

**BEFORE OREGON SENATE COMMITTEE ON ENERGY
AND ENVIRONMENT – HB 3336**



21 May 2025

**Chair Senator Janeen Sollman
Vice-Chair Senator David Brock Smith
Members of the Committee**

RE: HB 3336 Relevant lifeline infrastructure policy guided by prescriptive actions in consideration of inevitable Cascadia megaquake devastation to be dealt with by the power grid, in the near term

The extent of expected coastal and inland infrastructure collapse is well known while there exists no energy transition plan that acknowledges the need to manage a wild-card event threatening Oregon statewide fuel energy security. This crucial bill helps to secure durable power grid infrastructure by 2030, needed for electrified transport.

We enumerate the risks confronting Oregon governance, provide examples of conditions that must be managed by prescient policy design, and update the math that characterizes Oregon’s vulnerability to this extensive and inescapable natural hazard, all of which argues for declaring a legislative and State economic emergency.

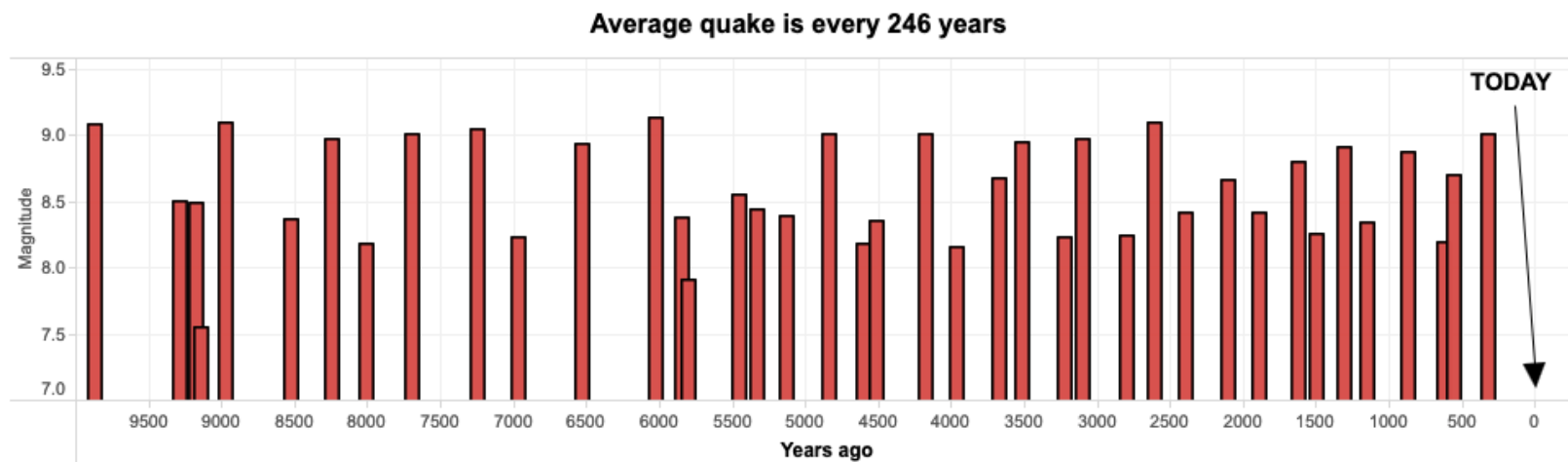
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Northwest history of recurring M8 and M9 Events

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%.

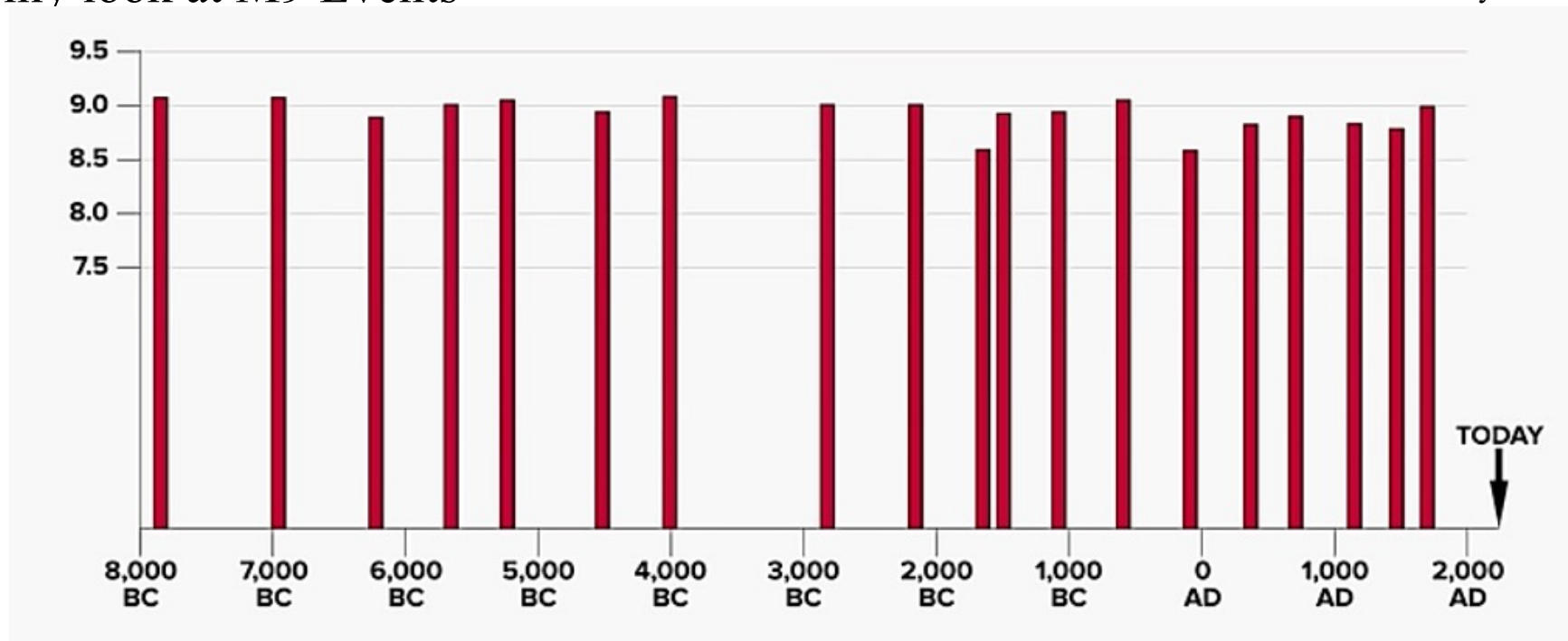
<https://projects.oregonlive.com/maps/earthquakes/timeline>

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How to dismiss near term risk:
Only look at M9 Events

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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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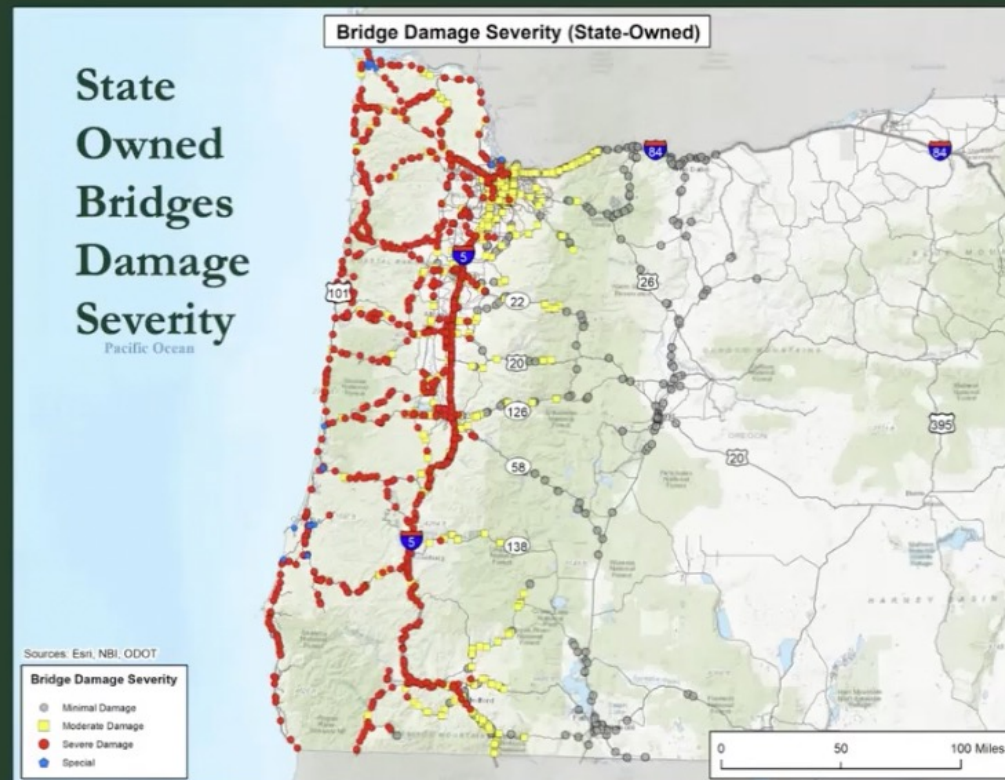
Argonne National Lab (CISA), Modeled M 9.0

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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)



<https://publications.anl.gov/anlpubs/2021/09/170001.pdf>

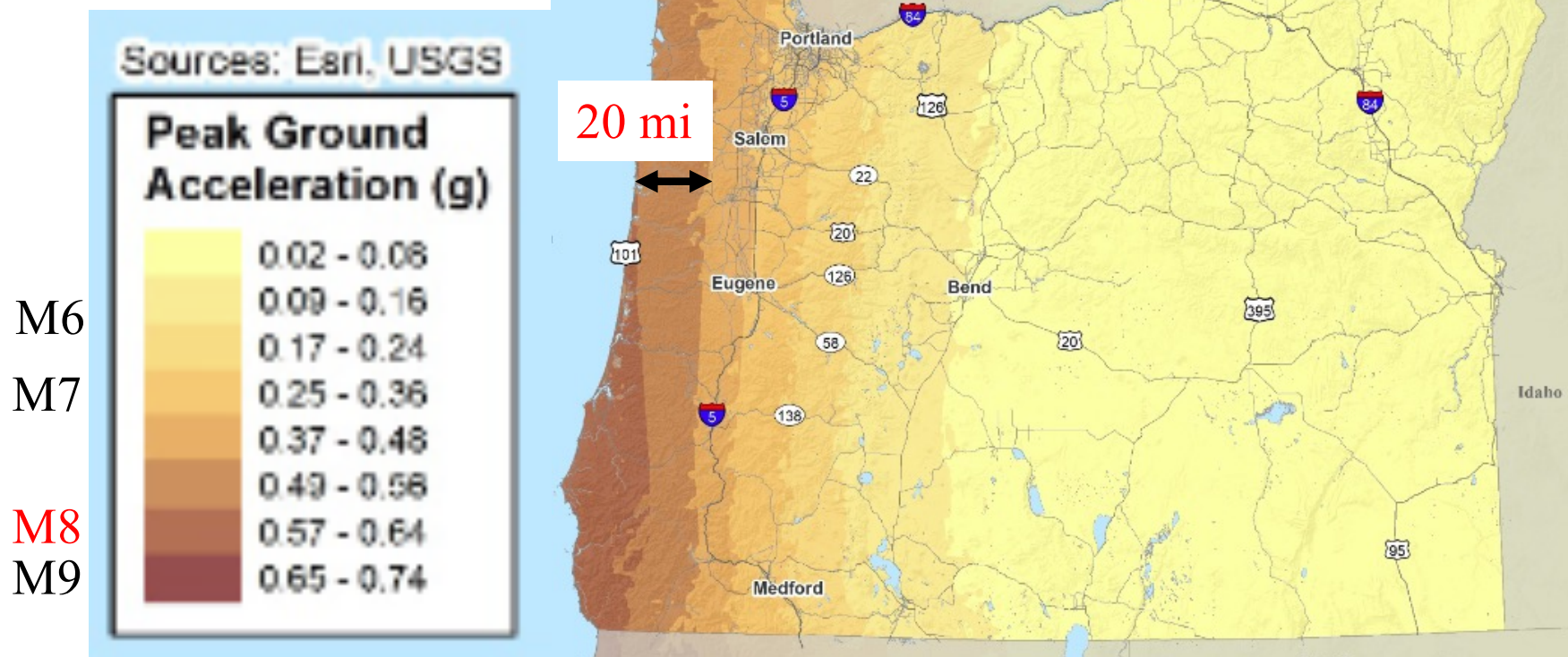
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Peak Ground Acceleration (horizontal motion) for M9
Estimate shading for M8 ([Wikipedia PGA](#))

Approximated $\pm 30\%$



<https://publications.anl.gov/anlpubs/2021/09/170001.pdf>

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**2025 HB 3450 seeks an early transition away from reliance on
insecure transport fuel energy lifeline infrastructure.**

Sponsorship: HOUSE COMMITTEE ON EMERGENCY
MANAGEMENT, GENERAL GOVERNMENT, AND
VETERANS

Status per OLIS: Held in JOINT COMMITTEE ON WAYS AND
MEANS

Appears to be on death row.

<https://olis.oregonlegislature.gov/liz/2025R1/Downloads/PublicTestimonyDocument/134265>

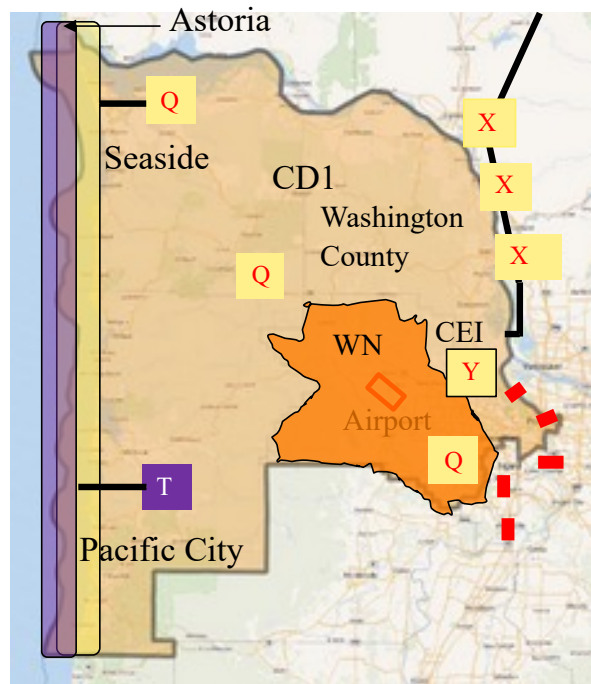
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2025 HB 2749 seeks durable infrastructure for Multnomah County and Washington County, the latter being vulnerable to complete stranding for transportation fuel.

First Congressional District on Seismic Day Zero – **and all at the same time**



- Failed rail bridges preclude fuel delivery
- X Olympic Pipeline failure
Strands Oregon
- Y CEI Hub collapse
Ends tanker truck logistics to CD1
- Q Quake collapse
Closes Columbia at Astoria Bridge
Damages coastal infrastructure
Extensive coastal road/bridge loss
Extensive utility damage
Damages Wash Co infrastructure
Damages bridges, maybe utilities
- T Tsunami
Re-damages coastal infrastructure
More coastal road/bridge loss
More utility loss

Joint Committee on
Transportation

Appears to be on death
row

<https://olis.oregonlegislature.gov/liz/2025R1/Downloads/PublicTestimonyDocument/194543>

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2020 FEMA Natural Hazards Mitigation Plan – Oregon Coast

Cascadia seismic structural collapse followed by tsunami inundation. Coos Bay stranded for fuel.

Oregon SD 1
Sen DBS
Coos County
Coos Bay
Highest Risk

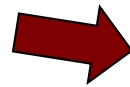


Figure 2-12. Tsunami Hazards Risk by County



<https://www.oregon.gov/oem/Documents/2020-OR-NHMP.pdf>



Energy Delivery Risks from failed Washington State fuel delivery infrastructure:

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DR1 There are no plans for funds to invest in countering lifeline infrastructure neglect from refinery and fuel supply industry.

Proof: Oregon sues to recover Congressional infrastructure appropriations from 2021 (DeFazio IJA), 2022 (Wyden IRA), impounded and cut off in 2025 under EO 14154.

<mailto:https://rhodeislandcurrent.com/2025/05/13/20-state-ags-sue-feds-for-tying-transportation-and-disaster-funding-to-immigration-enforcement/?subject=https://rhodeislandcurrent.com/2025/05/13/20-state-ags-sue-feds-for-tying-transportation-and-disaster-funding-to-immigration-enforcement/>



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Energy Delivery Risks from failed Washington State fuel delivery infrastructure:

DR2 With the last Cascadia catastrophe in 1700, the [M8 mean return interval \(MRI\) is 246 years](#), surpassed in 1946. There is no Oregon contingency plan to invest in seismically durable lifeline infrastructure for even one bridge to be ready in 2026, 80 years after the MRI was exceeded.

Proof: Completion of Portland’s Burnside Bridge replacement approved in 2024 is delayed indefinitely, because DR1 is indefinite.

<https://www.kgw.com/article/news/local/burnside-bridge-replacement-project-delays-construction-2028/283-f22f299a-ed45-4d4c-b417-4dd130998c67>



**Energy Delivery Risks from failed Washington State
fuel delivery infrastructure:**

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DR3 ODOT has a list of Oregon road and rail bridge/overpass replacement projects that are not funded. Another list for after the inescapable Cascadia return is a lot longer and way more costly.

Proof: Contact ODOT

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DR4 The risk of lifeline infrastructure collapse from Cascadia consequences in Washington State is undeniable and inescapable: complete failure of the single 14-in pressurized Olympic Pipeline (operated by BP) built in 1960. This line serves 90% of Oregon’s economy, stranding Oregon for reliable fuel resupply for years. Failure of supply to Oregon is cited in the 2017 Oregon Fuel Action Plan, reporting 250 line breaks from a return of a Cascadia historic megaquake.

Proof: The Washington Fuels RRAP consists of collecting seismic resilience plans county-by-county. A plan for a second pipeline serving Oregon was abandoned. There is no evidence that resilience of deliveries to Oregon is even considered in the study led by Idaho National Labs, managed by DHS. The fuels RRAP study results are located at the Washington RRAP Fuel link:

<https://www.commerce.wa.gov/eremo/rrap/>

Please note that the link to the important report, “Facilitated Discussions with Local Jurisdictions” is blocked, suggesting that the news is not good.

And DHS is the subject of funding cuts.

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DR5 There is no County Government response acknowledging the worst-case fuel strandings that will inevitably occur in Washington and Multnomah Counties.

Proof: Washington and Multnomah Counties are not reporting Energy Resilience status to ODOE. Nor is Coos County
<https://energyinfo.oregon.gov/blog/2025/3/31/march-2025-newsletter>

Energy Delivery Risk to Oregon from failed Washington State fuel delivery infrastructure is categorically unacceptable.
Oregon Energy Resilience is in crisis.

HB 3336 is the first urgent step towards a durable Oregon Power Grid Transition Strategy that accounts for the Cascadia vulnerabilities from neglected commodity fuel infrastructure, assuring lower cost non-emitting energy resources under 2021 HB 2021 in the near term.

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About the urgent need for action:

Improved math discloses high odds of Cascadia returning in the near term. <https://better-energy-llc.com/wp-content/uploads/2025/05/Cascadia-Risk-Math.pdf>

Since 1700 the chance of a Cascadia return have been increasing, year over year. Today the math says the odds are 4 to 1, based on raw USGS data.

HB 3336 must be voted out of Committee with a “Do Pass” while declaring a Legislative and Oregon State economic emergency, given the effective defunding of Oregon’s Congressional infrastructure funding mandates

Respectfully Submitted, Tracy Farwell, [Better Energy LLC](#), Sustainability Desk
We do not invoice for public safety policy research