



February 10, 2026

House Committee on Emergency Management and Veterans
900 Court Street, NE
Salem, OR 97301

Chair Tran, Vice Chairs Watanabe and Lewis, and Members of the Committee,
90 percent of Oregon's fuel supply enters the state and is stored in Northwest Portland at
the Critical Energy Infrastructure (CEI) Hub.

As has been well established through significant research, a magnitude 9.0 Cascadia Subduction Zone earthquake is not a question of *if*, but *when*. This impending natural disaster will have catastrophic implications for communities across the state, including those in NW Portland surrounding the 6-mile stretch adjacent to the Willamette River known as the CEI Hub, as well the people living just across the river in North Portland.

Concentrating 90% of our state's fuel supply in a single location creates extreme risk for the communities living near the Hub, but also for all Oregonians and for our state's ability to respond and recover from natural disaster. Without reliable access to fuel, we will undoubtedly see emergency response, supply chains, and basic services across the state compromised when they are most needed.

We appreciate the legislature's action in recent years to find ways to mitigate risk. HB 4032 and HB 4100 are a continuation of that work.

HB 4032 will provide critical information, providing state leaders with the data and alternatives needed to make thoughtful, informed choices regarding fuel storage. This is an important step forward to reducing Oregon's overreliance on a single, high-risk location and improving fuel access around the state.

HB 4100 aligns Oregon with practices in other states where fuel terminal operators are required to obtain a certificate of financial responsibility from the Department of Environmental Quality demonstrating they have adequate insurance and financial protections ahead of a disaster. This appropriately assigns responsibility to the parties creating the risk rather than shifting the burden to Oregon's taxpayers. We appreciate the work and compromises that went into this legislation and understand that a narrow preemption on local governments is needed to provide terminal operators with a single, statewide set of standards and requirements under a single regulator.

Together, HB 4032 and HB 4100 will help move Oregon forward – reducing reliance on a single point of entry and storage for the state’s fuel supply and providing important risk mitigation in the event of a natural disaster. We urge your support for both measures.

Sincerely,



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Mayor



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