

**BEFORE OREGON HOUSE COMMITTEE ON CLIMATE,
ENERGY AND ENVIRONMENT – HB [3597](#), HB [3598](#), and
The Lead**



8 April 2025

**Chair Representative John Lively
Vice-Chair Representative Mark Gamba
Vice-Chair Representative Bobby Levy
Members of the Committee**

**Representative Tom Andersen has the right question, but for ODOE about
Electric Transport.**

We Support the Bills. This is where the transition to safe energy starts

No one is arguing that commodity fuels are safer to refine, deliver or store, as compared with generated electric energy. Fuel infrastructure fails more extensively in natural and accident disasters, as compared with the electricity grid. So far, the largest failures do not involve earthquake events: [Ten Energy Disasters](#)

But Oregon and Washington State fuel infrastructure is at great risk. Transitioning rapidly to electric grid supplied energy for transportation is prescient leadership in governance. Thank you, Rep Tom Andersen.

BEFORE OREGON HOUSE COMMITTEE ON CLIMATE, ENERGY AND ENVIRONMENT – HB 3597, HB 3598, and The Lead



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Representative Tom Andersen – Leading Electric Transport.

A serious example: Boeing will be punished by the inescapable repeat of the next Cascadia disaster. No aviation fuel, no fuel for first responders, for reconstruction or commerce. Just like Oregon, Federal funds for infrastructure preparation are cut off

Executive officials feature a famously great design as claim to authority. The Boeing 747. Pilots love its 4-engine and 3-stage flap design, making landings safe and predictable.



While immediate refinery and fuel infrastructure investments in Washington State are obvious these same officials are impounding mandatory infrastructure appropriations that would secure Boeing's fuel future while provoking foreign tariffs that impede sales.

Great aircraft, crashed economy. Same for Oregon's leading product exports.






Reconstruction after the fact is 10x the \$\$\$ cost

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Increasing demands for FEMA relief and rebuild are driving high economic inflation. Evidence shows that earthquake mitigation ahead of time obviates at least 10x the cost of recovery after. Benefit cost ratios (BCRs) are known for typical hazards.

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

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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

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ENERGY AND ENVIRONMENT – HB 3597, HB 3598, and
The Lead**



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**Representative Tom Andersen has the right question about
Electric Transport. The Energy answer is urgently needed, costly,
and not happening**

- 1. Relieve the State Treasury from perilous dependence on Washington State commodity fuels. Our CEI Hub Tanks are just as unreliable, but more dangerous.**
 - A. Build out electric fleets for first responders and critical delivery fleets (food, staples, reconstruction, even fuels).**
 - B. Build out more durable distributed electricity grid.**
- 2. Since the Cascadia wild-card can land in the middle of Step 1, contingency fuel depots must be invested in for the interim.**
 - A. It takes fuel to rebuild any and all infrastructure after a disaster**
 - B. If Cascadia happens before alternative depots, first responders, National Guard, contractor fleets, emergency generators, grid repair fleets are fuel stranded for months.**
 - C. Military readiness seriously compromised**
- 3. Solicit infrastructure funding from self-threatened industry – negligent rail operators, exploitive commodity fuel operators. FEMA is failing indefinitely.**

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Leadership from Oregon's Delegation in DC

Rep Dan DeFazio: 2021 Infrastructure Investment and Jobs Act

Appropriations intercepted indefinitely – State emergency

Sen Ron Wyden: 2022 Inflation Reduction Act

Appropriations intercepted indefinitely – State emergency

Balanced Budget for Oregon – impossible without extensive cuts, intercepting funds for emergency preparation infrastructure planning and projects – State emergency

What does a design for survival look like? More Oregon AG lawsuits

Robust extension of the electricity grid to carry increased transport energy loads, soon

Extensive transition to fuel-free tankless emergency first responder fleets, construction fleets, medium duty transport fleets. Plan first, change leadership, Oregon sends more revenue than is delivered in return. Where are Dale Carnegie billionaires when you need 'em? We have enough \$\$\$\$B malingerers already.

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Dear House Committee on Climate, Energy and Environment

This is your final exam.

You have the questions, you have the answers, it's open book.

This is a test you can fail, but it won't be from not knowing.

**BEFORE OREGON HOUSE COMMITTEE ON CLIMATE,
ENERGY AND ENVIRONMENT – HB 3597, HB 3598, and
An Answer**



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These prescient Bills are urgently needed, along with a stack of others than can add up to a **State Energy Security Project Plan**.

Thank you for early attention to hazard mitigation in advance of the inevitable.

Respectfully,

Tracy Farwell, Sustainability Desk; SD23, HD 46
[Better Energy LLC](#)