

Report of Cascadia Subduction Zone Earthquake Impacts

**Oregon Critical Energy Infrastructure Hub
Portland, Oregon**

Prepared for
ECONorthwest and Multnomah County

February 2, 2022
Job No. 0202424-000 (154-035-019)



SALUS RESILIENCE



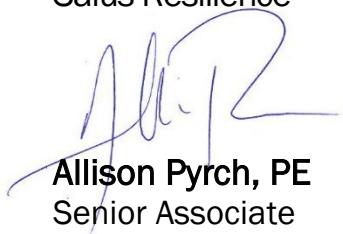
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Oregon Critical Energy Infrastructure Hub

Portland, Oregon

1.0 INTRODUCTION

This report summarizes our evaluation of the infrastructure impacts of a Cascadia Subduction Zone (CSZ) Earthquake on the Critical Energy Infrastructure (CEI) Hub in Northwest Portland, Oregon. The impacts to infrastructure were developed based on the geotechnical evaluation presented in our *Summary of Available Data and Report of Expected Earthquake Risk* dated February 2, 2022, (Salus 2022), the previous work completed at the site by others as referenced in Salus (2022), and the standards and references included in this document. No on-site evaluation was completed for this scope of work.

The geotechnical evaluation summarized in Salus (2022) developed estimates of earthquake-induced ground deformation due to liquefaction settlement and lateral spreading (movement toward the river) due to a CSZ event. This report discusses the potential effects of those estimated ground movements on the seismic performance of numerous aboveground storage tanks (ASTs) at the CEI Hub. This performance evaluation is broadly based on the assumed design/construction standards for the tanks based on their age and does not account for subsequent seismic upgrades which may have been undertaken by individual property owners. Information about the tanks, such as age, capacity, and contents, is provided in Salus (2022). The data, along with the results of the tank evaluations, are also presented in Appendix A to this report.

2.0 TANK DAMAGE ASSESSMENT METHODOLOGY

As discussed in Salus (2022), tank data were collected from the Office of Oregon State Fire Marshal (OSFM) and the City of Portland (City), the latter of which was developed from the Portland State University (PSU) 2019 study of the CEI Hub (Dusicka and Norton 2019). After a review of the available data, it was determined that the City dataset was more complete than the OSFM dataset and would be used as the main source for the tank inventory, with additional tank counts coming from a review of aerial photographs.

The evaluation of the tank inventory indicated that 630 tanks are present at the CEI Hub:

- 512 of the 630 tanks were listed in the City database in Area 1 through Area 4. One hundred and seventeen (117) of the 630 tanks were identified through figures provided by Portland Fire and Rescue (PF&R 2021) in Area 1 through 5. One additional tank was identified through City of Portland maps (Portlandmaps.com 2021). Of these 630 tanks:
 - 390 of the 630 tanks have a material assigned to the tank.
 - 240 of the 630 tanks do not have known contents, and therefore, were not evaluated.
 - 143 are listed as Out of Service.

- 72 are listed as Unknown and do not have any information on status (in service or out of service), year built, latitude and longitude, contents, or capacity. All of these tanks are located at the Zenith property.
- 18 are listed as Empty.
- 7 are listed as Unavailable and do not have any information on status (in service or out of service), contents, or capacity.
- 193 of the 630 tanks do not have a known tank age, and therefore, were assumed to be constructed prior to 1993.

This results in 390 tanks that have enough information to be evaluated for release potential and are addressed in Sections 3.1 through 3.3. The locations of these tanks were based on either the specific location provided in the City database (latitude/longitude) or the property where it was located when a latitude/longitude was not provided. For tanks that were only located by property, the damage zones were decided based on visual inspection of the aerial photographs. Two hundred and nineteen (219) of the 390 tanks had specific locations identified. The remaining 171 of the 390 tanks had property information only. Further assumptions made for our evaluation include:

- Tank contents have not changed since the PSU study (Dusicka and Norton 2019) from which the City data are based.
- Tank capacity was provided for 516 tanks, and average fill was provided for 314 tanks from the collected data. We calculated the percent fill of the 314 tanks that had both capacity and average fill volumes by dividing the average fill volume by the tank capacity volume. The percent fill of these 314 tanks was found to be 67 percent. We then assumed that all tanks would have this same percent fill. We then applied the calculated percent fill to all tanks across the CEI Hub that had a known capacity (516 of the 630 tanks). The result was the “Expected Fill,” which is the known tank capacity multiplied by 67 percent.
- Zenith property, which has no data in the City tank data, was evaluated based on figures provided by Portland Fire & Rescue (PF&R 2021) and the volumes provided for 10 tanks on that figure are assumed to be Expected Fill. Therefore, we did not apply the average percent fill of 67 percent to these 10 tanks.
- Equilon, which has no data in the City tank data or the OSFM, was evaluated based on the figure provided by Portland Fire & Rescue (PF&R 2021). Tank capacity was listed as barrels (BBLs) on the provided figure. The data was converted to gallons using the assumption that there are 42 gallons in a barrel. The average percent fill of 67 percent was then applied to the tank capacity to obtain the average expected fill.
- NW Natural has no information on materials present in the City tank data or the OSFM, however capacity for the 7.1-million-gallon Liquefied Natural Gas (LNG) tank was obtained from City of Portland permit records. We have labeled this tank *NWN-Tank 001* for evaluation purposes.

2.1 Tank Damage Assumptions

Tank damage assumptions were developed using information provided on building codes within the DOGAMI report (Wang 2012), specifically a memorandum by the Oregon Building Codes Division (OBCD) summarizing changing seismic design requirements in Oregon (OBCD 2012), and tank design standards provided by the American Petroleum Institute (API), American Concrete Institute (ACI), and the American Society of Civil Engineers (ASCE). These references are listed in our reference section.

No structural engineering evaluation was completed for this study. As described below, the expected performance of tanks was broadly grouped based on tank age and the building code requirements at the time of tank construction. No tank- or site-specific information regarding detailed site characterization or historical seismic upgrade work was made available to use for this study. Geotechnical assessments were based on publicly available (and limited confidential) data and information as described in Salus (2022).

Tank damage was generally based either on the tank age and/or anticipated ground deformations, as described below.

2.1.1 Tank Age

The age of tanks was used to determine the likely standards that were followed during the design of the tanks. For our evaluation we assumed that seismic design of the tanks at the CEI Hub location followed city/state building codes, and therefore, age-appropriate UBC-/IBC-/ASCE-based seismic requirements were used for the tanks. We have not accounted for any subsequent seismic upgrade work which may have been completed by individual property owners.

Based on our review and OBCD information (OBCD 2012) UBC/IBC/ASCE design standards, and state and city building codes were adopted in Oregon in 1974 and included seismic design parameters for a Seismic Zone of 2. It was not until 1993 that Oregon was designated a Seismic Zone 3 and the seismic design requirements were significantly increased (by 50%) to better reflect the local seismic risk. (OBCD 2012).. Further, based on information provided by the City of Portland Bureau of Development Services to DOGAMI (Wang 2012), the City of Portland first required geotechnical reports to evaluate liquefaction potential and soil strength loss in 1996. However, it was not until 2004 that silty soils such as those located at the CEI Hub were considered liquefiable. Prior to 2004 these soils were widely considered non-liquefiable.

Based on this information, we have made the following broad assumptions about tank design and performance based on the tank age.

- Tanks constructed prior to 1993 were not designed to resist levels of seismic loading required by current seismic standards and thus we have assumed that they will experience significant damage that has the potential to result in a release of materials during the CSZ event. There are 402 tanks that have been identified as being constructed prior to 1993. There are an additional 193 tanks with no tank age data that are assumed to have been constructed prior to 1993. In total, 595

tanks at the CEI Hub are assumed to be construction prior to 1993 and therefore not designed to resist current levels of seismic loading and will release material during the CSZ event.

- Tanks constructed in 1993 through 2004 are assumed to be designed for greater levels of seismic shaking than older tanks, but are assumed to be potentially susceptible to damage due to liquefaction settlement and lateral spread in sandy and silty soils. There are 23 tanks that have been identified as being constructed between 1993 and 2004.
- Tanks constructed after 2004 are assumed to have been designed to withstand earthquake shaking and associated ground deformation levels associated with current seismic design standards, and thus are unlikely to release material during the CSZ event. There are 12 tanks that have been identified as being constructed after 2004. (This does not include any older tanks which may have seismically upgraded by individual tank owners.)

Due to their age and the lack of modern-era seismic design standards, we anticipate the 402 tanks known to have been constructed before 1993 and the 193 with no age (assumed to be constructed before 1993) will likely be damaged and release material during a CSZ earthquake event.

We recognize that even tanks designed and constructed after 2004 will not necessarily have been designed to resist seismic shaking equal to the intensities that are anticipated to be associated with the CSZ. Therefore, even some of these more modern tanks are likely to experience damage; however, for purposes of this scenario evaluation that has not been quantified.

2.1.2 Ground Deformation

In Salus (2022), the potential for ground deformation due to liquefaction-induced ground settlement, lateral spreading, and slope failure was estimated. If significant enough, ground deformation can cause damage to tanks. Based on our review of tank standards and information assembled by Akhavan-Zanjani (2009), steel tanks can undergo settlement on the order of 1 to 3 feet depending on tank diameter without suffering significant distress. Allowable tilt is on the order of 0.5 to 1 foot depending on tank height. Allowable settlements are expected to be less for concrete tanks.

Tanks built during 1993 and before 2004 were evaluated based on the anticipated settlement, lateral spread, and expected slope failure due to site geometry (retaining walls, slope etc.). If settlement and lateral spread or slope failure is expected to exceed allowable amounts, the tanks were assumed to be damaged enough to release material. However, based on our evaluation, the 23 tanks built between 1993 and 2004 were not located in areas expected to exceed the allowable deformations noted above, and therefore, were not considered to release material.

2.1.3 Tank Material Release

As noted above, we anticipate the 402 tanks constructed before 1993, and the 193 assumed to be constructed before 1993, will likely be damaged during a CSZ event. The consequence of tank damage is a release of materials. We have assumed that tank damage will result in between 50 to 100 percent of the contents being released to the ground or in the water.

The 23 tanks built between 1993 and 2004 and the 12 tanks built after 2004 are expected to remain relatively intact after a CSZ event; however, we have assumed releases due to connection failures and other incidental damage may result in up to 10 percent release.

2.1.4 Tank Characterization

Tanks were grouped by content and age as outlined above. Further, we categorized the materials as flammable and hazardous based on the material identified as contents. We referenced the Safety Data Sheets (SDS) for each material to categorize the tanks as outlined below. SDS sheets were generally accessed through an online software database (CSS 2021). Tank characterizations as outlined below were incorporated into GIS and are shown on figures in Appendix C of Salus 2021.

- **Tank Groups**
 - Group 1 - No information on contents/amount of material present (79 of 630 tanks)
 - Group 2 - Out of Service/Empty (161 of 630 tanks)
 - Group 3 - Content and amount of material present available
 - Group 3A - Built before 1993 (357 of 630 tanks)
 - Group 3B - Built 1993-2004 (21 of 630 tanks)
 - Group 3C - Built after 2004 (12 of 630 tanks)
- **Tank Material Impact Categories**
 - Flammability
 - Category 1 - Liquids with flashpoints below 73.4 °F (23 °C) and boiling points at or below 95 °F (35 °C) [106 of 630 tanks]
 - Category 2 - Liquids with flashpoints below 73.4 °F (23 °C) and boiling points at or above 95 °F (35 °C) [28 of 630 tanks]
 - Category 3 - Liquids with flashpoints at or above 73.4 °F (23 °C) and at or below 140 °F (60 °C) [66 of 630 tanks]
 - Category 4 - Liquids having flashpoints above 140 °F (60 °C) and at or below 199.4 °F (93 °C) [0 tanks]
 - None (Out of Service/Empty) [161 of 630 tanks]
 - Not Flammable (14 of 630 tanks)
 - Unknown (255 of 630 tanks)
- **Hazardous**
 - Yes - Hazardous (All flammable materials are considered hazardous) [337 of 630 tanks]
 - No - Non-Hazardous (7 of 630 tanks)
 - None (Out of Service/Empty) [161 of 630 tanks]
 - Unknown (125 of 630 tanks)

2.1.5 Damage Zone Characterization

Damage zones were developed to indicate where materials released from failed tanks are anticipated to be located and were categorized into three categories, including released material remains on the ground, released material flows into the Willamette River, and released material has the potential to spread or be spread by water or rain to the Willamette River. These zones were estimated based on proximity to water, expected settlement and lateral spread estimates as determined in Salus (2022) our geotechnical evaluation, and topography (retaining walls and existing slopes).

We understand that containment berms, walls and other structures are present at the various CEI Hub properties. We do not have any information on these structures, no site visits were conducted, and no structural engineering evaluations were completed. However, concrete and berm structures are generally susceptible to settlement and lateral spread and have been assumed to fail, and therefore, release material where more than 1 foot of lateral movement is expected. Further, based on Environmental Protection Agency (EPA) guidance for preparation of spill prevention and control plans, these standards generally require that tank spill containment be designed to contain between 100 and 110 percent of the capacity of the largest tank within the containment area. Based on aerial photography, these containment areas generally contain several tanks that may be damaged and release their contents, therefore, the containment structures are not assumed to prevent spills during a seismic event where more than one tank is likely to be damaged and significant ground movement is anticipated.

Based on our evaluation, the damage zones were defined as shown in Table 2.1 and in Appendix C of the main report (Salus 2021).

Table 2.1 - Damage Zone Summary

	Damage Zone (distance from slope crest/wall (feet))		
	Material In Water	Material Potentially in Water	Material On Land
Area 1 - Kinder Morgan N	0-500	500-750	750+
Area 2 - Linnton N	0-500	500-750	750+
Area 2 - Linnton S	0-500	500-750	750+
Area 3 - NW Natural	0-250	250-500	500+
Area 4 - Willbridge	0-250	250-500	500+
Area 5 - Equilon	n/a	n/a	All

These damage zones were incorporated into GIS and compared to the City dataset. A discussion of the tank damage assessment results for the 630 tanks evaluated is provided in Section 3.

3.0 MATERIAL RELEASE ESTIMATES AT THE CEI HUB

In Section 2, we evaluated the potential for tanks to be damaged in a seismic event based on age and ground deformation. In this section, we estimate the potential volume of materials that might be released from susceptible tanks. The loss of materials is grouped in material type and proximity to the Willamette River.

3.1 Estimate of Hazardous Materials Spilled to Willamette River

Of the 630 tanks present, 114 tanks were estimated to have the potential to release the contents to the Willamette River based on tank age and location. However, 30 of these tanks were categorized as Out of Service or Unavailable, and therefore not included in this summary. A detailed table of the tanks is provided in Appendix B.

3.1.1 Full Spill - 50 to 100 Percent of Contents

We estimate that 78 of the 84 tanks, which are all built before 1993, have the potential to release between 50 to 100 percent of their contents to the Willamette River. These tanks were sorted by content and minimum and maximum expected volume lost. A total of 20 unique substances are included in these releases as summarized below in Table 3.1.

Table 3.1 - Materials with Potential to Release to the Willamette River by Area - Full Spill

Area	Property	Contents	Volume Lost Minimum (gallons)	Volume Lost Maximum (gallons)
1	Kinder Morgan North	Contact Water	7,668	15,336
		Diesel	509,615	1,019,231
		Gasoline	2,497,509	4,995,019
		Storm Water	45,910	91,821
2	BP	Biodiesel	344,026	688,051
		Diesel	2,968,193	5,936,386
		Ethanol	404,794	809,588
		Gasoline	3,752,258	7,504,516
		Gasoline Additive	87,303	174,607
		Groundwater Remediation	412,385	824,770
		Oily Wastewater	66,607	133,215
	Shore Terminals	Biodiesel	290,062	580,124
		Biodiesel Additive ⁷	NA	NA
		Cutter	103,682	207,364
		Diesel	1,907,140	3,814,279
		Ethanol	911,472	1,822,944
		Ethanol/Gasoline ²	131,705	263,410
		Gasoline	3,504,071	7,008,142
3	Pacific Terminal Services	Gasoline/Diesel Additive ⁴	5,941	11,881
		Gasoline/Diesel ³	6,411,500	12,822,999
4	McCall Oil	Marine Fuel Oil	1,190,136	2,380,271
		Diesel Oil	20,104	40,208
		Residual Oil ⁶	65,325	130,650
		Asphalt	3,767,805	7,535,611
		Biodiesel	333,937	667,875

3.1.2 Minor Releases - Up to 10 Percent of Contents

We estimate that 6 of the 86 tanks (built during or after 1993) have the potential to release up to 10 percent of their contents into the Willamette River. These six tanks were sorted by content and minimum and maximum expected volume lost. A total of five unique substances are included in these releases as summarized in Table 3.2.

Table 3.2 - Materials with Potential to Release to the Willamette River by Area - Minor Release

Area	Property	Contents	Volume Lost Maximum (gallons)
1	Kinder Morgan North	Diesel	190,434
2	BP	Diesel Additive	134
		Diesel Lubricity Additive	141
	Shore Terminals	Gasoline/Diesel ³	562,800
3	Pacific Terminal Services	Residual Oil ⁶	32

3.2 of Hazardous Materials Potentially Spilled to Willamette River

Our evaluation indicates that 18 tanks are expected to release the following percentage of contents in areas that could potentially be released into to the Willamette River via overland flow or carried by water runoff. A detailed table of these tanks is provided in Appendix C.

3.2.1 Full Spill - 50 to 100 Percent of Contents

We estimate that 12 of the 18 tanks (built prior to 1993) have the potential to release between 50 and 100 percent of their contents onto the ground surface and potentially into the Willamette River. Seven unique substances are included in these releases as summarized in Table 3.3.

Table 3.3 - Materials with Potential to Release and Flow to the Willamette River by Area - Full Spill

Area	Property	Contents	Volume Lost Minimum (gallons)	Volume Lost Maximum (gallons)
3	Pacific Terminal Services	Residual Oil ⁶	6,700	13,400
4	Conoco Phillips McCall Oil	Unleaded Gasoline	990,106	1,980,212
		Anti-strip	1,646	3,292
		Asphalt	4,385,098	8,770,197
		Boiler Fuel	2,800	5,600
		Flux	17,433	34,865
		Unichem	3,685	7,370

3.2.2 Minor Releases - 10 Percent of Contents

We estimate that 6 of the 18 tanks (built after 1993) have the potential to release up to 10 percent of the tank contents in areas that could potentially reach the Willamette River due to connection failures. The tanks are located in Area 4 as summarized in Table 3.4.

Table 3.4 - Materials with Potential to Release and Flow to the Willamette River - Minor Release

Area	Property	Contents	Volume Lost Maximum (gallons)
4	Chevron McCall Oil	Unleaded Gasoline	228,625
		Asphalt	17,317
		Polyphosphoric Acid	362

3.3 Estimate of Hazardous Materials Spilled to Ground Surface

Of the tanks with known locations, 498 have the potential to release contents onto to the ground. However, 209 of these tanks are categorized as Out of Service, Empty, NA, or Unavailable. A detailed table of the remaining 289 tanks is provided in Appendix D.

3.3.1 Full Spill - 50 to 100 Percent of Contents

We estimate that 268 tanks have the potential to release 50 to 100 percent of their tank contents onto the ground. These tanks were sorted by content and minimum and maximum expected volume lost. A total of 149 unique substances have the potential to be released to the ground surface as summarized in Table 3.5.

Table 3.5 - Materials with Potential to Release to the Ground Surface - Full Spill

Area	Property	Contents	Volume Lost Minimum (gallons)	Volume Lost Maximum (gallons)
4	Chevron	1000 THF	20,724	41,449
		Additive	11,808	23,616
		ATF dex 111	36,842	73,684
		Base Oil	964,907	1,929,813
		Blend Mix/ Line Wash	24,200	48,400
		Blended Oil	3,527	7,054
		Chevron 7075F	66,600	133,200
		Citgo Brt Stock 150	51,065	102,130
		Clarity PM 150	2,903	5,806
		Clarity PM 220	14,549	29,097
		Clarity Saw Guide 46	5,806	11,612
		Compressor Oil	5,790	11,580
		CVX 3105	5,888	11,777
		Delo 100-40	8,550	17,100
		Delo 400-10	8,479	16,958
		Delo 400-15W40	97,910	195,821
		Delo 400-30	27,812	55,625
		Delo 400-40	20,724	41,449
		Delo 6170 CFO 20W40	63,765	127,530
		Delo G/L 80/90	5,969	11,938
		Delo GL 80/90	5,904	11,808
		Diesel	282,832	565,664
		Drive Train Fluid HD 10	11,643	23,287
		ExxonMobil EM-100	196,411	392,822
		ExxonMobile EHC45	9,825	19,649
		FAMM Tara 30 DP 30	8,502	17,004
		Famm Taro Sepcial 70	33,699	67,398
		Gear Lube	5,904	11,808
		GEO HDAX L ASH 40	33,593	67,186
		GST ISO 100	8,502	17,004

Area	Property	Contents	Volume Lost Minimum (gallons)	Volume Lost Maximum (gallons)
		GST ISO 32	5,904	11,808
		Havoline 10W30	20,724	41,449
		Hybase C414	11,710	23,420
		Industrial EP 150	5,953	11,907
		Industrial EP 220	5,904	11,808
		Infineum M7038	5,904	11,808
		Jet Fuel	336,536	673,073
		Lubrizol 4991	11,710	23,419
		Lubrizol 4991D	70,992	141,983
		Map 100	27,946	55,893
		MAR EO 9250-40	5,938	11,875
		Neutral 220R	145,980	291,960
		Neutral 600R	134,127	268,254
		Neutral Oil	122,554	245,109
		Oil Stop	6,509	13,019
		Oloa 2000	20,354	40,707
		Oloa 44200	5,920	11,840
		Oloa 550006L	9,910	19,821
		Oloa 6073EV	5,969	11,938
		Oloa 9740C	5,920	11,840
		Paratone 8451	161,248	322,496
		Pennzoil 75HC	9,739	19,478
		Raffene 2000L	5,904	11,808
		Raffene 750L	15,303	30,607
		Red Chain Bar 150	3,936	7,873
		RPM HDMO 15W40	48,857	97,714
		RPM HDMO 30	8,814	17,628
		RPM UGL 80W90	20,781	41,562
		Rykon Oil 46	30,607	61,214
		Rykon Oil 68	22,585	45,171
		Rykon Prem 32	44,550	89,099
		Rykon Prem MV	35,140	70,281
		Saw Guide 150	5,790	11,580
		Shell MV1 100	8,502	17,004
		Supreme 5W30	20,781	41,562
		SynFluid \$, 4CST	2,919	5,837
		Techron Additive	69,822	139,645
		Texaco Havoline 5S30	5,806	11,612
		Transmix	8,525	17,049
		Turbine Oil	17,712	35,424
		Undefined Petroleum	5,938	11,875
		Unleaded Gasoline	1,209,264	2,418,528
		VER 800 Mar 30	11,336	22,672
		Viscoplex 1-604	4,689	9,378

Area	Property	Contents	Volume Lost Minimum (gallons)	Volume Lost Maximum (gallons)
Conoco Phillips		Viscoplex 7-305	4,663	9,325
		Water/Oil Slop	132,843	265,686
		Bar & Chain 150	4,523	9,045
		Biodiesel	135,424	270,848
		Decant Oil	317,602	635,204
		Diesel #1	233,055	466,111
		Diesel #2	2,597,632	5,195,263
		Ethanol	93,453	186,906
		Ethyl HITEC 388	4,523	9,045
		Ethyl HITEC 5756	4,523	9,045
		Ethyl HITEC 6888E	8,543	17,085
		Firebird 15W/40	4,523	9,045
		Fleet Sup EC 15W/40	4,523	9,045
		Flush	5,863	11,725
		Gasoline Slops ⁵	3,377	6,754
		Guardol 15W/40	36,515	73,030
		Guardol 30	4,523	9,045
		HITEC 1193	5,863	11,725
		HITEC 1193A	4,523	9,045
		HITEC 3472	4,523	9,045
		HITEC 5751	5,863	11,725
		HiTech 6576	6,106	12,213
		HT4/10W	5,863	11,725
		HT4/30W	4,523	9,045
		Hydraulic Tractor Oil	6,399	12,797
		HYNAP N100	5,863	11,725
		Industrial Fuel Oil	1,108,069	2,216,138
		Line Clippings	6,030	12,060
		Lubrizol 48254	5,863	11,725
		Lubrizol 4990CH	5,863	11,725
		Lubrizol 4998C	5,863	11,725
		Lubrizol 7075F	5,863	11,725
		Lubrizol 9692A	4,523	9,045
		Lubrizol 9990A	4,523	9,045
		Marine Diesel	150,647	301,295
		Marine Fuel Oil	525,810	1,051,620
		Mohawk 150	4,523	9,045
		Mohawk 450	5,863	11,725
		MP Gear Lube 80/90	5,863	11,725
		Point Premier 10W/30	5,863	11,725
		PS 300	153,870	307,739
		Raffene 750L	5,863	11,725
		Ramar CLF 17E	14,405	28,810

Area	Property	Contents	Volume Lost Minimum (gallons)	Volume Lost Maximum (gallons)
		Residual Fuel Oil ⁶	304,827	609,653
		RLOP 100N	139,863	279,725
		RLOP 220 N	379,723	759,445
		RLOP 600N	98,658	197,315
		Stop Oil	13,127	26,255
		SUN 150 B/S	67,000	134,000
		SUN 525	72,863	145,725
		Sup Syn BL 10W/30	11,725	23,450
		SUP SYN BL 5W/30	40,200	80,400
		Super 5W/20	5,863	11,725
		Super ATF	17,588	35,175
		T5X HD 15W/40	11,725	23,450
		Transmix	68,845	137,689
		TSX HD10	4,523	9,045
		ULTRA S-4	67,000	134,000
		Unax AW 46	36,515	73,030
		UNAX AW 68	5,863	11,725
		UNAX AW 68	5,863	11,725
		Uniguide II 100	11,725	23,450
		Unleaded Gasoline	2,133,716	4,267,431
		Utility	37,889	75,777
		UTRA 58	8,543	17,085
		UTRA 59	5,863	11,725
		Versa Tran ATF	5,863	11,725
Kinder Morgan South		Additive	8,892	17,784
		Avgas	191,563	383,126
		Biodiesel	189,945	379,890
		Contact Water	19,304	38,608
		Diesel	3,070,074	6,140,148
		Ethanol	72,293	144,586
		Gasoline	7,675,185	15,350,370
		Jet A	4,090,121	8,180,242
		Lubricity Additive	56,280	112,560
		Slop Water	2,111	4,221
		Storm Water	211,050	422,100
		Transmix	472,006	944,013
	McCall Oil	Asphalt	6,346	12,691
Zenith Energy		Asphalt	NA	NA
		Avgas	701,190	1,402,380
		Biodiesel	111,000	222,000
		Caustic	NA	NA
		Charge Stock	NA	NA
		Crude Oil	13,890,431	27,780,862
		Murol	NA	NA

Area	Property	Contents	Volume Lost Minimum (gallons)	Volume Lost Maximum (gallons)
		Universal Low-Sulfer Diesel	1,594,299	3,188,598
		Wastewater	NA	NA
5	Equilon	Diesel	2,558,686	5,117,372
		Ethanol	781,124	1,562,248
		Gasoline	4,080,821	8,161,641
		Water	89,598	179,196

3.3.2 Minor Releases - 10 Percent of Contents

We estimate that 21 tanks have the potential to release up to 10 percent of their contents onto the ground. The 21 tanks were sorted by content and minimum and maximum expected volume lost. Eight unique substances have the potential to be released onto the ground surface as summarized in Table 3.6. All of these tanks are located in Area 4.

Table 3.6 - Materials with Potential to Release to the Ground Surface - Minor Release

Area	Property	Contents	Volume Lost Maximum (gallons)
3	Northwest Natural Gas	Liquefied Natural Gas	475,700
4	Conoco Phillips	Octel 9056	1,249
		Base Oil	56,085
		Blended Oil	5,964
		Ethanol	64,232
		Swing Tank	851,457
		Unleaded Gasoline	951,669
4	Chevron	Diesel	337,680
		Gasoline	337,680
		Jet A	337,680
4	Kinder Morgan South		

3.4 Estimate of Hazardous Materials Expected to Burn

During the development of the tank inventory, the materials present in the tanks were reviewed for flammability based on the flammability categories outlined on the standard MSDSs. The 390 tanks evaluated were divided based on the flammability categories defined in Section 2 (Step 2). The number of tanks in each flammability category are as follow:

- Category 1 - 106 Tanks
- Category 2 - 28 Tanks
- Category 3 - 66 Tanks
- Category 4 - 0 Tanks
- Not Flammable - 14 Tanks
- Unknown (Contents Known, Flammability Category Not Found) - 176 Tanks

Of the 390 tanks with known contents at the CEI Hub, 200 (approximately 51 percent) have materials that are known to be flammable. The estimated volume of flammable materials present at the CEI Hub

is 209,533,756 gallons. Therefore, the contents of these tanks all have the potential to burn, either on land or in the water. Because burning requires both a fuel and ignition source, it is not possible to have a specific numerical value for the estimated quantity of materials that will burn. Rather, it is only possible to estimate that 209,533,756 gallons have the *potential* to burn.

Based on the Tank Damage Assessment Methodology, we estimate that 87,246,258 to 179,996,640 gallons of flammable material will be released either to the Willamette River or on land.

3.5 Estimate of Hazardous Materials Present

In addition to the flammability of materials present at the CEI Hub, tank contents were also evaluated for their hazardous characteristics. The 390 tanks evaluated were divided based on hazardous or non-hazardous characteristics as defined in Section 2 (Step 2). The number of tanks in each hazard category are as follow:

- Hazardous - 337 Tanks
- Non-Hazardous - 7 Tanks
- Unknown (Contents Known, Hazard Category Not Found) - 46 Tanks

Of the 390 tanks with known contents at the CEI Hub, 337 (approximately 86 percent) have materials that have are known to be hazardous.

4.0 REFERENCES

These references are in addition to those noted in Salus (2021).

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**Legend**

Project Areas

Kinder Morgan North Area Owners

Kinder Morgan

Linnton Area Owners

BP West Coast

Shore Terminals / Nustar

NW Natural Area Owners

NW Natural

Pacific Terminal Services

Equilon Area Owners

Equilon

Willbridge Area Owners

Chevron

Conoco Phillips

Kinder Morgan

McCall Oil

Zenith Energy Terminals

Oregon Critical Energy Infrastructure Hub
Portland, Oregon

CEI Hub Map

154-035-019

04/21

0 900 1,800 3,600
Feet

Note: Feature locations are approximate.



Tank Release

- ▲ Flammable and Hazardous
- ▲ Empty or Out of Service

No Tank Release

- Flammable and Hazardous
- Taxlot Boundary

Damage Zone

- Material in Water
- Potentially in Water



FIGURE 2A
KINDER MORGAN NORTH
FEBRUARY 2022
GIS FIGURE PROVIDED BY ECONORTHWEST



Tank Release

- ▲ Flammable and Hazardous
- ▲ No Data
- ▲ Empty or Out of Service
- ▲ Tank Failure, not Flammable and not Hazardous

No Tank Release

- Flammable and Hazardous
- Taxlot Boundary

Damage Zone

- Material in Water
- Potentially in Water



FIGURE 2B
LINNTON

FEBRUARY 2022
GIS FIGURE PROVIDED BY ECONORTHWEST



Tank Release

▲ Flammable and Hazardous

No Tank Release

● Flammable and Hazardous

□ Taxlot Boundary

Damage Zone

■ Material in Water

□ Potentially in Water

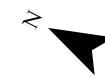


FIGURE 2C
NW NATURAL

FEBRUARY 2022
GIS FIGURE PROVIDED BY ECONORTHWEST



Tank Release

- Red triangle: Flammable and Hazardous
- Orange triangle: Flammable (but not Hazardous)
- Yellow triangle: Hazardous (but not Flammable)
- Black triangle: No Data

▲ Empty or Out of Service

▲ Tank Failure, not Flammable and not Hazardous

Damage Zone

■ Material in Water

■ Potentially in Water

No Tank Release

- Pink circle: Flammable and Hazardous
- Yellow circle: Hazardous (but not Flammable)
- Black dot: No Data

□ Taxlot Boundary



FIGURE 2D
WILLBRIDGE

FEBRUARY 2022

GIS FIGURE PROVIDED BY ECONORTHWEST



Tank Release

- ▲ Flammable and Hazardous
- ▲ Empty or Out of Service
- ▲ Tank Failure, not Flammable and not Hazardous
- Taxlot Boundary

Damage Zone

- Material in Water
- Potentially in Water



FIGURE 2E
EQUILON

FEBRUARY 2022
GIS FIGURE PROVIDED BY ECONORTHWEST

APPENDIX A

Full Tank Data

Appendix A: Full Tank Data

Area	Property	Tank ID ¹	Latitude	Longitude	Contents	Capacity (Gal)	Expected Fill (Gal) (67% of Capacity) ⁹	Year	Type	Tank Group	Flammability Category	Hazardous Category	Damage Zone	Tank Age Failures	Percent Lost Min	Percent Lost Max	Volume Lost Min	Volume Lost Max
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APPENDIX B
Tanks with Potential to Release to Willamette River

APPENDIX C
Tanks with Potential to Release and Flow to Willamette River

Appendix C: Tanks with Potential to Release and Flow to Willamette River

Area	Property	Tank ID ⁴	Contents	Capacity (Gal)	Expected Fill (Gal) (67% of Capacity) ⁵	Year	Type	Tank Group	Flammability Category	Hazardous Category	Damage Zone	Tank Age Failures	Percent Lost Min	Percent Lost Max	Volume Lost Min	Volume Lost Max
4	Chevron	CH1	Unleaded Gasoline	3,412,315	2,286,251	1997	Internal Floating Roof	Group 3B	Category 1	Yes	Potentially in Water	Tank Failure	0%	10%	0	228,625
4	McCall Oil	MC15	Flux	21,840	14,633	1986	Cone Roof	Group 3A	Unknown	Unknown	Potentially in Water	Tank Failure	50%	100%	7,316	14,633
4	McCall Oil	MC16	Flux	30,198	20,233	1989	Cone Roof	Group 3A	Unknown	Unknown	Potentially in Water	Tank Failure	50%	100%	10,116	20,233
4	McCall Oil	MC18	Anti-strip	4,914	3,292	1989	Cone Roof	Group 3A	Unknown	Unknown	Potentially in Water	Tank Failure	50%	100%	1,646	3,292
4	McCall Oil	MC19	Asphalt	427,770	286,606	1954	Cone Roof	Group 3A	Category 1	Yes	Potentially in Water	Tank Failure	50%	100%	143,303	286,606
4	McCall Oil	MC2	Asphalt	11,787,300	7,897,491	1973	Cone Roof	Group 3A	Category 1	Yes	Potentially in Water	Tank Failure	50%	100%	3,948,746	7,897,491
4	McCall Oil	MC20	Asphalt	427,770	286,606	1954	Cone Roof	Group 3A	Category 1	Yes	Potentially in Water	Tank Failure	50%	100%	143,303	286,606
4	McCall Oil	MC21	Asphalt	428,064	286,803	1954	Cone Roof	Group 3A	Category 1	Yes	Potentially in Water	Tank Failure	50%	100%	143,401	286,803
4	McCall Oil	MC23	Asphalt	18,942	12,691	1954	Cone Roof	Group 3A	Category 1	Yes	Potentially in Water	Tank Failure	50%	100%	6,346	12,691
4	McCall Oil	MC24	Asphalt	19,068	12,776	2000	Cone Roof	Group 3B	Category 1	Yes	Potentially in Water	No Tank Failure ⁶	0%	10%	0	1,278
4	McCall Oil	MC25	Asphalt	79,800	53,466	2000	Cone Roof	Group 3B	Category 1	Yes	Potentially in Water	No Tank Failure ⁶	0%	10%	0	5,347
4	McCall Oil	MC26	Asphalt	79,800	53,466	2000	Cone Roof	Group 3B	Category 1	Yes	Potentially in Water	No Tank Failure ⁶	0%	10%	0	5,347
4	McCall Oil	MC27	Asphalt	79,800	53,466	2000	Cone Roof	Group 3B	Category 1	Yes	Potentially in Water	No Tank Failure ⁶	0%	10%	0	5,347
4	McCall Oil	MC28	Boiler Fuel	8,358	5,600	1954	Cone Roof	Group 3A	Category 1	Yes	Potentially in Water	Tank Failure	50%	100%	2,800	5,600
4	McCall Oil	MC29	Unicem	11,000	7,370	1974	Cone Roof	Group 3A	Unknown	Unknown	Potentially in Water	Tank Failure	50%	100%	3,685	7,370
4	McCall Oil	MC33	Polyphosphoric Acid	5,405	3,621	2005	Cone Roof	Group 3C	Not Flammable	Yes	Potentially in Water	No Tank Failure	0%	10%	0	362
3	Pacific Terminal Services	PA3	Residual Oil ⁷	20,000	13,400	1980	NA	Group 3A	Category 1	Yes	Potentially in Water	Tank Failure	50%	100%	6,700	13,400
4	Conoco Phillips	PH3407	Unleaded Gasoline	2,955,540	1,980,212	1949	Welded Steel	Group 3A	Category 1	Yes	Potentially in Water	Tank Failure	50%	100%	990,106	1,980,212

Notes:

¹Tanks noted in satellite images, but not listed in available GIS data, are given the designation based on property ID and count, and are *italicized*. Example: Kinder Morgan North = "KML-Tank 1."

²Tank contents were listed as both gasoline and ethanol; flammability and hazard category are for gasoline.

³Tank contents were listed as both gasoline and diesel; flammability and hazard category are for gasoline.

⁴Tank contents were listed as both gasoline and diesel additives; flammability and hazard category are for gasoline.

⁵Tank contents were listed as gasoline slugs; flammability and hazard category are for gasoline.

⁶Residual Oil and Residual Fuel Oil is a general classification for heavier oils that remain after the distillate fuel oil and lighter hydrocarbons are removed. The type of lighter hydrocarbon is unknown and therefore defaulted to the most flammable category.

⁷Tank contents were listed as biodiesel additive; flammability and hazard category are for biodiesel.

⁸Tank data provided by COP without geographic location; failure assumption made from satellite imagery.

Category 1 - Liquids with flashpoints below 73.4°F (23°C) and boiling points at or below 95°F (35°C).

Category 2 - Liquids with flashpoints below 73.4°F (23°C) and boiling points at or above 95°F (35°C).

Category 3 - Liquids with flashpoints at or above 73.4°F (23°C) and at or below 140°F (60°C).

Category 4 - Liquids having flashpoints above 140°F (60°C) and at or below 199.4°F (93°C).

NA - Data not available

No - Tank substance is not hazardous.

None - Flammability category and/or hazard category is not applicable due to tank status of Out of Service.

Not Flammable - Tank contents are not flammable and do not fall into Category 1-4.

Unknown - Flammability category or hazard category unknown due to unknown tank contents, or tank contents not defined in a suitable way to ascertain flammability or hazard categories.

Yes - Tank substance is hazardous.

APPENDIX D

Tanks with Potential to Release to Ground Surface

APPENDIX E

Tanks with Potential to Release to Unknown Locations

