



RESOLUTION

Climate Smart Columbia River Crossing

Whereas,

The Portland-Vancouver metropolitan area is known nationally for forward-thinking land-use and transportation, and for being an innovator in the sustainability movement. We must seize the opportunity presented by the Columbia River Crossing to capitalize on our sustainability know-how and be at the forefront of achieving a global warming solution through smart planning.

Every public investment should prepare us for the future we are trying to create -- a future of sustainable industries and green, living wage jobs. A strategy for the Columbia River Crossing must prepare us for this future.

The Columbia River Crossing Project, the biggest and most expensive transportation project the region has ever seen, should be part of our climate change solution.

There is scientific consensus that we must reduce global warming pollution by 60 to 80% below 1990 levels by 2050 in order to avoid catastrophic consequences from temperature increases.

In response to this scientific imperative, the state of Oregon targets a reduction in global warming pollution to at least 75 percent below 1990 levels, and the State of Washington targets a reduction of fifty percent below 1990 levels by 2050, or seventy percent below the state's expected emissions that year.

Reducing transportation-caused global warming pollution is central to meeting our global warming reduction goals, as the transportation sector is responsible for 40% of all our regional global warming pollution.

Research has shown that vehicle and fuel technologies will not likely achieve needed emission reductions alone, so it is essential that we reduce the growth in driving through any transportation investments, including the Columbia River Crossing.

The proposed design for the Columbia River Crossing will **increase** greenhouse gas emissions by 32% over today's levels by 2030.¹

¹ This statement has been updated to reflect the selection of a replacement bridge with light rail as the Locally Preferred Alternative, and to include information from the CRC Draft Environmental Impact Statement, Energy Technical Report. August 2008.

A substantial body of research and intervention studies has found that land use and transportation plans which encourage less driving are a best practice for preventing chronic diseases associated with obesity, such as diabetes and heart disease, and respiratory illness, including asthma.

The I-5 freeway has caused negative health impacts on low-income communities and communities of color in the freeway corridor since it was first built, when it divided communities in N/NE Portland and in Clark County.

By ignoring the imperative of climate change in the CRC Project we will worsen these impacts and create new inequalities in our communities.

Therefore, be it resolved that:

To avoid catastrophic consequences, conform with the greenhouse gas reduction goals we have adopted at state levels, and prepare for the sustainable future we are trying to create, we only support a Columbia River Crossing Project that will reduce the growth of driving in the future so that we stabilize vehicle miles traveled at or below levels close to those in the region today.

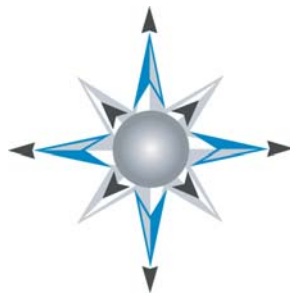
SIGNED:

Name or Organization

Date

By

Please return by email to mara – at – clfuture.org, by fax to 503 225 0333, or mail to Coalition for a Livable Future, 107 SE Washington St., Suite 239, Portland, OR 97214.



Coalition for a Livable Future