

Thank you Senators for the opportunity to voice my concerns about HB 2025. My name is Captain Joshua Landry. This is my first time attending a public hearing. I live on beautiful Hayden Island and am a director at Jantzen Beach Moorage. Whereas I am absolutely for accountability of the ODOT ( maybe multnomah county can do Metro and TRIMET next) but I am adamantly opposed to raising taxes to fund mismanagement. We are constantly being asked to do more and more with less and less, it's about time our government starts to learn to do the same. That tightened belt soon becomes a constricting noose.

We are being taxed to death. Coming from the realm of marine analogies, consider the Teredo nautilus aka the dreaded shipworm, the most dangerous creature in the sea. By no means a threat alone, but millions of them would eat through the hulls of traditional wooden boats creating millions of holes that would quickly overwhelm the vessel sinking her, and condemning the lives aboard to the deep.

We do have a government waste problem, and transparency and accountability are integral to keeping these in check. Our executive branch has been weaponizing this to lay waste to our most foundational services. American facism, today, is being fueled by waste and government bloat (peppered with a little xenophobia of course).

So keep at it, keep taxing us to death. See how soon we'll gladly accept that boot across our necks.

Complaining isn't exactly proactive. We should be offering solutions, not giving excuses. Maybe it's time to start enforcing traffic laws again and using that money to fund these improvements instead.

I remember when the Oregon Marine dept raised their fees a whopping 40% one year. I called to inquire why, and they said it was necessary to fund the removal of derelict boats (anywhere from 10-13k per boat and upwards to a MILLION dollars.) The logic there is to punish those following the law, while not actually addressing the problem or going after the people creating the problem.

Another solution is to abandon the Interstate Bridge Replacement. I've been following it very closely and it reeks of clark county cronyism. ODOT, TRIMET, and METRO are all redlining and praying for toll monies (which we get no vote on and are universally reviled) to stay solvent. Once again, we're not solving any problem here, just robbing peter to pay paul.

I live on Hayden Island and I WILL lose my home because of the IBR, specifically the light rail expansion to Vancouver. Beyond that, it will decimate our community, a community that they do not understand or even attempt to comprehend. I passed two herons on the way to the coffee shop to write this. It's not an uncommon sight. That's my home. I haven't locked my door since september. How safe do you feel in your homes around your neighbors?

I've been following the efforts to restore the Albina neighborhood after it was destroyed by highway expansions. I can't think of anyone now who would consider this a justifiable sacrifice. Perhaps, another way we could honor and recognize the harm done is by STOP DOING IT.

Greg Johnson (director of the IBR) has purposefully left us out of the conversation and community involvement (no representation in the NOPO CAG). What very little outreach that has happened comes far too late and usually secondhand from the news, after the fact.

Recently, the decision was handed down to toll exclusively I-5 leaving 205 toll free. Much of our island economy depends on Washington "tax refugees". Oregonians don't visit the island as much because traffic congestion from clark county commuters (70k+ a day) makes it untenable to visit during store hours. Cascade station the first stop off 205, shares a lot of the same stores as hayden island: Home depot, best buy, panera, ross, and Target, our only source of food on the island. Everybody hates tolls, and diversionary traffic will take that business to Cascade station. Soon after, our stores will shutter. Hayden Island becomes a food desert. Our walking score will become nil, creating a 29% decrease in our home's market value. Our moorage has 177 homes. That's just south of 18 MILLION dollars in devaluation alone. We're staring at economic collapse over here.

Matthew Woodhouse, ODOT consultant, recently gave the legislature a presentation on tolling and traffic diversion using a study done of Hampton, Virginia as his data set. Hampton, is serviced by two bridges and bears a lot of similarity to the prospective IBR. Woodhouse failed to mention Portsmouth, VA. A community whose access is dependent on the bridge that was tolled. The Hampton study showed that nearly 50% of people would avoid shopping or visiting Portsmouth because of tolls. Hayden Island will collapse and shutter under these conditions. That economic vacuum will create fertile ground for a new crime wave.

Let's talk about eminent domain. I'm all for light rail, however I'm vociferously opposed to it when it destroys our communities. Once again, the IBR primarily benefits Washington state. Why should 1.8 miles of light rail to and for Vancouver wipe out the last vestiges of affordable housing in multnomah county. I fall under the banner of low income. I saved for ten years, skipping vacations, eating ramen, and avoiding avocado toast whenever possible. I bought my first home IN CASH, paid, last year. I was the first in my family to own house. Many of my neighbors on the east end of our moorage, also qualify as low or fixed income. We also own our slips which is a HUGE deal. We

invest in our community, volunteer, and improve it. The IBR assumes our homes could be moved, which some of them can. However, it is now illegal to build new marinas for floating homes and spaces are extremely scarce. Also, nobody buys a house so I could pay money to a landlord.

Also, there's the big IF, they can be moved. Are they in a state of where they physically can be moved. Some of our neighbors' houses are in disrepair and would be condemned because they could not be moved. It's about 40 thousand to dismantle a small floating home. Many of my neighbors with houses in disrepair are also on medicaid, a forced sale would go directly to medicaid (they track your income for 5 years before applying) denying their family potential generational wealth and falling into a poverty trap. The cycle repeats. Also, you lose a lot more when you relocate to a floating home. You could lose your view, that spiritual battery that quiets the busy mind and restores balance to your soul. If I moved, it would be the equivalent of going from the penthouse to a closet by the boiler room. My entire house is built around orientation.

Lastly, I've read the ODOT paraphernalia about eminent domain and your "rights" as a displaced person. These pamphlets were published in 2014 and their values and compensation packages are rooted in that time. A house in 2015 that cost 313k would now be worth 529k. That's a 72 percent increase. A marine acquisition has never been done before in a public works project and falls into the arena of a potential constitutional crisis (4th amendment, like for like, "made whole" etc). A east side bridge approach would considerably lessen the collateral damage...

In summation, Taxes bad. I've voted for luxury taxes and watched my rent shoot up numerous times. I voted to legalize drugs only to watch covid turn Portland into the Walking Dead (if you don't believe me pop by the Delta Park Bottle drop) while multnomah county bureaucrats scratched their heads. Transit? Typically good, as long as it's fair, equitable, and doesn't destroy the communities it alleges to serve. In this case, the majority of the beneficiaries live in Clark County. Perhaps we can curb taxes by not paying for projects that don't benefit our taxpayers. Thanks for reading, Joshua Landry