

Submitter: Steve Miller  
On Behalf Of:  
Committee: Joint Committee On Transportation  
Measure: HB3382

16 May, 2023

Dear Members of the Joint Committee on Transportation,

Like a growing number of Oregonians, I have considered the dangers HB 3382 and its amendments pose for Oregon's land use planning, first of all for its major coastal estuaries---and the dangers are quite real and being aired before you today. Along with these concerns, the process that has carried HB 3382 forward has baffled and disappointed myself and many others. HB 3382 and its amendments were sought by private project developers and promoters, some with respected backgrounds in the Oregon legislature. That early process was decidedly quiet, not public, and it was also quietly introduced---almost hidden from public view. Until yesterday HB 3382 had received almost no reporting statewide, or even in local Coos Bay news. It was astonishing to be in a meeting of Port of Coos Bay Commissioners and see them grab their pens and hurriedly write the unfamiliar bill's number down as a citizen voiced her concern for what its passage would mean for the future of Coos Bay's estuary and the voice of coastal Oregonians to be heard in our state's land use process. But the public and many government bodies have received so little information and opportunity to become informed and understand the consequences of this legislation. Though I know you are seeing an end fast approaching for your legislative work this session, the sense of rush surrounding HB 3382, with its many concerns, has been very disconcerting and not what I was expecting to see in handling legislation before the Oregon legislature.

In the first Joint Committee hearing, a brief public comment period for citizens attending was offered at the end, with time limited to a few minutes per comment. That comment period was capped by a former legislator and now compensated private lobbyist for a proposed container shipping terminal in the Coos Bay estuary, who was allowed unrestricted time to discuss with the Committee, in a most collegial manner, his claims and views on how he wished to see the legislation expedited to facilitate progress for his project.

In succeeding days a Committee work session was scheduled for a week or so later, with no opportunity initially provided for public comment which was postponed and rescheduled as a hearing with public comment. I feel it was expected the bill would be promptly voted out of Committee and sent to the floor of the legislature for passage. But citizens began to learn more about HB 3382--- the serious

environmental impacts it would enable in Oregon's 3 largest estuaries, the silencing of their voices to help inform land use planning decisions, and that the primary motive underlying the bill was to enable a private development project to proceed without land use review. The many risks it poses then came into sharp focus.

I thought there might be some protections provided to HB 3382 through amendments, but those would not offer solid protection to these estuaries. Today an article in The World newspaper (Coos Bay) reports that our two Oregon Senators, and Oregon's U.S. House members, at the urging of the Governor, have requested that the U.S. Dept. of Commerce issue an expedited declaration of a federal fishery resource disaster for Oregon, due to extreme declines in salmon fisheries. It's expected that by issuing that declaration federal aid will become immediately available to address the associated problems. The article notes that climate change, increased drought, changing ocean conditions, and habitat loss will be a challenge to recovery of salmon populations. Now is clearly not a time to add further impacts to our salmon populations and other important estuarine resources by exempting development in the three largest Oregon estuaries from compliance with all land use planning law and regulations. Please vote no on HB 3382 and its amendments.