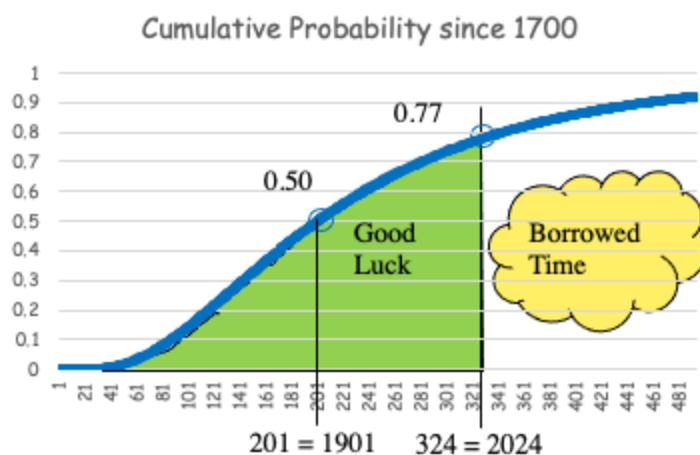


Dear Sen. Gorsek, Rep. McLain and the 2024 Joint Committee on Transportation, Information disclosed by your first efforts is unexpected, that's why the Transportation Tour is so effective even at the start. Nice work serving the public interest.

The day prior to the kick-off we convened a VTC to offer the best available estimate of the Cascadia M8/M9 risk first published by USGS in 2012.

<https://better-energy-llc.com/wp-content/uploads/2024/06/NP-Jeopardy-Status-3June24.pdf>

In the last 10,000 years, best available science tells us the average interval between Cascadia Subduction events is around 246 years and the last big one was 1700. This means the risk of a repeated next event was at least 50/50 in $1700 + 246 = 1946$. The following plot of the risk today is taken from the 10,000 year dataset and represents a reasonable estimate assuming that tectonic subduction zone stress increases between events.



Other equally valid plots are feasible but are expected to reflect the same event history first disclosed by [USGS Paleoseismicity 2012](#).

Such risk calculations speak to the urgency of your mission. The local consequences of the next M8/M9 event have been disclosed by the North Portland community during the first days of the JCT Tour, along with the difficult revenue forecasts for ODOT. Another disclosure is very concerning: Oregon DEQ looked into the current local/state/federal regulatory authority with remit to assure the security and safety of Portland's CEI Hub that supplies 90% of the fuel needed for Oregon's economy and found very little.

Is it possible that Washington County could be facing the same exit route concerns as North Portland? There appear to be no viable emergency routes to the North, West or East during a Cascadia scenario and it seems that some southern route bridges have not been assessed.

Knowing in advance the scope of the risks we face is the best news and the JCT Tour offers the chance to act before the fact. This correspondence is offered to support early policy actions that benefit Oregonians and the Oregon transportation-based economy. All the best. Tracy Farwell, [Better Energy LLC](#)