



## OREGON CHAPTER SIERRA CLUB

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Joint Committee on Transportation  
Oregon State Legislature  
900 Court St. NE  
Salem Oregon 97301

Dear Co-Chairs McLain and Frederick, Co-Vice-Chairs Boshart Davis and Boquist, and committee members,

Thank you for this opportunity. I am testifying on behalf of the Oregon Chapter Sierra Club. We support an interstate bridge project that is climate-smart, therefore we oppose HB 2098 -2, and urge you to consider the –3 Amendment from Representative Pham’s office.

As climate change looms ever larger, decisions we make today must include questions such as: what effect will this have on future generations and frontline communities affected first and worst? How will it reduce greenhouse gasses (GHG) , and not add to climate chaos? Given that transportation is the largest source of GHG emissions, we need to shift the paradigm to a project that will emphasize the connections between communities, mass and light rail transit, intercity and commuter rail, and that recognizes the mobility needs of all modes including non-motorized. Increasing vehicle miles traveled through highway expansion along a five mile segment of I-5, raises GHG emissions, and is inconsistent with a sustainable transportation system.

Asking important climate-related questions, means that the size of the replacement bridge matters. The Interstate Bridge’s carbon footprint will be reduced if it stays within its existing footprint. The existing footprint, and carbon footprint, are repetitions of the same concept—less is more. The less you expand the bridge and the freeway, the more you will reduce carbon pollution. If you downsize and focus on the river crossing and emphasize mass transit, with demand management using non-regressive pricing, instead of highway expansion, you will work towards a future that is fit for our children to live in. And down-sizeing to reduce environmental impacts will enable it to realistically be funded.

Respectfully submitted,

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