

BEFORE THE JOINT INTERIM COMMITTEE ON TRANSPORTATION FUNDING, 2025-2025 INTERIM



Co-Chairs: Senator Rob Wagner, Representative Julie Fahey

22 August 2025

Co-Vice Chairs: Senator Daniel Bonham, Representative Christine Drazen
Members of the Committee

Gaps in LC2 Are Serious

Continuing to ignore the inevitable return of the 43rd historic Cascadia seismic megathrust leaves Oregon unprepared for the obvious.

A word search in the baseline LC2 finds no acknowledgement of this statewide physical reality.

<https://olis.oregonlegislature.gov/liz/2025I1/Downloads/CommitteeMeetingDocument/309805>

The consequence is that after Day 0, when the only wheels rolling are electric, there will be fewer EVs in the fleet after the inevitable commodity fuel infrastructure collapse

BEFORE THE JOINT INTERIM COMMITTEE ON TRANSPORTATION FUNDING, 2025-2025 INTERIM



22 August 2025

Portland CEI Hub

No one thinks the CEI Hub will supply the 90% of state commodity fuel consumption expected today. Vulnerabilities of this infrastructure are not debatable: Ref 2022 SB 1567 reports posted by DEQ

Hub operators think the risk is 2% in 50 years. This is correct, because 2% is part of 85% reported by a Washington State seismologist.

<https://www.kuow.org/stories/the-earthquake-is-coming-is-old-seattle-worth-saving>

Puget Sound Fuels Infrastructure

Because of their location on sandy shoreline, the 5 refineries are just as exposed to soils liquefaction, only with risk multiplied by tsunami inundation of docks, pump stations, pressure vessels, pipelines, tanks.

ODOE recognizes the expected failures in the 1960, 400-mile BP Olympic Pipeline, the only resupply source for the Hub today.

BEFORE THE JOINT INTERIM COMMITTEE ON TRANSPORTATION FUNDING, 2025-2025 INTERIM



22 August 2025

State Fuel Insecurity

There seems to be no plan to secure Washington or Oregon seismically vulnerable transport fuel infrastructure despite relegating the consequences to state military departments.

With emergency response fleets left stranded like General Patten's armies in 1944, the only conceivable response is to nationalize every EV they can find.

Regrettably, the baseline LC2 seeks to collect revenue from levied EV penalties. When the inescapable Cascadia reality is finally factored into State planning as an undeniable wild card, EVs will be regarded as assets to be maximized while there is still time.

BEFORE THE JOINT INTERIM COMMITTEE ON TRANSPORTATION FUNDING, 2025-2025 INTERIM



22 August 2025

Portland BNSF Rail Infrastructure

Built 100 years ago to establish Portland as a thriving commercial port economy, BNSF plans to shore up or replace its rail bridges are too hard to find. None were designed to, and will not survive, the Cascadia seismic stresses. Even worse, PBOT reports that the City and the Port of Portland are liable for maintenance and replacement. Portland [PBOT Master Freight Plan](#) from 2023

Our assessment says not.

<https://olis.oregonlegislature.gov/liz/2025I1/Downloads/PublicTestimonyDocument/219980>







Even so, the baseline LC2 fails to recognize this threat to state transportation infrastructure and economy. There is no reason to expect fuel resupply from Washington refineries by rail.

BEFORE THE JOINT INTERIM COMMITTEE ON TRANSPORTATION FUNDING, 2025-2025 INTERIM



22 August 2025

Investing in durable infrastructure before a potential disaster has significant inflation control benefits not recognized in the surge of White House EOs.

 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

Copyright © 2019 The National Institute of Building Sciences

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

BEFORE THE JOINT INTERIM COMMITTEE ON TRANSPORTATION FUNDING, 2025-2025 INTERIM



22 August 2025

Better Energy does not invoice for research contributed in the public interest. We provide ample references for independent verification of STEM fact finding. Copyright is intended only to protect content.

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