

GTVP Innovation and Seismic Subcommittee

DRAFT Outline of Seismic Vision and Recommendations

Seismic Vision Statement:

Oregon's multi-modal transportation system is resilient, prepared for, and able to respond quickly to a 9.0 magnitude Cascadia subduction earthquake to ensure functionality, rapid response by first responders, minimal casualties, and a speedy and complete recovery to the region's economy.

Summary:

Starting immediately and continuing over the next 20 years, our transportation investments will ensure major lifeline transportation corridors remain intact and limit human casualties in the immediate aftermath of a Cascadia subduction earthquake. Additionally, this investment should seek to drastically reduce the near-term economic impacts of the disaster, and ensure that there is a quick and complete recovery to the region's economy. As a result of this investment, the immediate damage to the transportation system will be reduced, and the speed at which the restoration of the region's infrastructure is restored will be expedited, ensuring that there is no permanent loss of the businesses that serve Oregon's economy.

This investment will take advantage of the latest analysis and engineering tools, and ensure that retrofit, reconstruction, and new construction of transportation assets will be designed for functionality rather than strictly survivability in the wake of a disaster.

Oregon's transportation resiliency investment will be coordinated across modes to include both highway and non-highway transportation assets (aviation, marine, rail, etc.), ensuring that, dollar-for-dollar, these transportation investments will have the greatest impact on seismic resiliency, mortality reduction, and post-disaster economic recovery. Furthermore, statewide coordination of transportation resiliency investments and disaster response will be consistent with local transportation needs and priorities in the aftermath of a Cascadia subduction event.

Principles and Goals:

- **Public Safety** - Shore up transportation assets needed to increase Cascadia subduction event survivability and provide safe passage for first responders, citizens and emergency supplies
- **Economic Resiliency** - Reduce near-term economic impacts and eliminate long-term economic impacts of a Cascadia subduction event
- **Adequate Information on All Transportation Assets** - The state should have adequate information needed to prioritize seismic resiliency investments in highway and non-highway transportation (aviation, marine, rail, etc.)
- **Prioritize Investments Across Modes** - Investments should be made that have the greatest impact on resiliency, survivability, and economic recovery, and are based on a thorough inventory of highway and non-highway assets
- **Interagency and Private Sector Coordination** - Ensure effective coordination between transportation agencies and private transportation asset owners. Establish public private partnerships that can help support and coordinate emergency response efforts
- **Address Local Resiliency Needs** - Oregon should have a thorough transportation resiliency plan that not only identifies critical statewide lifeline routes, but serves local community survivability and resiliency needs in the aftermath of a major seismic event
- **Local, Statewide, and Interstate Resiliency Coordination** - Local transportation plans are integrated with statewide plans in Oregon, and with California and Washington, to ensure that prioritization of resiliency investments meet community needs

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Near-term Recommendations (next 4 years):

- Revise and update the Seismic Plus Program to:
 1. Assess and prioritize the most vulnerable regions of the state (e.g., Oregon Coast, Rogue Valley) and ensure integration of planning efforts with California and Washington;
 2. Identify immediate investment needs for high-priority transportation assets, including I-5 corridor improvements.
- Starting immediately, develop and secure a transportation funding package that includes an adequate, sustainable, and long-term revenue stream dedicated to seismic retrofitting and resiliency of the state's transportation system, based on the updated Seismic Plus Program document. *This funding package should be sufficient to complete the investments outlined in the Seismic Plus Program within 20 years*
- By 2018, charge appropriate state agencies and special districts with performing a thorough inventory and assessment of the seismic vulnerabilities and strengths for non-highway assets. Ensure that adequate revenue is dedicated to performing this inventory. *As part of this effort, work with federal delegation to ensure that necessary information is available on the seismic vulnerabilities and strengths of privately-owned transportation assets.*
- Charge appropriate local agencies and jurisdictions with developing community-based needs assessments that consider transportation vulnerabilities and priorities. Ensure that adequate revenue is dedicated to performing these assessments. *Statewide resiliency investment and disaster response plans should be updated in response to, and in coordination with these assessments.*
- Ensure that adequate design standards and codes are established, and updated as appropriate across all transportation modes (including non-highway assets)

Mid-term and Long-term Recommendations (5 years and beyond):

- Maintain the investment outlined above to sufficiently complete the seismic retrofitting and resiliency projects outlined in the Seismic Plus Program within 20 years
- Based on a thorough assessment of non-highway transportation assets (aviation, marine, rail, etc.) identify and fund investments that will have the greatest impact on resiliency, survivability, and economic recovery
- Given limits to state control of private systems, recommend that the state identify where/how it can play convener role in shoring up private assets (e.g., private railroads)
- Update or refine statewide resiliency investments and disaster response plans in coordination with the community-based needs assessments outlined above.