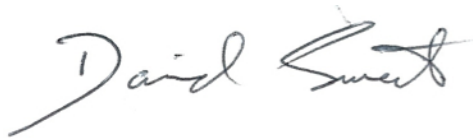


I support replacing the I-5 bridge, but oppose HB 2098 -2, because this legislation as currently written jeopardizes a right-sized Bridge Replacement, right now. I support the forthcoming -3 Amendment (and the policy recommendations offered by the Just Crossing Alliance) that ensures this replacement bridge project moves forward smoothly with explicit pro-labor provisions, finance guardrails, and major investments in mass transit.

The I-5 bridge replacement and Rose Quarter projects as proposed are looking to require a \$10 billion investment—and that is before the inevitable cost overruns. ODOT has never completed a megaproject where the cost did not increase by 50%, 100% or more. These are both highway expansion projects that are being sold to the public as ways to reduce congestion. They both ignore the well documented fact of induced demand. Freeway expansions always result in more traffic and more congestion. This lesson has been learned in cities all around the country. We do not need to repeat those mistakes.

Expanding freeway capacity in a time of climate change is irresponsibility bordering on the criminal. Mortgaging the future of our grandchildren with massive debt at a time when Oregon's streets and highways are in need of maintenance and repair is folly. Let's right-size the bridge and build it right now. Let's cap I-5 at the Rose Quarter, atoning for the injustice of its creation, and skip the freeway widening. I'm an old man and may not live to see the results of these plans, but if we do it wrong, my children and grandchildren will suffer for it.

A handwritten signature in black ink that reads "David Sweet". The signature is written in a cursive, flowing style with a large initial "D".

David Sweet