



House Transportation and Economic Development Committee

Oregon Highways Seismic Options Report

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Oregon Highway Seismic Options Report

Identify strategic lifeline routes

Minimize long term economic damage



Bridge Seismic Upgrade

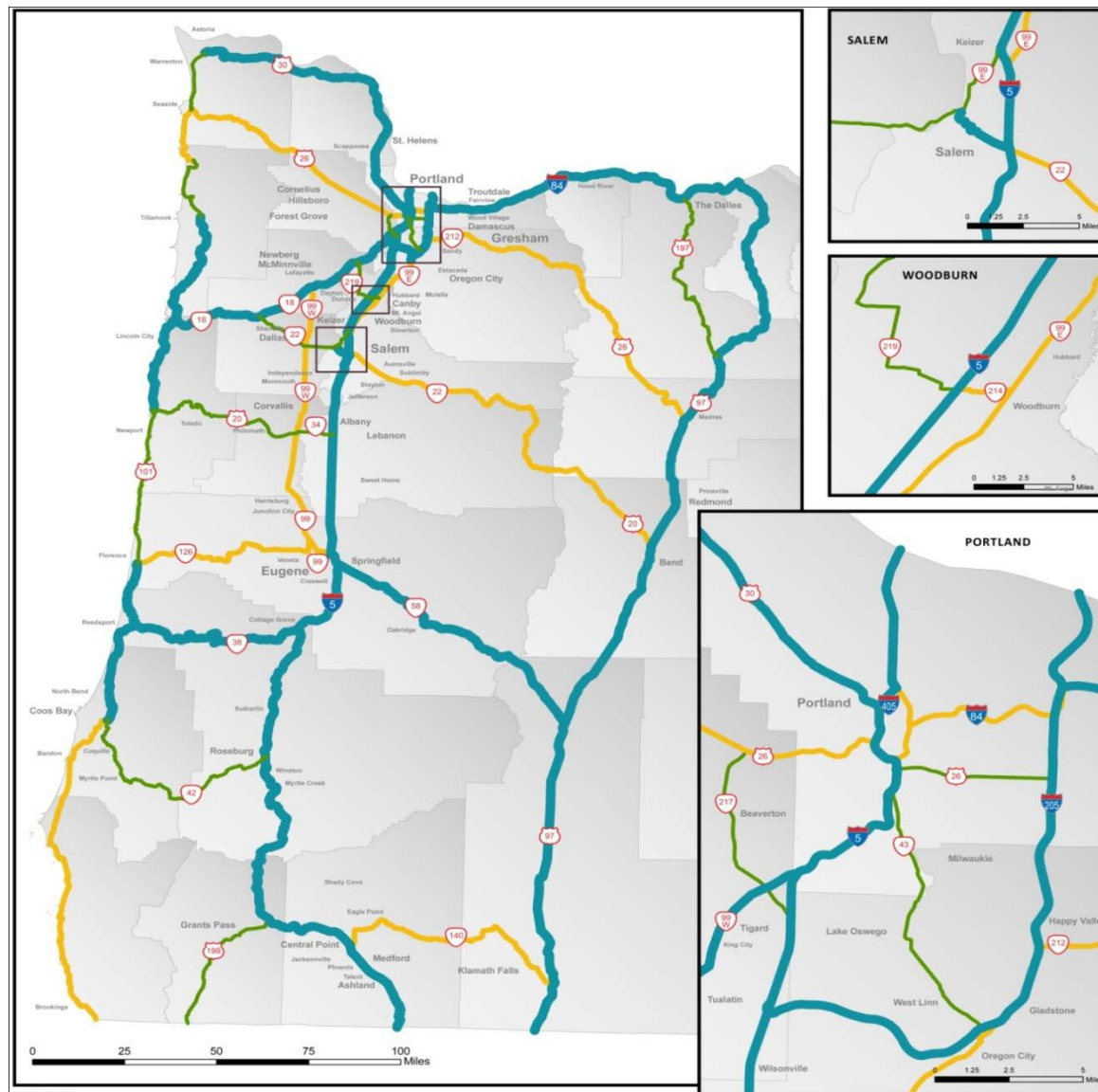


Landslide Hwy 38

Route Selection

Survivability	<ul style="list-style-type: none">• Emergency responders• Critical care facilities
Life Support	<ul style="list-style-type: none">• Critical care facilities• Life support resources• Evacuation routes
Economic Recovery	<ul style="list-style-type: none">• Critical freight corridors• Mobility into and out of the region• Routes between large metro areas

1st tier
2nd tier
3rd tier

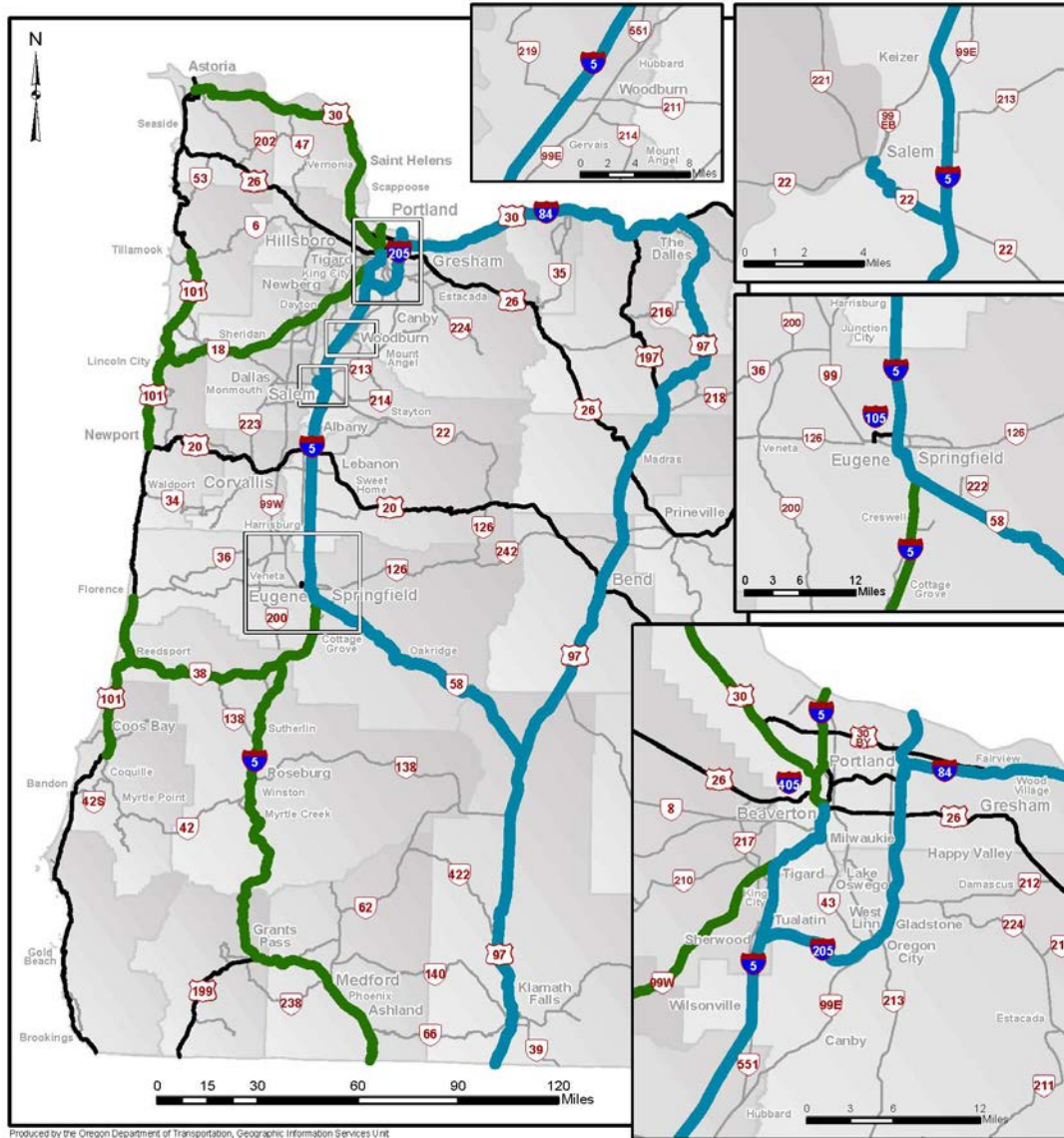


Tier 1 Route Map

\$900M

Priority 1

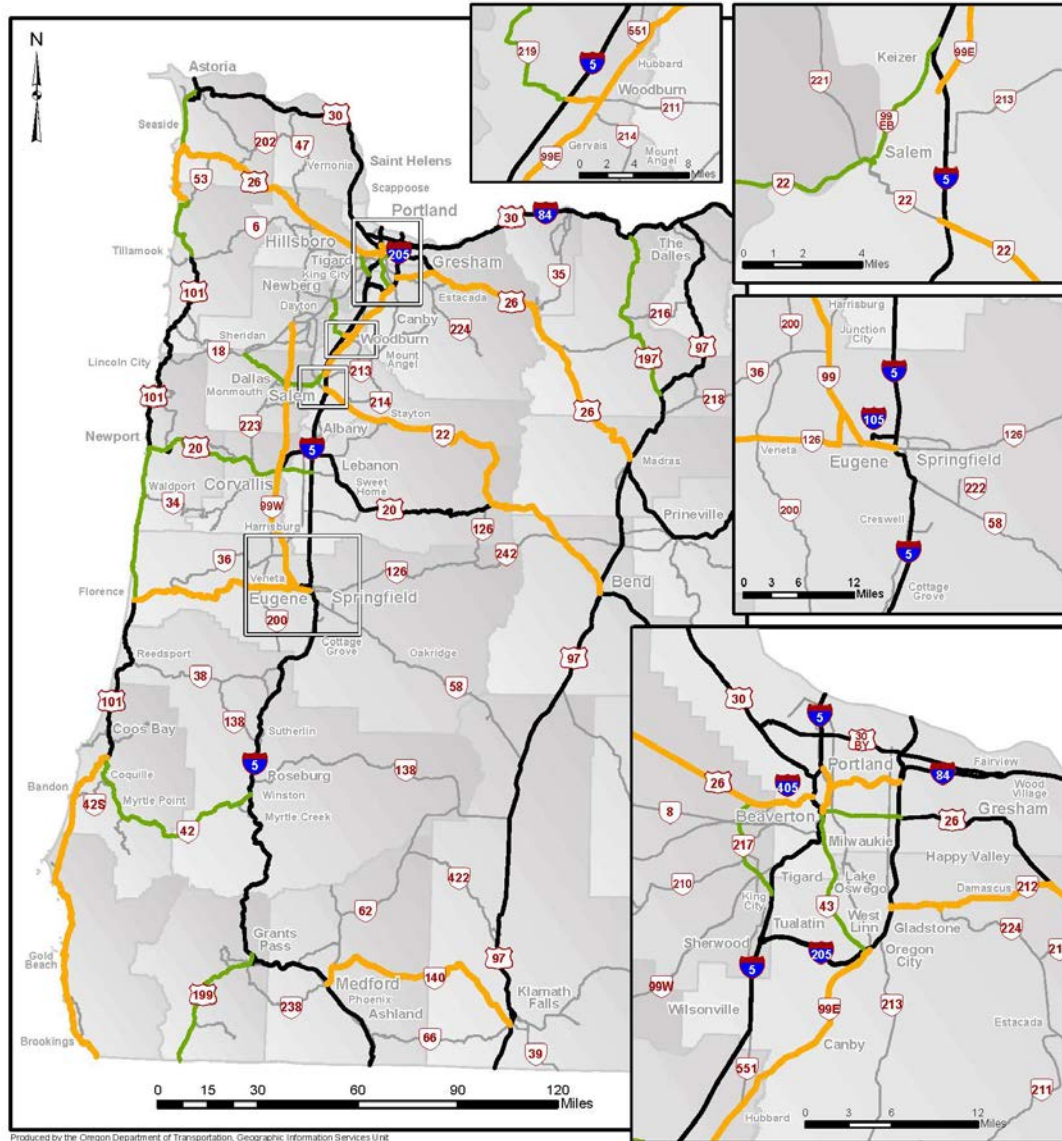
Priority 2



Tier 2 & 3 Route Map

Tier 2 –
\$600M

Tier 3 –
\$300M



Economic Damage in Oregon

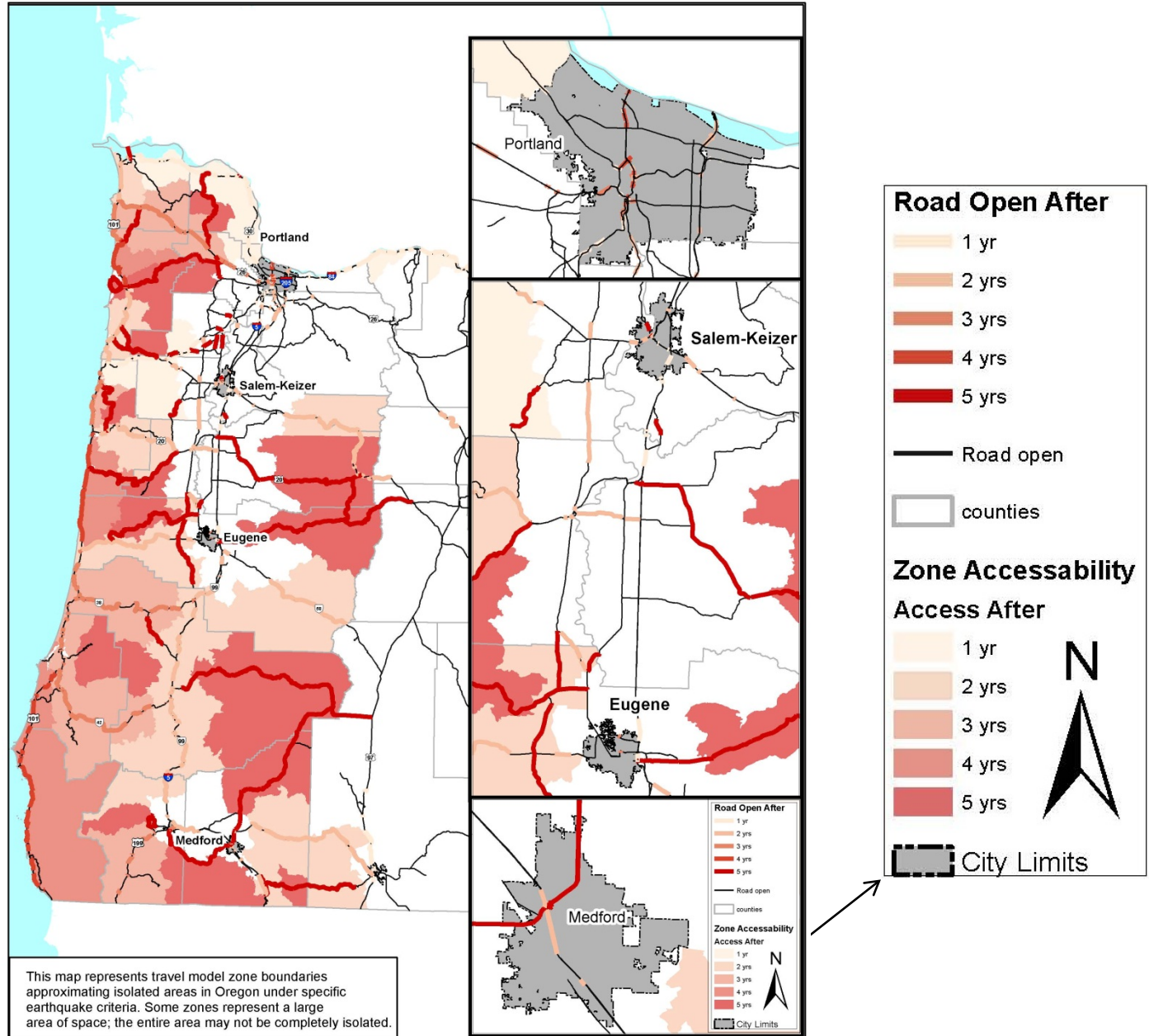
Damage to the highway system will result in **\$350B loss** in gross state product over 8-10 years.



Japan: before and after

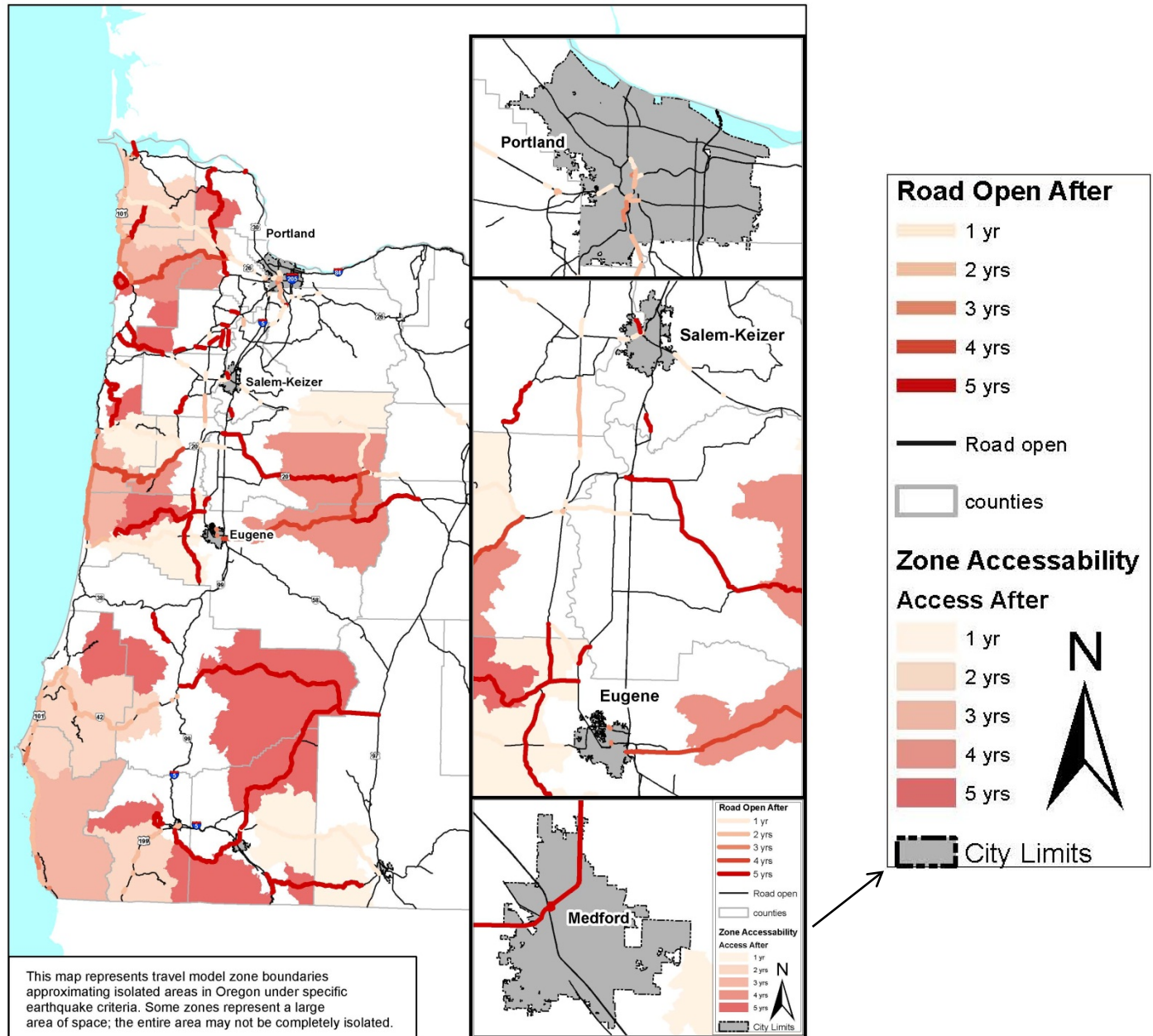
Major Seismic Event: Isolated Areas

Total
economic
loss: **\$350B**



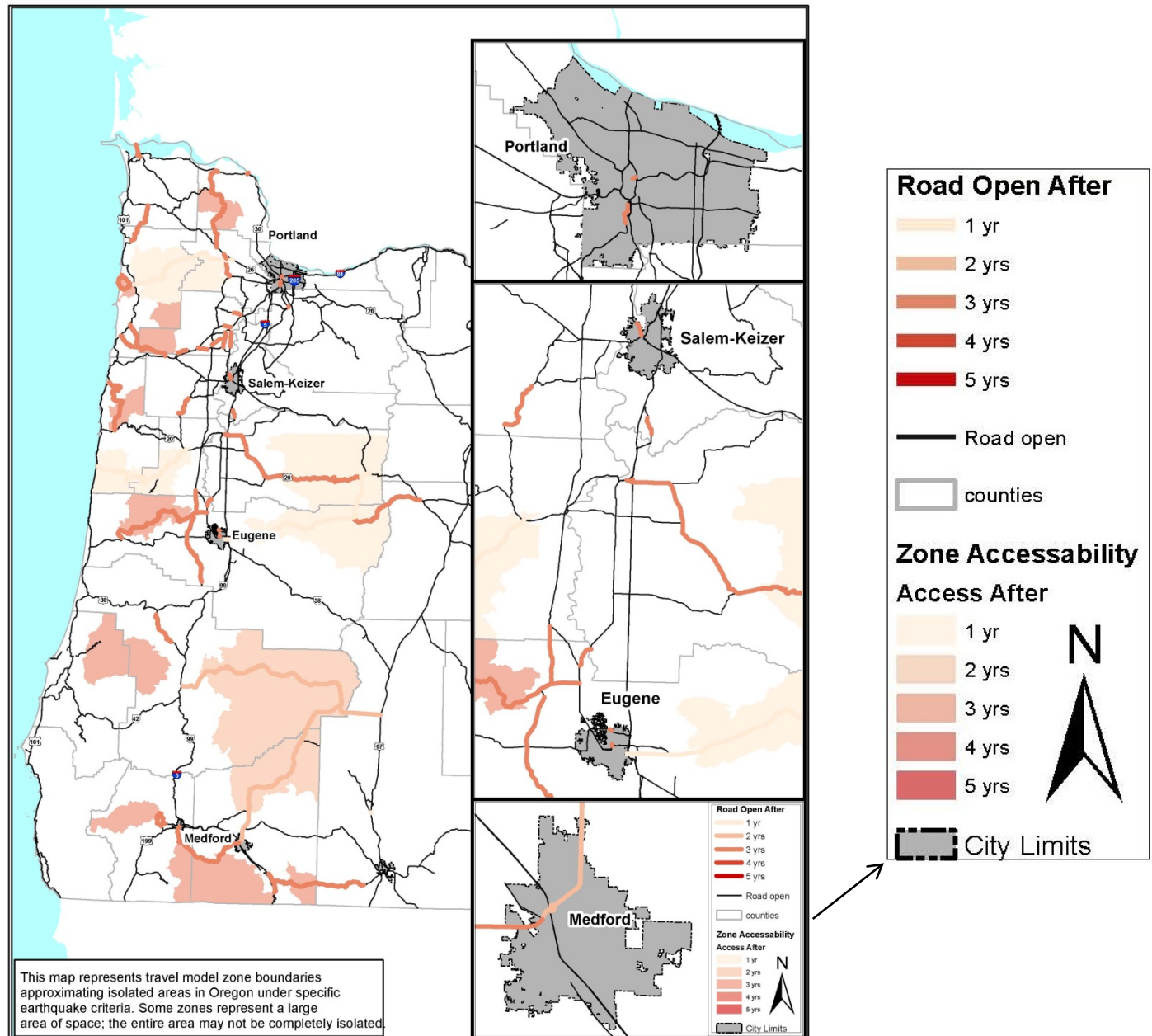
Isolated Zones: Stage 1 Scenario

Reduce
economic
loss by:
\$35B



Isolated Zones: Full Seismic Program

Reduce
economic
loss by:
\$84B



Rate of Return is 46:1

Total Cost	Stage 1	Stage 2	Stage 3
	\$0.9B	\$0.6B	\$0.3B

Total Program Budget = **\$1.8 Billion**

Benefit/Cost is 46/1

Total Economic Loss Avoided	Stage 1	Stage 2	Stage 3
	\$35B	\$20B	\$29B

Total Economic Losses Avoided = **\$84 Billion**

We Need to Start **Now**

Transportation is key to the overall response
California and Washington are ahead

- California: **5147 Bridges - \$13 billion**
- Washington: **416 Bridges - \$177 million**
- Oregon: **143 Bridges - \$44 million**

New Funding to Lifeline Routes

To avoid \$84B in economic losses and minimize loss of life: **Dedicate new funding to complete all 3 tiers by 2030.**



I-84 Sandy River Bridge



I-84 Sandy River Bridge



I-5 Willamette River Bridge (Eugene)