

**BEFORE JOINT COMMITTEE ON WAYS AND MEANS
SUBCOMMITTEE ON TRANSPORTATION AND
ECONOMIC DEVELOPMENT – SB 5504**



28 January 2025

**Co-Chair Senator Aaron Woods
Co-Chair Representative David Gomberg
Members of the Subcommittee**

**RE: SB 5504 Constraints on Investment in Aviation Infrastructure and
Operations**

This Bill seems premature, redundant, counterproductive, and as written must be opposed.

Premature: Aviation seems fundamental to Oregon's revenue and economy while this Bill advocates constraints on funding in the first week of the current Session, rather than after a balanced budget is considered by Ways and Means at large.

**BEFORE JOINT COMMITTEE ON WAYS AND MEANS
SUBCOMMITTEE ON TRANSPORTATION AND
ECONOMIC DEVELOPMENT – SB 5504**



28 January 2025

Redundant: Not in history has anyone seen greater cutbacks in Federal funds to States as threatened by the Executive Branch today. Given this insipient crisis, voluntary state constraints on critical funding are poorly conceived and uninformed. The question is, what future non-existent Federal funds?

Grossly counterproductive:

Infrastructure investment decisions taking place today do not include constraints on Aviation funding but rather urgent increases. SB 5504 represents a policy reversal, ignoring NW geology that is generally accepted.

The Subcommittee risks serious error if current fact-finding continues to be disregarded, as follows.



28 January 2025

BEFORE JOINT COMMITTEE ON WAYS AND MEANS SUBCOMMITTEE ON TRANSPORTATION AND ECONOMIC DEVELOPMENT – SB 5504

Example: Portland International Airport

Investments in Seismic Threat Management

North Runway ruggedization – currently underway

PDX Fuel Tank Total Rebuild – in 5 years

There are two geologic threats being considered:

M9, includes M8 (We don't get M9 without M8)

M9 Events Only

Aviation will be the primary transportation relief for Washington County and Coastal resort cities, not to mention securing Oregon's Economic Development.

Huge costs to rebuild after the inevitable Cascadia M8 event are exorbitant and avoidable

- Earthquake mitigation cost savings are 12:1

BEFORE JOINT COMMITTEE ON WAYS AND MEANS
SUBCOMMITTEE ON TRANSPORTATION AND
ECONOMIC DEVELOPMENT – SB 5504

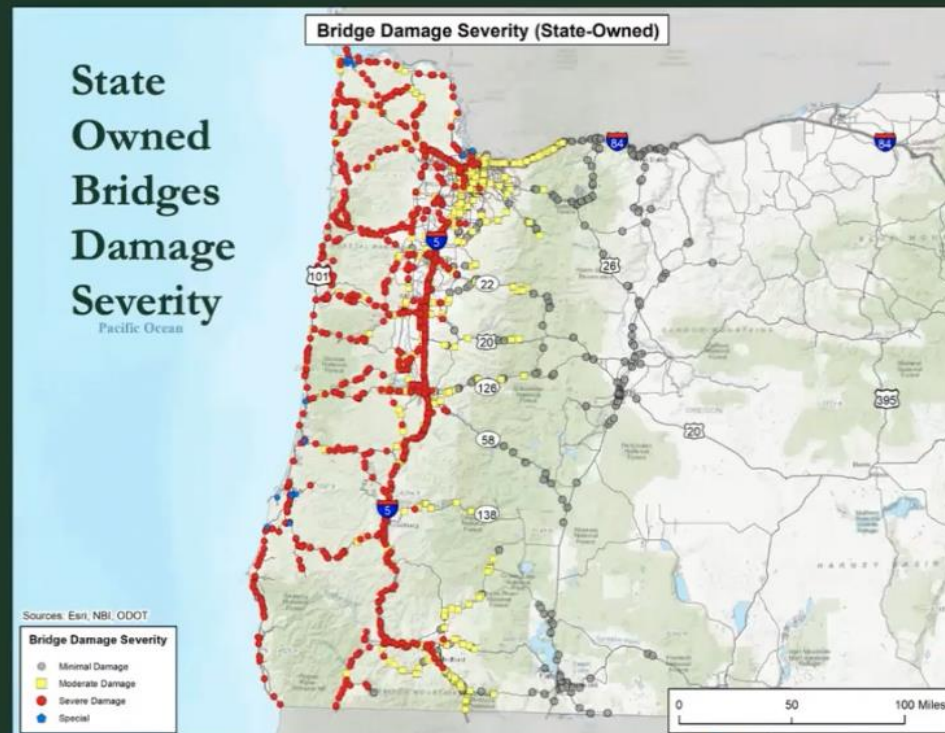


28 January 2025

Bridge Seismic Analysis (DHS, 2021)

40% (2,276) -
significant damage

27% (1,530) over
1 year to “reopen”
for critical services
(much longer to
repair for public
use)

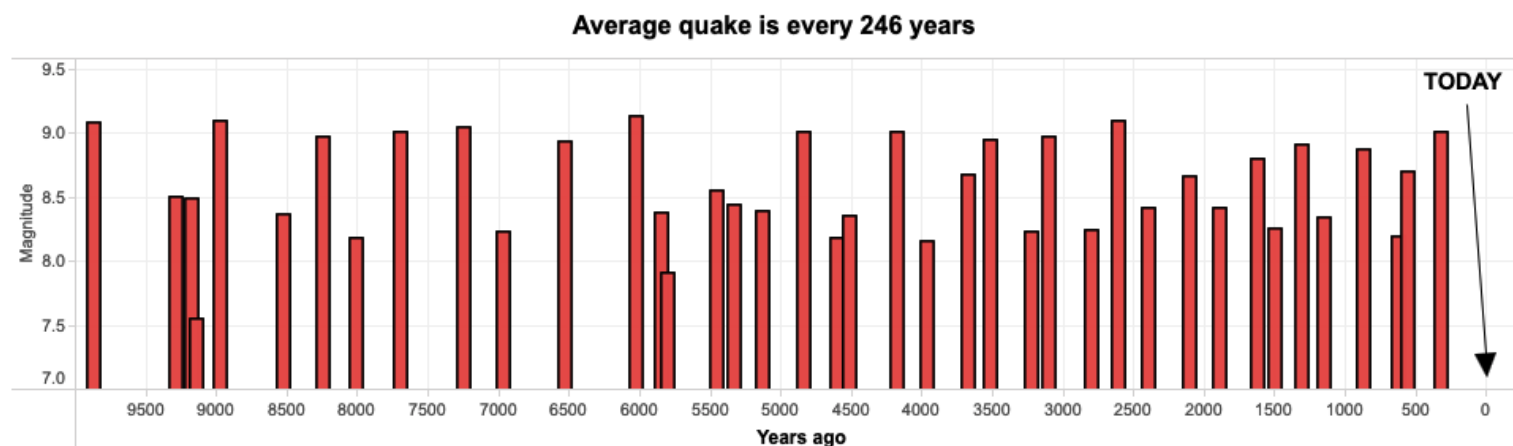




Northwest history of M8 and M9 Events

10,000 years of Cascadia earthquakes

The chart shows all 40 major earthquakes in the Cascadia Subduction Zone that geologists estimate have occurred since 9845 B.C. Scientists estimated the magnitude and timing of each quake by examining soil samples at more than 50 undersea sites between Washington, Oregon and California.



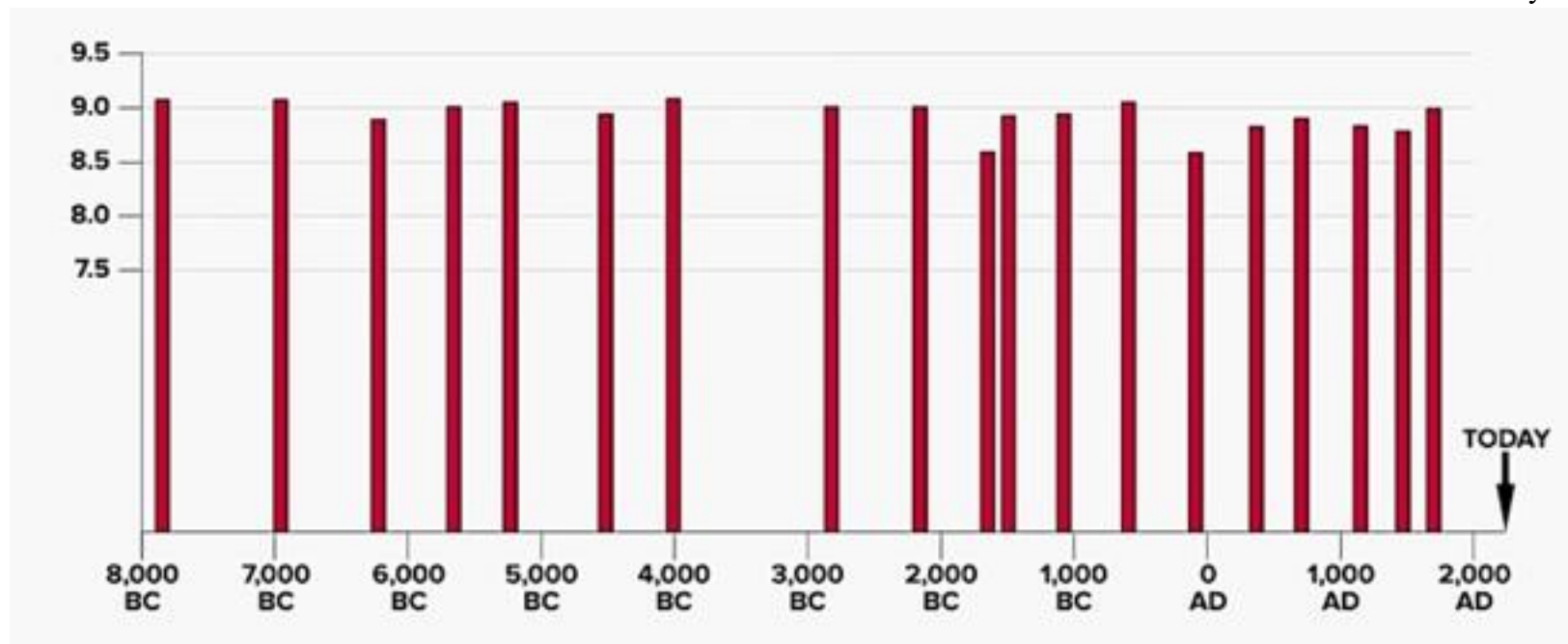
Last event was 1700. Add average 246 = 1946, when chance was 50%.

<https://projects.oregonlive.com/maps/earthquakes/timeline>



How to dismiss near term risk: M9 Events Only

28 January 2025



Screenshot 4 min 30 sec here:

<https://www.youtube.com/watch?v=GP-vyAwiXCM>

Says average interval 400 to 500 years.

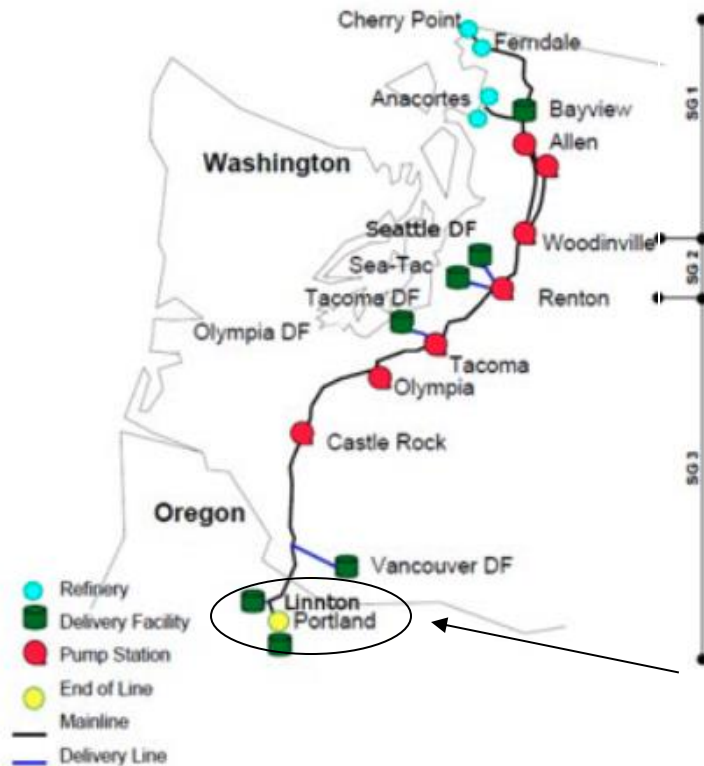


28 January 2025

Washington Lifeline: Single 60-yr old pipeline

Aviation fuel production and delivery from Washington Puget Sound refineries from a pressurized pipeline will not exist for a protracted period following the inevitable Cascadia disaster. Includes Jet-A fuel.

Figure 2. Olympic Pipeline Map



[BP Operator Map](#)

Oregon's Multnomah County CEI Hub

[Multnomah County CEI Hub Report](#)

Washington Lifeline Infrastructure Protection



28 January 2025

Oregon Emergency Management is relying on excess production capacity from alternative inland refineries, without identifying which excess capacity is known (or contracted) from which refinery.

<https://www.eia.gov/energyexplained/oil-and-petroleum-products/refining-crude-oil-refinery-rankings.php>

U.S. Refineries, Operable Capacity as of January 1, 2023, Upper Midwest					
Corporation	Company	State	Site	Barrels per calendar day	Excess Capacity
Marathon Petroleum Corp	Tesoro Refining & Marketing Co	Utah	Salt Lake City	66,000	
Phillips 66 Company	Phillips 66 Company	Montana	Billings	66,000	
CHS Inc	Cenex Harvest States Coop	Montana	Laurel	62,500	
ExxonMobil Corp	Exxonmobil Refining & Supply Co	Montana	Billings	61,500	
Chevron Corp	Chevron USA Inc	Utah	Salt Lake City	54,720	
HF Sinclair Corp	HF Sinclair Woods Cross Refining LLC	Utah	Woods Cross	39,330	
FJ Management Inc	Big West Oil Co	Utah	North Salt Lake	31,664	
Calumet Specialty Products P	Calumet Montana Refining LLC	Montana	Great Falls	24,600	
Silver Eagle Refining Inc	Silver Eagle Refining	Utah	Woods Cross	15,000	

**BEFORE JOINT COMMITTEE ON WAYS AND MEANS
SUBCOMMITTEE ON TRANSPORTATION AND
ECONOMIC DEVELOPMENT – SB 5504**



28 January 2025

Conclusion: Per Section 3, the intent to serve public safety is not demonstrated.

There is a culture in Salem that ignores the content of public testimony and only rates “Support”, “Neutral,” or “Oppose”. This is another way of discounting dire facts and does not serve the interests of voters and taxpayers otherwise served by the Legislature.

SB 5504 must be known to support serious Oregon Emergency Management contingency planning for aviation fuel logistics. There seems no evidence of this in the subject Bill. There is considerable work to go, prior to a working session.

Respectfully,

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