

Submitter: Jordan Lewis  
On Behalf Of:  
Committee: Joint Committee On Transportation  
Measure: HB2098

I support replacing this bridge, but oppose HB 2098 -2, because this legislation as currently written jeopardizes a right-sized Bridge Replacement, right now. I support the -3 Amendment (and the policy recommendations offered by the Just Crossing Alliance) that ensures this replacement bridge project moves forward smoothly with a right-sized design, explicit pro-labor provisions, financial guardrails, and major investments in mass transit.

My name is Jordan Lewis. I was raised in Charleston, WV, living within sight of a coal power plant until the age of 25. The proximity to this coal power plant likely contributed to the asthma my sister and I were diagnosed with, and the many cases of cancer which seemed to occur from generation to generation within my family.

I moved to Portland, Oregon with the intent of living with a higher standard of air quality, but I am appalled at the IBR program's thinly-veiled attempts to bundle freeway expansions with the replacement of this bridge, as freeways have demonstrably negatively impacted the air quality of surrounding communities. The largely poor communities of color surrounding i5 will be the most exposed to noxious gas emissions, particulate waste and pollution from burning gasoline, rubber tire dust and brake dust. Not to mention the hazards of more 4-ton metal boxes crushing and killing people on our streets every day. This will be true whether the cars idle or not, whether the cars are electric or not.

I think we need to lay bare the racial and class motivations behind a freeway expansion like the one. They prioritize the comfort of affluent, white commuters, evading property taxes in their vancouver McMansions, who drive into portland to dodge sales tax, over the marginalized communities who are forced to live along this corridor. The sales pitch for this project has emphasized freight, but freight would be sharing the same road with these commuters, getting caught in the same traffic as these commuters. If freight was truly a priority here, then it would ensure a separate lane for freight, or use a demand-reduction strategy such as tolling (not for revenue-gathering purposes) but instead it is asking for freight trucks to get stuck in the same bumper-to-bumper traffic with single-occupancy SUV's once induced demand is inevitably realized.

Our planet is on fire. The best time to take action was 40 years ago, the 2nd best time is now. History will judge you for your actions; your children and your grandchildren will hold you responsible for your inaction. Could you look your great-grandchildren in the eyes, as wildfires destroy their homes, as most seafood species

go extinct in the wild, as climate refugees spur ecofascist movements across the world, and tell them "at least we widened a freeway! 10% of the cars were electric!"

Or will you tell them you said NO to \$700B in general bonds, freeing them up for literally any other purpose, and helped build a better future for ALL oregonians? Imagine what we could do with that money--I'm talking ending homelessness, maintaining our current road infrastructure, improvements to our schools, or even bold measures such as restoring the Pioneer Train service from Portland-Boise-Salt Lake City-Denver?

I understand the necessity of replacing this bridge; ALL I am asking for is that you NOT pledge ONE BILLION dollars in general bond funds to what is truly a toxic, loud, dirty, pointless freeway expansion. Pledge as much as is required for federal aid- \$300M?-and no more. Your constituents will thank you for it, taxpayers will thank you for it, the planet will thank you for it. I want you to imagine a better world; not another century of "one more lane will fix it".