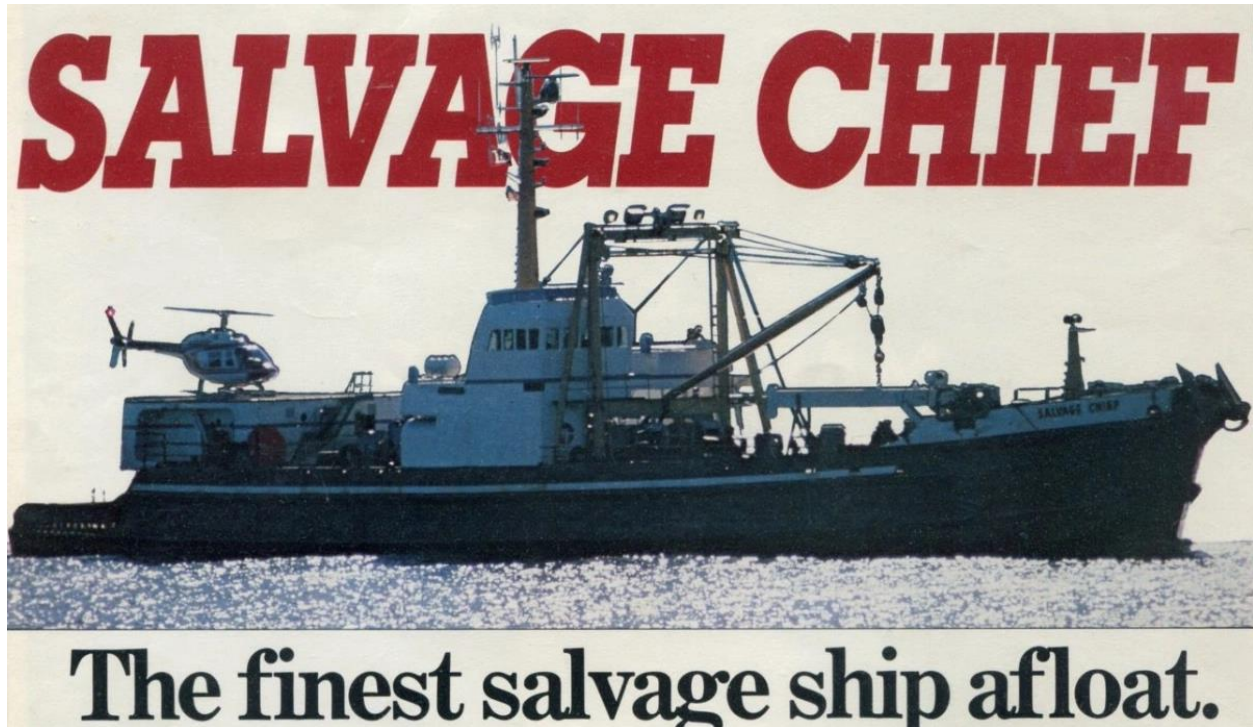


Floyd E. Holcom Testimony for SB 826, READY THE CHIEF!



Co-Chair Senator Lee Beyer; Co-Chair Representative Susan McLain, Senators and Representatives of this Joint Transportation Committee, thank you for allowing me to Testify with all of you on behalf of the Support of SB 826.

Play Video: <https://youtu.be/JfDOqJJYjg>

As you can see by this factual infomercial, with the letters and e-mails sent to each and everyone of you by the Emergency Managers, Engineers, Doctors and Lawyers, Students and Citizens of each of your districts. The researched reports, testimony and reality of efficient and low cost Dollar for Dollar readiness, it's the best and only chance we have in meeting these short-term disaster challenges that our transportation and infrastructure experts are predicting, especially on the Columbia River from Astoria to Lewiston, Idaho, as well as both sides of our Boarder. Outside of COVID, Cascadia Subduction, and the strong possibilities of Compromised and choked off Shipping, Oregon needs to train and prepare

for this disastrous event that will be far worse than Mt. St. Helens, and the Salvage Chief can on its water highway, the Columbia River.

Today, I ask that all of you on this committee support this bill and forward it to the Ways and Means Committee, where I'm told this Bill will continue to receive its needed additional and continued support for passage.

Like your colleagues, In the bi-partisan Veteran and Emergency Management committee in 2019, it passed overwhelmingly, its one of those Bills that just makes sense. Attached is that Committees Report.

This Senate Bill emphasizes the "here and now" needs on the Columbia River.

1. The critical transportation on the Columbia River Highway is extremely vulnerable. The Boarder Bridges that cross the river highway, as ODOT calls them, currently have no removal plan and can not sustain the loads of a major Earthquake, in some cases an 8.1 could shut down the Columbia River Transportation system. That answer has not changed in the last two years and it may not ever change. Given these bridges collapse into the Columbia and Willamette Rivers, and in an Emergency, the Salvage Chief is right here in Oregon, and will be the cooperative tool our local and National expert contractors and State experts can use to perform the clearing operations needed to get these systems back up and functioning. There is no other Vessel available like it.
2. Outside of the Salvage Chief, there are no near term solutions for readiness on the Columbia River, meaning no real sustainability solution in case of a large scale disaster. If there was, we would support it. And given everyday that the ships anchor in our river, The Salvage Chief stays ready to be called upon, like it has since 1949, but now it needs the support of its State to maintain that readiness until something takes its place. And right now, we short a solution.

3. 6x100 Ton Winches to pull the bridge debris out of the shipping Channel, 5x250KW Generators (Enough to power up any medical facility), Medical Facilities, Helicopter Deck, Radio and Sat Coms, Potable Drinking Filtration, Capacity to Hold 80,000 Gallons of Fuel, Sleeps 36 Personnel.

We can be resilient in the transportation emergency challenges of tomorrow with the Salvage Chief and given all of that, there are very few requests that you receive in these committees that has already saved and invested more than 50 Million Dollars in Private funds in this this State this last 40 plus years. The request for 1.9 Million of public funds to get it ready is an investment for the continued training, survival and connectivity to keep both our Rural and Urban citizens alive as well as continuing the direct support of Oregon shipyard Workers. For this ship and our State to be truly ready, it needs the Passage of SB 826. Ready the Chief!

Thank you. Floyd E. Holcom, 100 39th Street, Astoria, Oregon 97103