



Oregon

Tina Kotek, Governor

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To: Co-Chairs and members of the Joint Committee on Transportation

From: Betty Stansbury, ODAV Director

Date: March 13, 2023

Re: HB 3058

HB 3058 directs the Oregon Department of Aviation to study and report to the Legislature on issues related to airport infrastructure resiliency.

In the days and weeks following a Cascadia Subduction Zone mega-thrust earthquake, until the roads can be cleared and repaired, the only access to impacted communities will be by air. And while helicopters will play a vital role in the response, they make up only 5% of the US aviation fleet. The other 95% are fixed-wing aircraft, which require a runway.

Three million Oregonians live west of the Cascades, in the 'moderate to severe' impact zone. Estimated time for repairs to the electrical, water, sewer, natural gas, communications and surface road infrastructure following a CSZ partial or full rupture range from months to years. **Until roadway access can be restored, the survivability of a community will be determined in large part by their access to an airport with a functioning runway.**

Oregon has 97 public-use airports (including 17 on the coast), most of which will play a role in response and recovery following a major earthquake. The coastal airports have specific challenges related to ground access, elevation, and potential tsunami damage.

Other state agencies have done significant research on the impacts of a CSZ event. This bill will direct ODAV to look at the issue from a statewide perspective, focusing on the issues unique to our public-use airport's ability to assist in the response and recovery.

Oregon Department of Aviation's mission is to provide infrastructure, financial resources, and expertise to ensure a safe and efficient air transport system