

3.3.10: Tsunami

Area of Impact

See chapter 4.7 of the *Hazards Mitigation Plan for the Thurston Region*. Intercity Transit has no assets at risk within the inundation zone.



Previous Incidents and Impacts Specific to this Intercity Transit

There are no documented incidents of tsunamis in Thurston County.

Probability of Occurrence

The risk assessment in chapter 4.7 identified the probability of occurrence as medium. This hazard is likely to occur within 100 years.

Impact

Chapter 4.7 in the *Hazards Mitigation Plan for the Thurston Region* explains the impact this type of hazard would have on Thurston County.

Summary Risk Assessment for Dam Failure for Intercity Transit's Service Area

| Impact on People | Impact on Property | Impact on Economy |
|-------------------------|---------------------------|--------------------------|
| None | None | None |

Section 4: Capabilities Assessment

4.1 Introduction to Intercity Transits Capabilities Assessment:

Intercity Transit conducted a capabilities assessment to evaluate and document the organization's unique set of capabilities and tools that can be leveraged to support hazard mitigations and increase the community's resilience. In the below subsections four listed capabilities categories assessed: planning and regulatory, administrative and technical, financial, and education and outreach.

4.2 Planning and Regulatory:

| Plans | In Place? Y or N | Notes - Does the plan address hazards? Can the plan be used to implement mitigation actions? When was it last updated? <i>Cite specific sections or language that supports hazard mitigation. Note if there are gaps.</i> |
|--|---------------------|--|
| Strategic Plan (2024-2029) | Y | The purpose of the Strategic Plan is to define levels and types of public transportation services offered over the next six years and to determine the amount and sources of revenue to finance the services. |
| Capital Improvement Plans | Y | Capital Projects that support mitigation activities and initiatives can be included in our Capital Improvement Plan 2024-2028 (CIP). CIP will be updated every year for inclusion in the annual budget process, discussions, and approvals. The CIP must be fiscally constrained and maintain the purpose of keeping all assets in a state of good repair. Our last CIP was approved on 12/06/2023. |
| Climate Adaptation Plan Zero-Emissions Fleet Transition Plan | Y | A Zero Emissions Analysis was completed, and the results of this initial analysis provided information for the development of our zero-emissions fleet transition plan which will include short- and long-term plans for implementation of emission-free technology for the agency. The transition plan will be finalized in 2024 and the project is being led by our Maintenance department. Overall, our approved plans will support the Thurston County Regional Climate Mitigation Plan. |
| Comprehensive Emergency Management Plans | Y | Our Safety department is responsible for reviewing and updating these plans. They are currently in a review process since the completion of our new facilities. |
| Continuity of Operations Plan | Y | Our Safety department is responsible for reviewing and updating this plan. It is currently in a review process since the completion of our new facilities. This plan is also mentioned within our Strategic Plan. |
| Economic Development / Resiliency Plan | Y | Located within the TDP (2023-2028) and the Strategic Plan (2024-2029) |

| | | |
|---------------------------------|---|---|
| Stormwater Site Management Plan | Y | The plan includes both a Stormwater Pollution Prevention Program and the Stormwater Facility Maintenance Program. |
| Transit Improvement Plan (TIP) | Y | The TIP is managed by our Development department. We will adopt the Statewide Transportation Improvement Program (STIP 2025-2028) in January of 2025. This plan can assist with funding needed in our mitigation initiatives. |
| Transit Development Plan (TDP) | Y | Described in this plan are the methods and strategies proposed by Intercity Transit staff and endorsed by the Intercity Transit Authority necessary to fulfill the provisions contained in our Mission and Vision statements. |

4.3 Administrative and Technical:

| Administrative | In Place Y or N | Notes - Is staffing adequate to enforce regulations? Is staff trained in hazards and mitigation? Is coordination between agencies and staff effective? |
|--|-----------------|---|
| General Manager | Y | The General Manager is our Chief Executive Officer and provides overall leadership and direction to all Intercity Transit services and resources. The General Manager establishes annual goals and objectives, short- and long-range plans, and policies and procedures to ensure the policy direction of the Authority is carried out in an expeditious and cost-effective manner. |
| Development Director | Y | Plans, organizes, and directs long range and service planning; marketing, communications, and community outreach efforts; grants; procurement; vehicle and facilities inventory; and the development and management of major agency projects. |
| Emergency Manager / Safety Coordinator | Y | Serves as an agency Emergency Management expert and is responsible for implementing the emergency management program under the direction of the Chief Safety Officer. |
| GIS Coordinator/Associate Transit Planner | Y | Responsible for leading and supporting planning and service development activities, including a variety of professional and technical support and implementation activities. They are considered the GIS Admin. |
| Planning Deputy Director | Y | Manages, plans, and organizes the long-range and service planning function for Intercity Transit and oversees all service-planning activities for fixed route services. |
| Marketing, Communication, and Outreach Officer | Y | Plans, manages, and executes marketing, advertising, communications, public involvement, and community relations efforts to increase use of agency services and raise awareness of the value of Intercity Transit. |

| | | |
|-------------------------------|-----------------|---|
| | | |
| Information Systems Manager | Y | Plans, organizes, leads, and manages the information technology activities of the agency. Responsible for providing advanced, senior-level leadership and developing the agency's short- and long-range technology plan. |
| Cybersecurity Program Manager | Y | Develops agency's cybersecurity policies and procedures and makes recommendations to the Chief Information Officer for approval. Design, plan, implement, support, and troubleshoot network security software and tools to support the agency's cybersecurity needs. |
| Operations Deputy Director | Y | Oversees continual process and operations improvements, quality control, and develops and monitors the use of resources. Creates, updates, and adapts policies and standard operating procedures, develops data tracking, reporting processes, and information flows. |
| Facilities Manager | Y | Plans, organizes, and manages the maintenance and repairs of all facilities, grounds, park & ride lots, bus shelters and bus stops in service area. Responsible for compliance with State, Federal and local environmental and facility safety programs. |
| Procurement Manager | Y | Performs or manages the performance of the most complex, professional projects, procurements, and materials management activities for the agency. |
| Fleet Manager | Y | Responsible for the achievement of vehicle maintenance performance and operational goals, and establish the systems and processes required to fulfill those goals |
| Finance Manager | Y | Plans, organizes, and manages the agency's financial tasks, such as accounting, fiscal management, long-range financials, budgeting and risk management activities in the Finance division. |
| Chief Financial Officer | Y | Plans, organizes, and directs the major programs and activities of the transit's Finance division including financial operations and financial planning including developing short-and-long range plans. |
| Technical | In Place Y or N | Notes - Has capability been used to assess/mitigate risk in the past? Will you use it to implement your current action plan? |
| Grant Writing | Y | Our Development department completes grant writing. |

| | | |
|-----------------------------|---|---|
| Hazard data and information | Y | The Safety department collects and documents hazard data and information. |
| GIS Analysis | Y | The Planning department is responsible for analyzing GIS. Our Associate Planner is our lead in this field. |
| Mutual Aid Agreements | Y | The Thurston County Comprehensive Emergency Management Plan (CEMP) lists Intercity Transit as a support agency for ESF1 (Emergency Support Function), ESF6 (Mass Care, Emergency Assistance, Housing & Human Services), and ESF15 (External Affairs). |

4.4 Financial:

| Funding Resources | In Place Y or N | Notes - Has the funding resource been used in past and for what type of activities? Could it be used to fund future mitigation actions? |
|--------------------------------------|-----------------|---|
| Capital Improvements Project Funding | N | Intercity Transit does not use Capital Improvements Project funding to support hazard mitigation activities. |
| Community Development Block Grant | N | Intercity Transit does not use Community Development Block Grant funding to support hazard mitigation activities. |
| Non-FEMA Federal Funding Programs | N | Intercity Transit does not use Non-FEMA Federal funding programs to support hazard mitigation activities. |
| Impact Fees | N | Intercity Transit does not use impact fees to support hazard mitigation activities. |
| State Funding Programs | N | Intercity Transit does not use state funding programs to support hazard mitigation activities. |
| Utility Fees | N | Intercity Transit does not use utility fees to support hazard mitigation activities. |
| Other | Y | Intercity Transit uses sales tax reserves to support hazard mitigation activities, as needed. |

4.5 Education and Outreach:

| Programs or Activities | In Place Y or N | Notes - How widespread and effective are these programs in your community? |
|-------------------------------------|-----------------|--|
| Internal hazard awareness campaigns | Y | A variety of notices are sent to internal staff (quarterly, monthly, and seasonally) to inform and educate employees on potential hazards. This includes hazards that are safety related, such as safe driving, or extreme weather, having tips and tricks to better be prepared and information about emergency basic needs services to provide to the community. |

| | | |
|--|---|---|
| Local News Media | Y | The agency has partnerships with local media allowing for coverage and coordinating information. |
| Organizations that represent or advocate for socially vulnerable and underserved populations | Y | Intercity Transit's Community Advisory Committee (CAC) is a 20-member advisory group representing our diverse service area. Members include individual transit riders, local business and agency representatives, nonprofit groups, seniors, and youth. |
| Social media | Y | LinkedIn, Facebook, YouTube, and X are used to distribute information from Intercity Transit. |
| Newsletter | Y | Rider News contains the latest information from Intercity Transit. We could include updates to our emergency management material. |

Section 5: Mitigation Strategy

5.1 Mitigation Initiatives Process:

The adopted mitigation initiatives are Intercity Transit's specific actions for mitigating losses and protecting life and property. They consist of initiatives that carried over from the previous plan and updates that were identified during the plan review process. All Intercity Transit adopted initiatives were reviewed and updated by the planning team.

Intercity Transit's mitigation strategy focuses on the agency's core assets, its Administration and Operations hub in Olympia, training and preparedness for operators and employees, its communications systems and protocols, and its non-structural assets. Other supporting mitigation strategies to enhance resilience for the roads, bridges, and other transportation facilities within Intercity Transit's service area are addressed by the mitigation strategies of Thurston County and the cities of Lacey, Olympia, and Tumwater. Please refer to these jurisdictions' annexes for more information on their transportation related mitigation activities.

5.2 Mitigation Initiatives – Adopted:

Central to the hazard mitigation plan are the proposed projects, programs, and activities the plan participants will implement to provide long-term and sustained benefits that will reduce losses from the impacts of the hazards that are identified in this plan's risk assessment. Each action or initiative was evaluated and scored by benefit-cost review criteria. Each initiative will require significant investments in planning, design, and construction or coordination, and may take years to complete or be sustained as an ongoing activity. The desired outcomes of this plan's mitigation strategy are that communities:

- Build the necessary capacity to improve their knowledge of hazards and their risks.
- Identify and implement actions that will effectively reduce their jurisdiction's vulnerabilities to the hazard identified in the risk assessment; and
- Implement strategies that will fulfill the plan's goals and policies.

The plan contains two sets of mitigation initiatives. Each participating jurisdiction adopts the core plan's Regional Mitigation Initiatives and the initiatives in their annex to form their community's comprehensive mitigation strategy.

1. **Regional Mitigation Initiatives:** These are countywide actions that were identified by members of the Hazards Mitigation Workgroup and stakeholders and approved by the Emergency Management Council. Many of these actions have carried over from previous plans. The initiatives, if implemented, will benefit multiple jurisdictions and improve interagency hazard mitigation planning capabilities. The regional initiatives will be overseen by the Emergency Management Council, the Hazard Mitigation Planning Workgroup, and other leaders. Thurston County Emergency Management staff will play a role in convening and coordinating stakeholders, and for some actions, managing the actions' implementation.

2. **Jurisdictional Initiatives:** Each plan partner identifies actions that address specific vulnerabilities in their community. The plan partners are responsible for implementing their actions. Intercity Transit initiatives are presented in this annex.

| Priority | ID Number | Category | Description | Status |
|----------|-----------|---|--|----------|
| 1 of 6 | IT-MH-2 | Hazard Preparedness | Update Emergency Operations Plan and Develop Continuity of Operations Plan | Ongoing |
| 2 of 6 | IT-MH-3 | Hazard Preparedness | Provide Emergency Preparedness and Response Training to Employees | Ongoing |
| 3 of 6 | IT-MH-5 | Hazard Preparedness | Determine Feasibility of a Mobile Command Center | Existing |
| 4 of 6 | IT- MH-1 | Hazard Preparedness | Investigate alternate power supply to support critical infrastructure at the Olympia Transit Center and determine feasibility. | Modified |
| 5 of 6 | IT-EH-2 | Critical Facilities Replacement/ Retrofit | Evaluate and Prioritize Non-Structural Seismic Retrofit Options and Costs for Maintenance Building | Modified |
| 6 of 6 | IT-EH-1 | Critical Facilities Replacement/ Retrofit | Evaluate and Prioritize Structural Seismic Retrofit Options and Costs for Maintenance Building. | Modified |

Hazard Category Codes are as follows: EH=Earthquake Hazard; FH=Flood Hazard; LH=Landslide Hazard; MH=Multi Hazard; SH=Storm Hazard; WH=Wildland Fire Hazard; and VH=Volcanic Hazard

Priority: 1 of 6

Status: Ongoing

IT-MH-2 Update Emergency Operations Plan and Develop Continuity of Operations Plan:

Hazard Addressed: Multi Hazard (Earthquake, Severe Weather, Wildland Fires, Flood, Landslide, Volcanic Lahar, Sea Level Rise, Dam Failure, Tsunami)

Category: Hazard Preparedness

Background and Need: As the County's lead support in critical transportation on ESF1, Intercity Transit must have plans in place to ensure preparedness for catastrophic events. Staff will update existing emergency operations plans and develop a continuity of operations plan. These plans will provide the framework for an organized agency response to community disasters and maintain transit services to the community.

Relates to Plan Goal(s) and Objectives: 1D, 3B, 5A, 5C, 7C, 7F, 8B

Lead: Safety Department

Estimated Cost: \$50,000

Time Period: 2024-2026

Funding Source: Local funds, State/Federal Funds

Source and Date: 2009 and 2017 Thurston County Natural Hazards Mitigation Plan: Intercity Transit Annex

Initiative and Implementation Status: This initiative was carried over from the 2017 Hazard Mitigation Plan because plan reviews and updates are an ongoing program at Intercity Transit. During our Hazard Mitigation Plan review process, it was identified that a position focused on emergency management and EOC plans was needed. In 2024, a new Training and Safety Coordinator was hired with job duties including updating, refining, and exercising the Emergency Management Plans and EOC.

Priority: 2 of 6

Status: Ongoing

IT-MH-3 Provide Emergency Preparedness and Response Training to Employees:

**Hazard Addressed: Multi Hazard (Earthquake, Severe Weather, Wildland Fires, Flood, Landslide, Volcanic Lahar, Sea Level Rise, Dam Failure, Tsunami)
Category: Hazard Preparedness**

Background and Need: Employees who provide a critical service to the community, public transit, must be prepared for all hazard emergencies. Intercity Transit will train employees on the updated Emergency Operations and Continuity of Operations Plan. Training will emphasize personal preparedness and consist of a combination of seminars and drills.

Relates to Plan Goal(s) and Objectives: 1D, 7D, 9A

Lead: Safety Department

Estimated Cost: \$50,000

Time Period: 2024-2029

Funding Source: Local funds, State/Federal Funds

Source and Date: Intercity Transit 2019-2024 Strategic Plan

Initiative and Implementation Status: This initiative was carried over from the 2017 Hazard Mitigation Plan because specialized emergency preparedness and response training is ongoing at Intercity Transit. In 2024, a new Training and Safety Coordinator position was added and tasked with updating, refining, and providing this training to employees.

Priority: 3 of 6

Status: Existing

IT-MH-5 Determine Feasibility of a Mobile Command Center:

Hazard Addressed: Multi Hazard (Earthquake, Severe Weather, Wildland Fires, Flood, Landslide, Volcanic Lahar, Sea Level Rise, Dam Failure, Tsunami)

Category: Hazard Preparedness

Background and Need: Having a Mobile Command Center provides redundancy in the case of building failure where our dispatch center is located. It also provides space, equipment, and flexibility during a large-scale incident. The primary use would be for communications with Bus Operators on the road, On-Scene Coordinators/Road Supervisors, local first responders, and County or State Emergency Managers.

Relates to Plan Goal(s) and Objectives: 1A, 2B, 2C, 5D

Lead: Information Systems Department, Safety Department, Maintenance Department

Estimated Cost: \$100,000

Time Period: 2024-2029

Funding Source: Local funds, State/Federal funds

Source and Date: 2019-2024 Intercity Transit Development Plan

Initiative and Implementation Status: This initiative was carried over from the 2017 Hazard Mitigation Plan. Intercity Transit is investigating grant opportunities to fund this initiative and what viable options are available to use as a Mobile Command Center. In 2023, the board approved the 2024 budget to include an allotted amount towards the technological necessities regarding this initiative. Existing

Priority: 4 of 6**Status: Modified**

IT-MH-1 Investigate alternate power supply to support critical infrastructure at the Olympia Transit Center and determine feasibility:

Hazard Addressed: Multi Hazard (Earthquake, Severe Weather, Flood, Sea Level Rise, Tsunami)

Category: Hazard Preparedness

Background and Need: The Olympia Transit Center is the main transfer center for our service and the location of Customer Service. The ability to maintain our customer information system is another way to keep the public informed and aid emergency responders with requests to transport evacuees. The current emergency system must be supplemented with the use of three portable power generators.

Relates to Plan Goal(s) and Objectives: 1A, 2A, 2B

Lead: Procurement and Capital Projects Division, Information Systems, Facilities

Estimated Cost: \$100,000

Time Period: 2024-2028

Funding Source: Local Funds, State/Federal Funds

Source and Date: Olympia Transit Center Administration Master Plan

Initiative and Implementation Status: It was discovered that this size of generator is not able to be permanently installed at the new Olympia Transit Center location. In 2019, as a temporary solution, Intercity Transit contracted with the Port of Olympia to allow access to one of their generators in the event of an emergency or natural disaster. We are currently investigating more permanent alternate power solutions and determining feasibility. In addition, during the review process we identified critical infrastructures that are necessary for services to continue and a fault tolerance mechanism. The fault tolerance mechanism is designed to automatically switch from the Olympia Transit Center to our new Administration and Operations hub if certain technological infrastructures are inoperable.

Priority: 5 of 6**Status: Modified****IT-EH-2 Evaluate and Prioritize Non-Structural Seismic Retrofit Options and Costs for Maintenance Building****Hazard Addressed: Earthquake****Category: Critical Facilities Replacement / Retrofit**

Background and Need: The goal of seismic non-structural retrofitting is to reduce the risk of death, serious injury, and property damage during a future earthquake event. This will be accomplished by securing, bracing, or isolating architectural elements, mechanical equipment, and building contents. This project coupled with Priority 6 for structural retrofitting will greatly reduce risk of death, injury to occupants and damage to Intercity Transit's primary facility.

Relates to Plan Goal(s) and Objectives: 2A, 2D, 3B**Lead: Procurement and Capital Projects Division****Estimated Cost: \$50,000****Time Period: 2024-2029****Funding Source: State/Federal funding****Source and Date: N/A**

Initiative and Implementation Status: This initiative was carried over from the 2017 Hazard Mitigation Plan and has been modified during the review process. Originally this initiative included our Operations / Administration building. In 2018, Intercity Transit received approval from the ITA to begin construction on the new Operations / Administration Building and completed construction in October of 2022. The new facility meets the non-seismic structural code and is currently being occupied by employees. In 2023, the demolition of the old Operations / Administration building was complete. This resulted in the modification of the initiative to remove the Operations / Administration building and solely focus on our Maintenance building. Construction has begun to create a temporary structure that maintenance and inventory staff can temporarily occupy. Renovation on the Maintenance building is scheduled to start in 2024 and end by 2026.

Priority: 6 of 6**Status: Modified****IT-EH-1 Evaluate and Prioritize Structural Seismic Retrofit Options and Costs for Maintenance Building:****Hazard Addressed: Earthquake****Category: Critical Facilities Replacement / Retrofit**

Background and Need: Intercity Transit completed a cursory structural assessment in 2009. KPFF Consulting Engineers performed seismic evaluations of three structures at Intercity Transit's Pattison Base, located in Olympia, Washington. The evaluations were performed on the Operations/Administration Building, Maintenance Building, and Pedestrian Bridge. The scope of that report included a seismic evaluation and the review of a 1998 Structural Engineering Feasibility Study. Each structure was designed in accordance with 1979 Uniform Building Code (UBC) and is constructed primarily of steel framing. The buildings are one-story tall with partial mezzanines. The Bridge is a steel truss with open sides and a metal roof. During that tier 1 screening, the highest potential risk to life safety was identified. The consultants recommend further evaluation using the more rigorous ASCE 31 Tier 2 procedure to determine whether the potential deficiencies pose life safety hazards. Also, they recommended an evaluation of geologic site hazards be performed by a geotechnical engineer.

Relates to Plan Goal(s) and Objectives: 2A, 2C, 3B**Lead: Procurement and Capital Projects Division****Estimated Cost: \$150,000****Time Period: 2024 - 2029****Funding Source: State and Federal funding****Source and Date: N/A**

Initiative and Implementation Status: This initiative was carried over from the 2017 Hazard Mitigation Plan and has been modified during the review process. Originally this initiative included our Operations / Administration building and the steel bridge that connected both this facility and the Maintenance facility together. In 2018, Intercity Transit received approval from the ITA to begin construction on the new Operations / Administration Building and completed construction in October of 2022. The new facility meets the seismic structural code and is currently being occupied by employees. In 2023, the demolition of the old Operations / Administration building and the steel bridge connecting both facilities was complete. This resulted in the modification of the initiative to solely focus on our Maintenance building. Construction has begun to create a temporary structure that maintenance and inventory staff can temporarily occupy. Renovation on the Maintenance building is scheduled to start in 2024 and end by 2026:

5.3: Mitigation Initiatives - Completed or Removed

Status: Completed

IT-MH-4: Replace satellite navigation and wireless communications system:

Hazard Addressed: Multi Hazard (Earthquake, Severe Weather, Wildland Fires, Flood, Landslide, Volcanic Lahar, Sea Level Rise, Dam Failure, Tsunami)

Category: Hazard Preparedness

Background and Need: Intercity Transit's current analog radio system is 8 years old. The equipment has almost no redundancies, so if the equipment at the main Administration/Operations building stops working, Intercity Transit will have no radio communication with Bus Operators. This places them in an unsafe situation without knowledge of what roads and bridges are passable as well as being unable to keep them informed as to any further hazards that may arise. The current radio's major components are no longer manufactured and will be out of support in three years from the manufacturer. Some equipment is propriety and no longer available. The relay system has many vulnerabilities that need to be addressed and redundancies that need to be created. A new system will create redundancies because it will not be tied to anyone one building, it will be digital.

Relates to Plan Goal(s) and Objectives: 1A

Lead: Finance/Administration Department and Information Systems Department

Estimated Cost: \$5,000,000

Time Period: 10/2022

Funding Source: Local funds

Source and Date: Intercity Transit 2016-2021 Strategic Plan

Initiative and Implementation Status: This initiative was carried over from the 2017 Hazard Mitigation Plan and has been marked as completed. In April of 2021, we signed our contract with Avail-CAD/AVL and in October of 2022 we finalized implementation of our new satellite navigation and communications system.