

**BEFORE OREGON HOUSE COMMITTEE ON CLIMATE,
ENERGY AND ENVIRONMENT – HB 3597, HB 3598, HB 3628**



8 April 2025

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

RE: The study of Electric Vehicle build out depends on the Oregon Electric Transmission Authority to be established as an independent public corporation with statewide purposes and without territorial boundaries.

We Support. Even if passed, the funding of the study and the Transmission Authority are likely to fail. Must declare an emergency.

Oregon will lose its bond rating overnight, due to unacknowledged risk that is historically inevitable. The risk math cannot be disproven. Actuaries could have predicted Oregon wildfires, heat domes, mass flooding because they had access to climate risk science. They waited for it all to happen, then suspended coverage in Oregon.

Same with Cascadia risk. The threat to the Oregon economy is immanent. Risk is dramatically cut by a transition to electric fleets and a State Transmission Authority.

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Accumulated risks to the Oregon economy are astounding

FEMA mandated relief to Oregon is being denied illegally, indefinitely
Natural hazards are undeniable, including the return of the Cascadia megaquake
Transition to durable energy infrastructure proposed by HB 3628 is way overdue
Risks to the Oregon economy cannot be factually refuted:

- Refineries in Washington state will collapse from seismic and tsunami destruction
- Oregon depends on Washington commodity fuels for 90% of economy and revenue
- Double no-go: single 60-yr WA 14-in pipeline to OR fails same time as CEI Hub Tanks
- Oregon has no alternative high-volume fuel depots, or fuel delivery infrastructure
- After fuel truck deliveries are impossible, bridges for rail cars to Washington County are not seismic, will fail, isolating 600,000 for fuel, plus the coast communities
- Big hit to State revenue and infrastructure will cut Oregon bond rating, cause defaults
- When Federal relief, Cascadia threat, fuel dependency and climate risks are factored, bond ratings will be recalculated
- Military Departments in WA and OR are seeing concerns about readiness

Universal negligence of commodity fuel and rail industries is no longer being bailed by intercepted Federal appropriations. Berkshire Hathaway stockholders will notice.

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Despite these excellent bills, an orderly transition to a more durable energy and transport infrastructure is not happening on time.

Depends on Ways and Means to fund other various energy transition and transportation bills, session to session. Essential bills die. No coherent plan.

Worse, the Cascadia risk is not acknowledged:

- **Washington and Oregon regard the risk as 37% today**
- **This is correct, because 37% is part of 50%**
 - **Half of Cascadia return intervals exceeded the 246-year average in 1946, since the last catastrophe was 1700**
 - **Over 80% of return intervals have been exceeded today, after 324 years**

There is no other data to rely on. Probability of 80% means odds are 4 out of 5.

Inevitable climate and seismic events coupled with Federal interceptions and dependency on commodity fuels leaves Oregon terribly compromised

- **The Burnside Bridge funding has been illegally intercepted, as if routine**
<https://finance-commerce.com/2025/03/895m-oregon-bridge-project-postponed-to-2028/>

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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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Why is waiting for inevitable disasters to happen, when costs become 10x, called good governance when it drives inflation, the tax on everyone

In what universe is this called “conservation”

Every day has become a bet Oregon can no longer afford



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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
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