

**BEFORE OREGON HOUSE COMMITTEE ON CLIMATE,
ENERGY AND ENVIRONMENT – HB 3119**



28 January 2025

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

**RE: HB 3119 Prohibit Oregon DEQ from Promulgating Advanced Clean
Trucks Regulation in Near Term**

This Bill seems untimely and non-responsive to geoengineered environmental effects that are ongoing and worsening. This Bill cannot be supported.

Untimely: Best science tells us the lack of small earthquakes in the Northwest is not a good sign for our near-term future, given a recently discovered 10,000-year history of very large ones that cause mass devastation. These pending events now threaten transportation infrastructure and transport fuel infrastructure laid well before these 2012 disclosures.

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Non-responsive: Beyond natural events, we now know that since before 1970 the fuel industry intentionally altered Earth's environment for reasons justified at the time: national defense mobility and interstate and international transport-dependent commerce. The consequence today is a geoengineered environment that no one wants. Those with genuine doubts need only consult insurers and reinsurers, climate refugees, shuttered businesses, suddenly homeless displaced families. 28 January 2025

Timely Action

Significant investments have been committed to make infrastructure more durable against the seismic natural hazard.

Example: Portland International Airport

Investments in Seismic Threat Management

North Runway ruggedization – currently underway

PDX Fuel Tank Total Rebuild – in 5 years

There are two geologic threats being considered:

M9, includes M8 (We don't get M9 without M8)

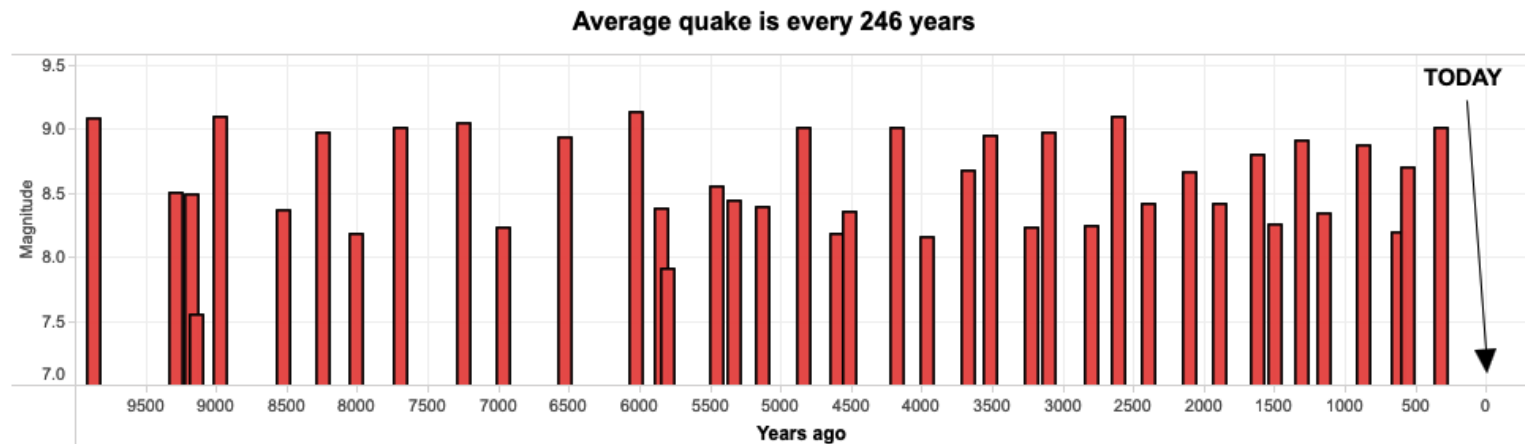
M9 Events Only



Northwest history of M8 and M9 Events

10,000 years of Cascadia earthquakes

The chart shows all 40 major earthquakes in the Cascadia Subduction Zone that geologists estimate have occurred since 9845 B.C. Scientists estimated the magnitude and timing of each quake by examining soil samples at more than 50 undersea sites between Washington, Oregon and California.



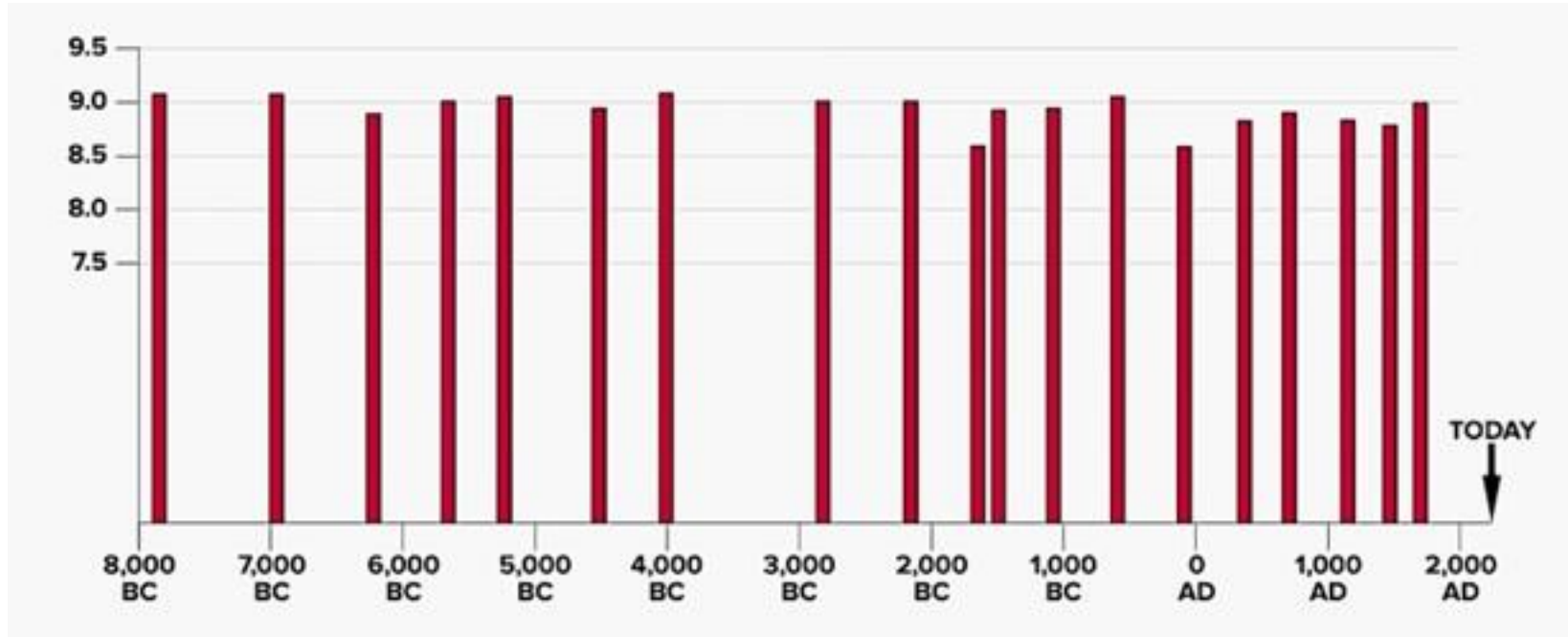
Last event was 1700. Add average 246 = 1946, when chance was 50%.

<https://projects.oregonlive.com/maps/earthquakes/timeline>



How to dismiss near term risk: M9 Events Only

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Screenshot 4 min 30 sec here:

<https://www.youtube.com/watch?v=GP-vyAwiXCM>

Says average interval 400 to 500 years.

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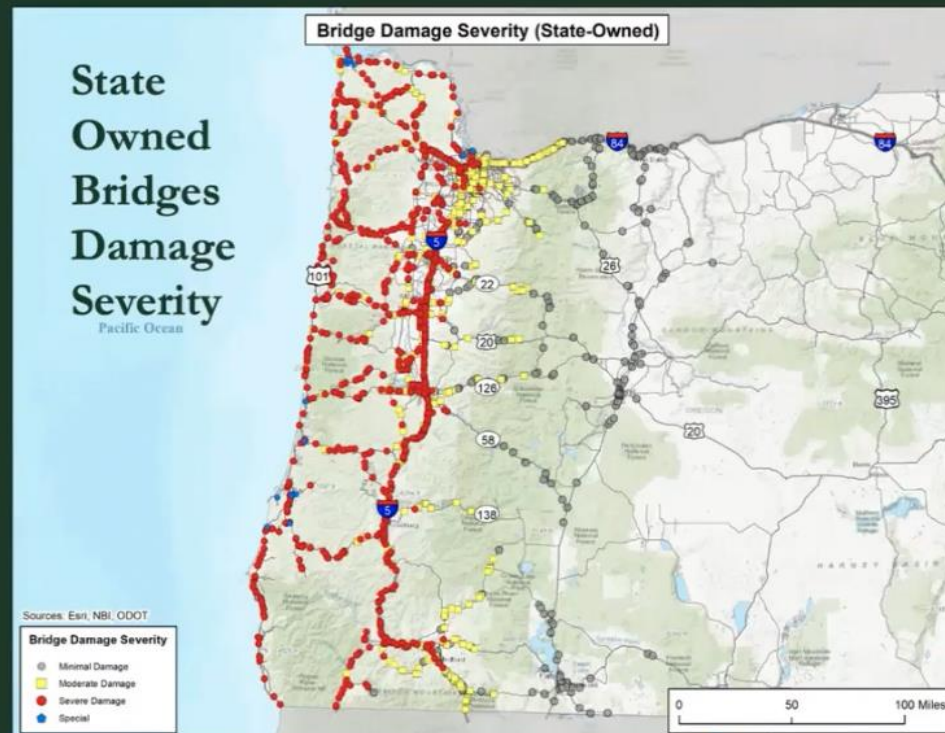


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Bridge Seismic Analysis (DHS, 2021)

40% (2,276) - significant damage

27% (1,530) over 1 year to “reopen” for critical services (much longer to repair for public use)



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Fuel logistics infrastructure is no less threatened. The single high pressure Washington State BP Olympic Pipeline laid in 1960 that supplies 90% of Oregon's liquid fuel demand is at least as vulnerable as the Portland CEI Hub, but no ruggedization projects are known today.

Puget Sound refineries, particularly the one located in Tacoma, are exposed to tsunami following structural damage or collapse from seismic induced liquefaction. Correspondence with Washington Commerce Department to discuss the stranding of Oregon's petro fleet is not going well.

Huge costs to rebuild after the inevitable Cascadia M8 event are exorbitant and avoidable

- Earthquake [mitigation cost savings are 12:1](#)

Establishing a fleet of Advanced Clean Trucks that do not depend on precarious liquid fuel infrastructure will avoid the huge costs to repair this neglected fuel supply after the inevitable Cascadia return, given that the electrical grid is less vulnerable.

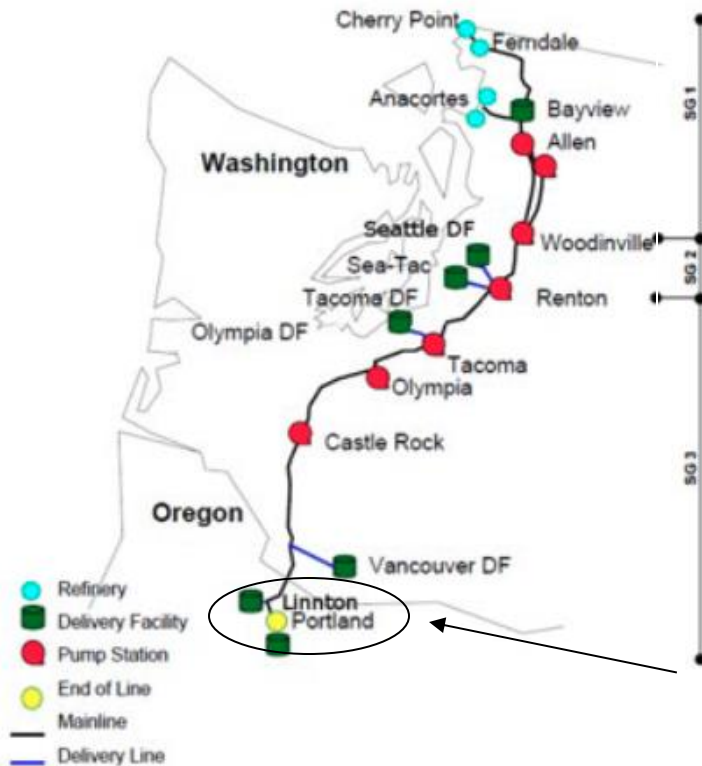


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Washington Lifeline: Single 60-yr old pipeline

Transport fuel production and delivery from Washington Puget Sound refineries from a pressurized pipeline will not exist for a protracted period following the inevitable Cascadia disaster. Fuel will be needed to fix itself.

Figure 2. Olympic Pipeline Map



[BP Operator Map](#)

Oregon's Multnomah County CEI Hub

[Multnomah County CEI Hub Report](#)

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Oregon's Responsive Action

Advanced Clean Fuel trucks constitute a geoengineering solution to a geoengineered crisis. For example, the Rivian fleet employed by Amazon.



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Problems were encountered in geoengineering the planet's petro fleet. The Exxon-led oil industry wrote the book on seismic geophysics to find, recover and develop carbon fuels. No one legislated against their highly regrettable solutions. Oregon can simply reject this proposed legal precedent that would halt progress at a very bad time for a lotta reasons.

Just ponder the relief achieved when clean fuel trucks substitute for stranded petro ones, the ones with no fuel, while in the meantime demonstrating that geoengineered solutions to our declining environment start locally to establish a durable transportation-centric economy. You have heard it before: lead, follow, or get out of the way. What could be more rude than undercutting climate health while exposing the Oregon economy to inescapable disaster. The solution is rolling down the road today.

Respectfully,

Tracy Farwell, Sustainability Desk

[Better Energy LLC](#)