

BEFORE THE JOINT COMMITTEE ON TRANSPORTATION REINVESTMENT – HB 2025



10 June 2025

Co-Chair Senator Chris Gorsek

Co-Chair Representative Susan McLain*

Co-Vice Chair Senator Bruce Starr

Co-Vice Chair Representative Shelly Boshart Davis

Senator Susan Weber*

Members of the Committee

***District includes Washington County**

Total Support for HB 2025, with amendments. \$M solution to \$B problem.

Oregon Transportation Insecurity from Fuel Loss – Cascadia megaquake return is inevitable; not acknowledged in proposed bill

It would not hurt to consider Oregon transportation insecurity in Reinvestment.

Washington County **and** CD1 look to be “islanded” for fuel on Day 1

- Rail crossings to Washington County cannot survive
- CEI Hub compromised, Puget Sound refineries/pipeline offline for a year

The proposed Chief Engineer will inherit transportation infrastructure that is not survivable, considering both transport fuel and road/highway infrastructure

BEFORE THE JOINT COMMITTEE ON TRANSPORTATION REINVESTMENT – HB 2025



Total Support for HB 2025, with amendments

10 June 2025

If Oregon had an Energy Transition Plan to end dependency on threatened and non-survivable commodity fuel energy infrastructure, HB 2025 would prioritize projects that would assure Washington County and CD1 fuel security:

1. Commodity fuel infrastructure investment
2. Willamette heavy duty rail crossings
NOTE Burnside Bridge and Tilikum Crossing are light rail tracks
3. Expanded capacity from power transmission lines delivering more secure alternative energy

This bill must establish an upper bound for Cascadia risk of infrastructure loss

- A. OSSPAC math does not acknowledge the Cascadia risk was 50% in 1946.
- B. No plan to reconsider their current too low 37% risk estimate.
- C. Over 80% of historic recurrence intervals have been exceeded since last event in 1700

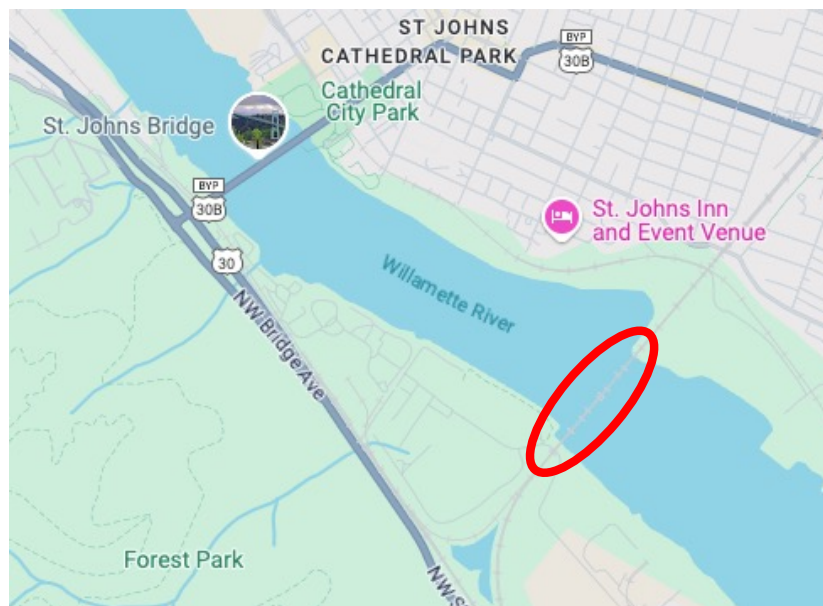
BEFORE THE JOINT COMMITTEE ON TRANSPORTATION REINVESTMENT – HB 2025



10 June 2025



BNSF Railway Bridge 5.1



Silver spans - 1908

Weathered rust – 1989

Cascadia threat discovered 2010

No plan to upgrade or replace

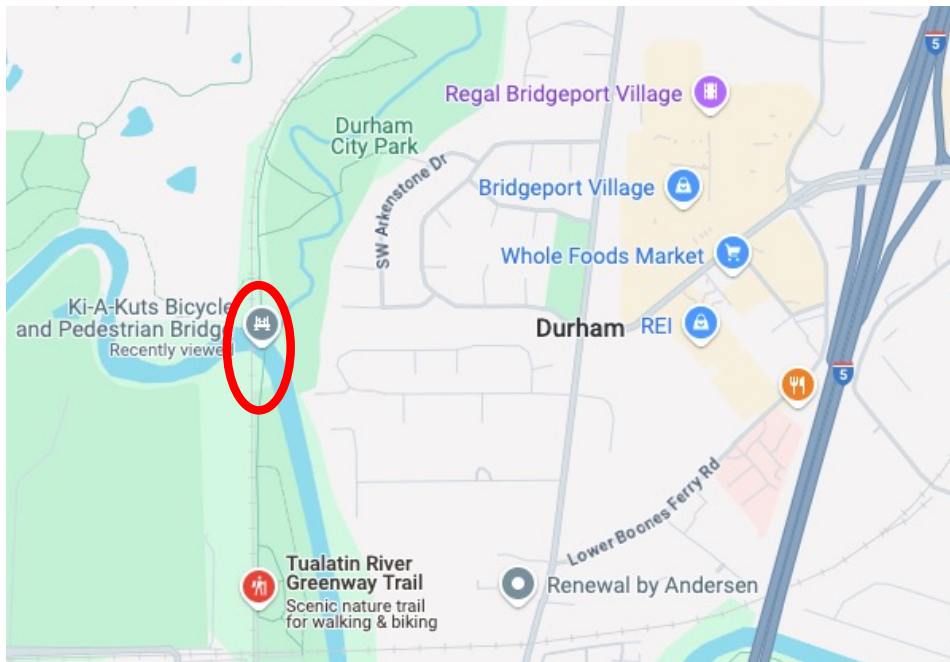
BEFORE THE JOINT COMMITTEE ON TRANSPORTATION REINVESTMENT – HB 2025



10 June 2025



Tualatin Railroad Bridge – Milepost 35.3



Prior to 1968
Garden Home to Wilsonville Bridge
- Tualatin River
Cascadia threat discovered 2010
No plan to upgrade or replace

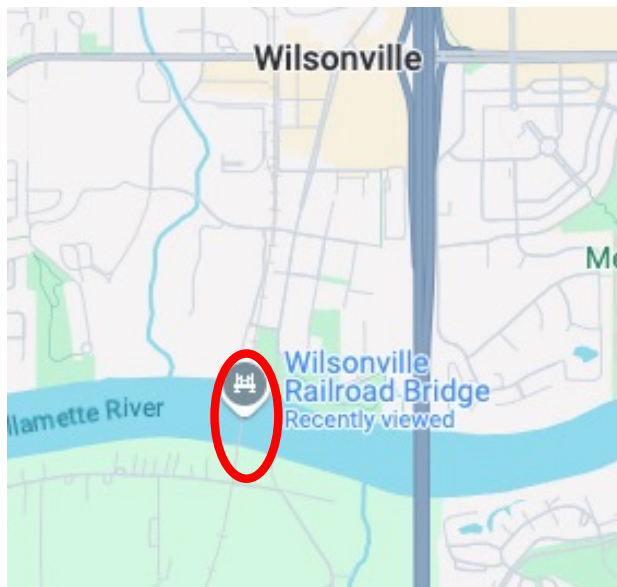
BEFORE THE JOINT COMMITTEE ON TRANSPORTATION REINVESTMENT – HB 2025



10 June 2025



Willamette Rail Bridge - Wilsonville



1975

Portland and Western Railroad
Cascadia threat discovered 2010
No plan to upgrade or replace

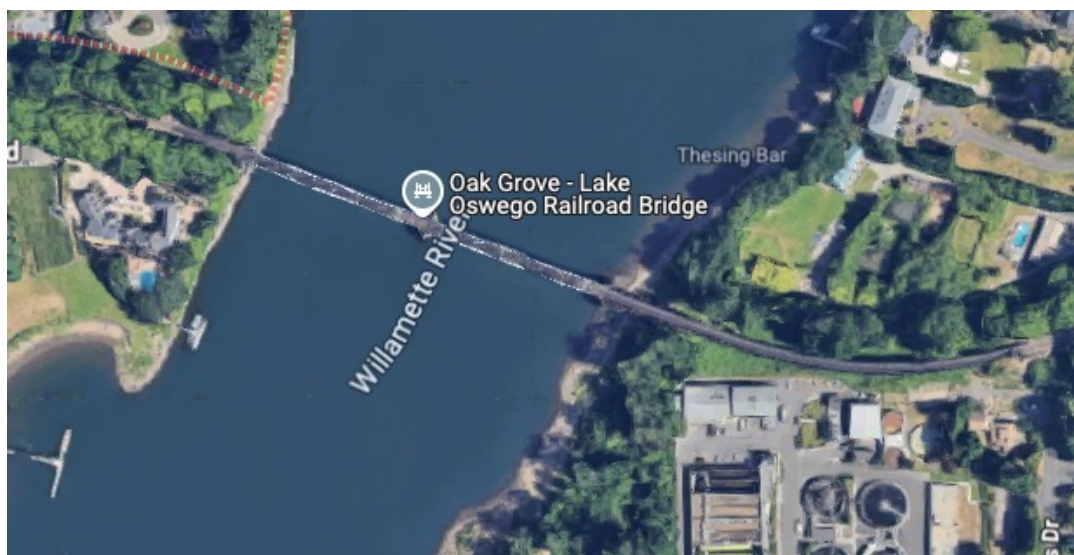
BEFORE THE JOINT COMMITTEE ON TRANSPORTATION REINVESTMENT – HB 2025



10 June 2025



Oak Grove – Lake Oswego
Railroad Bridge



1910
Portland and Western Railroad
Cascadia threat discovered 2010
No plan to upgrade or replace

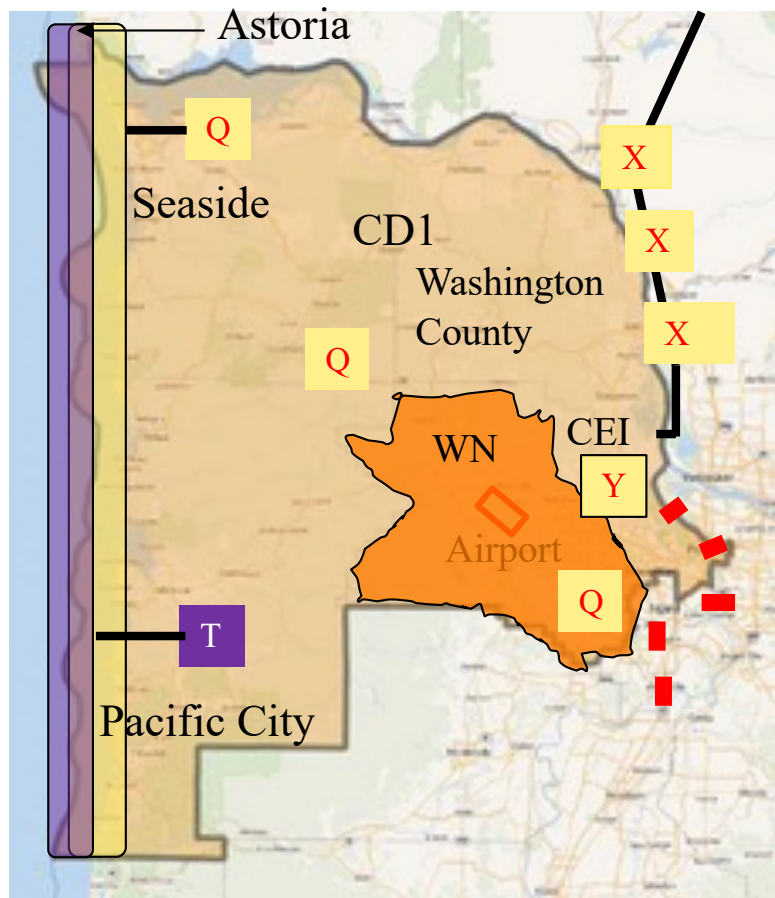
BEFORE THE JOINT COMMITTEE ON TRANSPORTATION REINVESTMENT – HB 2025



10 June 2025

No one is arguing that Washington County is not THE most threatened in Oregon for fuel insecurity. Population 598,000

First Congressional District on Seismic Day Zero – **and all at the same time**



- Failed rail bridges preclude fuel delivery
- X Olympic Pipeline failure
Strands Oregon
- Y CEI Hub collapse
Ends tanker truck logistics to CD1
- Q Quake collapse
Closes Columbia at Astoria Bridge
Damages coastal infrastructure
Extensive coastal road/bridge loss
Extensive utility damage
Damages Wash Co infrastructure
Damages bridges, maybe utilities
- T Tsunami
Re-damages coastal infrastructure
More coastal road/bridge loss
More utility loss

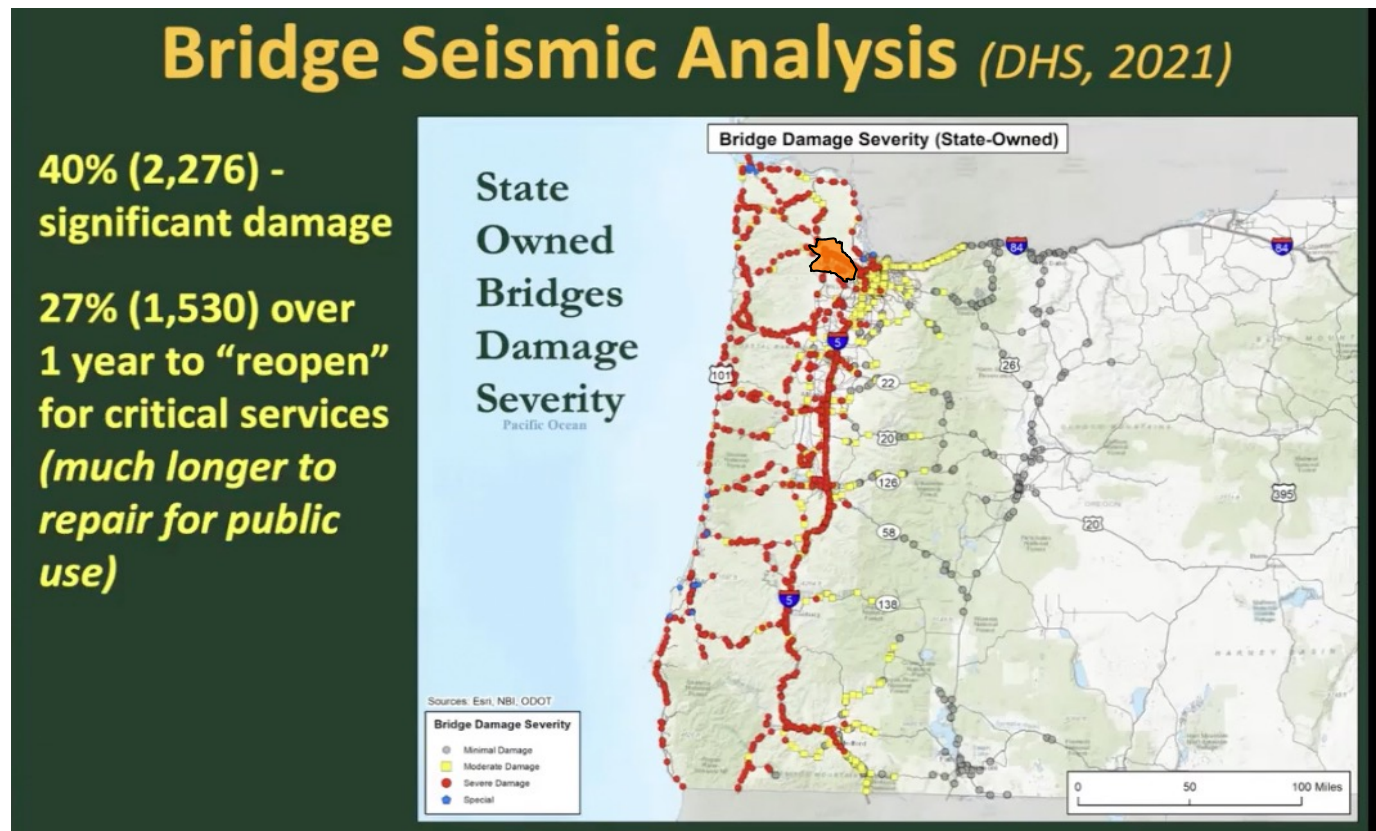
BEFORE THE JOINT COMMITTEE ON TRANSPORTATION REINVESTMENT – HB 2025



10 June 2025

DHS CISA has predicted the coastal conditions and consequences for Washington County highway bridge and overpass damage.

Argonne National Lab (CISA), Modeled 9.0



<https://publications.anl.gov/anlpubs/2021/09/170001.pdf>

BEFORE THE JOINT COMMITTEE ON TRANSPORTATION REINVESTMENT – HB 2025








10 June 2025

Alternate Fuel Sources to Oregon

Priority for Salem Ways and Means

- Infrastructure rebuild costs after the fact are at least 10x the cost of mitigation
- Waiting for post-event investment is a known inflation driver

National Institute of BUILDING SCIENCES™		ADOPT CODE	ABOVE CODE	BUILDING RETROFIT	LIFELINE RETROFIT	FEDERAL GRANTS
Overall Benefit-Cost Ratio		11:1	4:1	4:1	4:1	6:1
Cost (\$ billion)		\$1/year	\$4/year	\$520	\$0.6	\$27
Benefit (\$ billion)		\$13/year	\$16/year	\$2200	\$2.5	\$160
	Riverine Flood	6:1	5:1	6:1	8:1	7:1
	Hurricane Surge	not applicable	7:1	not applicable	not applicable	not applicable
	Wind	10:1	5:1	6:1	7:1	5:1
	Earthquake	12:1	4:1	13:1	3:1	3:1
	Wildland-Urban Interface Fire	not applicable	4:1	2:1	not applicable	3:1

Copyright © 2019 The National Institute of Building Sciences

TABLE 1. Nationwide average benefit-cost ratio by hazard and mitigation measure. BCRs can vary geographically and can be much higher in some places. Find more details in the report.

https://www.nibs.org/files/pdfs/ms_v3_adopts_earthquake.pdf

BEFORE THE JOINT COMMITTEE ON TRANSPORTATION REINVESTMENT – HB 2025



10 June 2025

Post-Cascadia megaquake chaos multiplier x10

North Portland Egress Bridges

PBOT Columbia Overpasses:	\$58M	\$580M
BNSF Fessenden Steel:	\$37M	\$370M
BNSF Lombard Steel:	\$37M	\$370M
BNSF Willamette Steel:	\$37M	\$370M

CD1 Fuel Security Bridges

Portland “Steel Bridge” est*	\$900M	\$9,000M
BNSF Bridge 5.1 est*	\$900M	\$9,000M
PNWR Tualatin	\$40M	\$400M
PNWR Willamette	\$40M	\$400M
PNWR Oak Grove-Oswego	<u>\$40M</u>	<u>\$400M</u>
	\$2,089M	\$20,890M
	\$2.1B	\$21B

Annual Federal petro subsidies \$20.0B

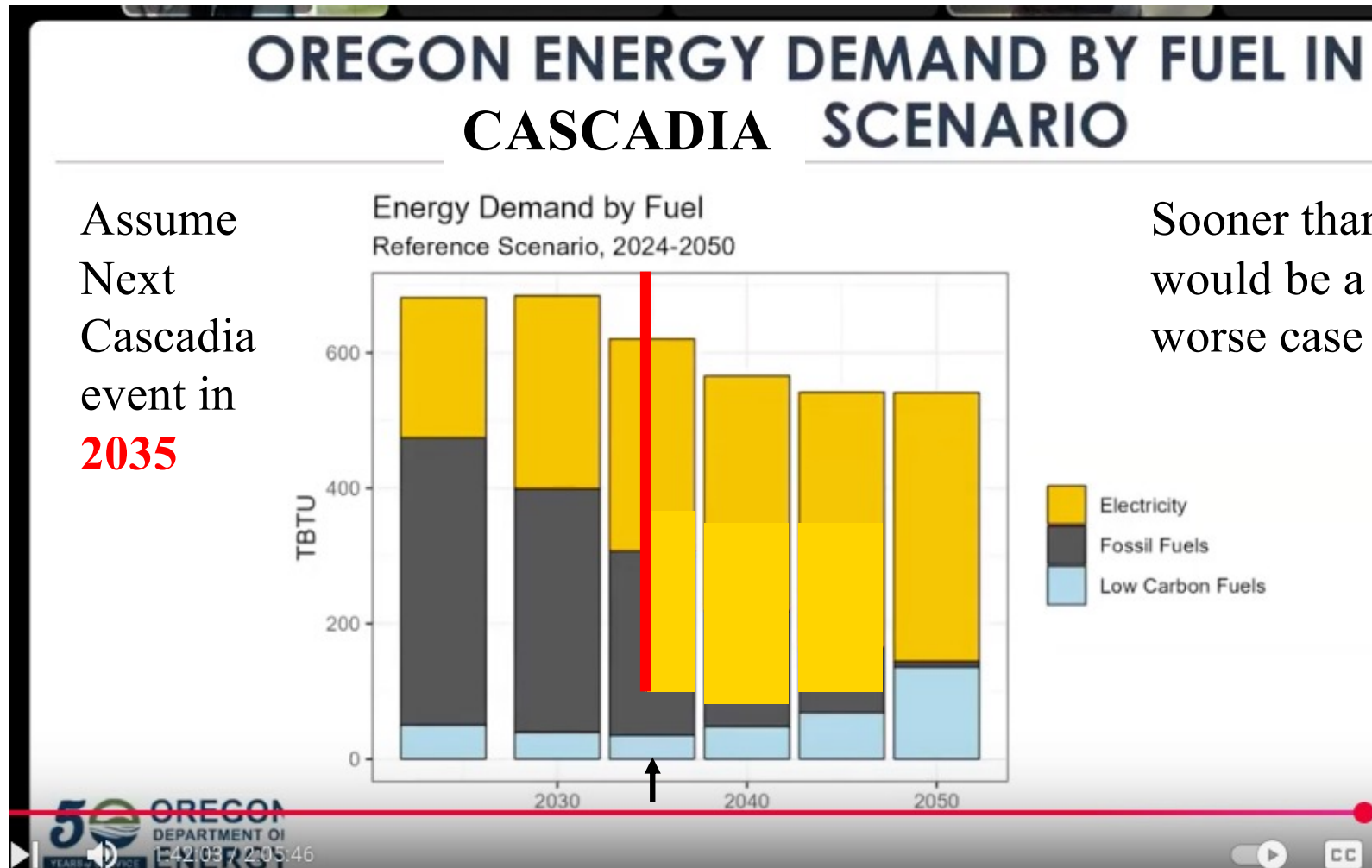
* Burnside Mechanical Bridge replacement estimate is \$900M, 5 years

BEFORE THE JOINT COMMITTEE ON TRANSPORTATION REINVESTMENT – HB 2025



Factoring Cascadia would look like this, with a collapse of fossil fuel infrastructure.

10 June 2025



BEFORE THE JOINT COMMITTEE ON TRANSPORTATION REINVESTMENT – HB 2025



10 June 2025

Oregon's undeclared emergency

T-Admin illegally cutoff mandated infrastructure funds: EO 14154

Oregon lawsuit response: <https://rhodeislandcurrent.com/2025/05/13/20-state-ags-sue-feds-for-tying-transportation-and-disaster-funding-to-immigration-enforcement/>

May see attempt at rescission. No access for years, waiting for court dispositions

Oregon's infrastructure deficit has been understated by ASCE for both Bridges and Energy: <https://infrastructurereportcard.org/state-item/oregon/>

Cascadia math interpretation of raw data understates current chances of 43rd return.
Inescapable wild card.

No Federal help. Where is Idaho when you need 'em?

BEFORE THE JOINT COMMITTEE ON TRANSPORTATION REINVESTMENT – HB 2025



10 June 2025

Amendments needed

Immanent fuel stranding of Washington County must be acknowledged

- Priority for Washington County Reinvestment is way overdue

Given the cutoff of Federal Infrastructure funding, industry will see the effects sooner and worse than the COVID scenario

- Industry, economy and public safety depend on energy security, for which inevitable Cascadia collapse is not now acknowledged
- Simple math reveals 80% chance since 1700
- Time for industry to voluntarily invest in the state infrastructure they need

States must balance their budgets, suddenly without paid-for Federal disbursements.

- End of business as usual

Respectfully submitted, Tracy Farwell, Sustainability Desk, [Better Energy LLC](#)