



Oregon

Kate Brown, Governor



550 Capitol St. NE

Salem, OR 97301

Phone: 503-378-4040

Toll Free: 1-800-221-8035

FAX: 503-373-7806

www.oregon.gov/energy

Date: November 16, 2021

To: Senate Interim Committee on Energy and Environment

Subject: Written Testimony from Deanna Henry,
Emergency Preparedness Manager, Oregon Department of Energy

Chair Dembrow and Members of the Committee,

My name is Deanna Henry. I am the Emergency Preparedness Manager for the Oregon Department of Energy. It is our agency's responsibility to ensure that even in a worst-case disaster, we have strategies in place to provide adequate fuel supplies to support the state's overall response and recovery activities.

Yumei Wang accurately described our statewide fuel vulnerabilities should the CEI Hub be compromised in a Cascadia event. As reported in the 2013 DOGAMI seismic study that our agency funded, we can expect to lose more than 90 percent of the normal incoming statewide supply with no way to resupply with the refineries in Washington and the Olympic Pipeline offline for months as a result of earthquake impacts.

To address our serious statewide fuel vulnerabilities, ODOE developed the Oregon Fuel Action Plan, which identifies the actions our agency would take to bring fuel into the state should the Cascadia event occur tomorrow and the CEI Hub and is severely impacted. Our strategies include establishing new fuel supply chains into the state.

In August, we exercised these strategies with the federal government and the military. We worked through the coordination and logistics requirements for bringing fuel into Oregon by truck, air, rail, and over-the-shore along the Oregon coast in a post Cascadia environment. The exercise validated two challenges:

- 1) The fuel arriving in Oregon from FEMA will not be enough to meet our needs, at least initially, considering that a Cascadia earthquake would also impact Washington and likely California and British Columbia. This would be similar to what we experienced with COVID and the PPE demands, only worse due to earthquake impacts to critical infrastructure. However, within a few weeks, we expect sufficient fuel to arrive into Oregon, primarily to supply bases at the Redmond Airport and Kingsley Field Klamath Falls.

- 2) The exercise also confirmed that the difficulty is not bringing fuel into Oregon, our greatest challenge would be getting that fuel to the impacted communities in western Oregon. With widespread damage to many major highways and thousands of bridges creating islands of isolated populations west of the I-5 corridor to the coast, it could take weeks to get fuel to some communities due to the lack of access. Longer in the more remote areas of the state.

Our recent wildfire season has shown us we really don't need a catastrophic earthquake for our region to experience fuel limitations. In early summer of this year, there was a sudden increase in commercial air travel coupled with an early wildfire season in late spring that resulted in initial supply and distribution problems. With the exception of the Portland international airport that receives jet fuel by pipeline from the CEI Hub, all other jet fuel deliveries are made by truck primarily from the CEI Hub to airports around the state. Getting jet fuel delivered to some airports in eastern and southern Oregon supporting wildfire response proved challenging early in the season. Because of the ongoing limitations of fuel drivers and trucks, distributors were already working at capacity and were unable to quickly add additional deliveries to meet jet fuel demands at airports.

In addition, many of these airports have limited storage capacity on site and could not take a full truck load of fuel (10,000 gallons). Struggling to meet normal delivery schedules, fuel distributors were hesitant to dispatch a truck and driver to deliver half a load from the CEI Hub to eastern or southern Oregon, which would have taken one of their drivers and trucks away from their established delivery schedule. The good news is that we were able to work with the fuel companies and the airports to share fuel loads to meet jet fuel demands, resolving the issue in a relatively short time.

Fortunately, a lot of important work has already been done to identify mitigation measures that could increase our fuel resilience in the state like the 2013 DOGAMI Study and the 2019 OSSPAC Report. The OSSPAC report recommended developing a long-term program to increase the geographic diversity of fuel storage capacity throughout the state so we're less dependent on the CEI Hub and on just-in-time fuel delivery system.

The goal for increasing fuel storage capacity is to provide a safety net for local communities. It bridges the gap between a community running out of fuel while allowing the state time to bring outside fuel resources to resupply the area. This would be the initial step to improving our resilience and fuel security in a Cascadia event.