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Date: May 16, 2023
To: Oregon's Joint Committee on Transportation Members

Chair	Senator Lew Frederick
Co-Chair	Representative Susan McLain
Co-Vice Chair	Senator Brian Boquist
Co-Vice Chair	Representative Shelly Boshart Davis
Member	Senator Lynn Findley
Member	Senator Rob Wagner
Member	Senator Aaron Woods
Member	Representative Paul Evans
Member	Representative Jeffrey Helfrich
Member	Representative Kevin Mannix
Member	Representative Nancy Nathanson
Member	Representative Khanh Pham

From: Patricia Mace, Coos Bay resident
Re: Opposition to HB 3382 as ammended

Please read and record my strong opposition to HB 3382. The ammendments made this week do nothing to address the concerns related in my previous letter to the committee on May 10th, 2023 (inserted below). By allowing certain groups to bypass local and state land use laws, the bill threatens estuarine resources and the economies that rely on them, vital ecosystem services, and resilience to a changing climate. This bill is shortsighted, inequitable, and undemocratic. It removes the voice of citizens in decisions that affect their livlihood and future.

Letter of May 10, 2023:

HB 3382 threatens to undermine Oregon's land use planning program by allowing port developers in Oregon's largest estuaries to bypass local and state land use laws to construct and maintain deep draft navigation channels. The very nature of this bill is inequitable and undemocratic. It excludes people and competing stakeholder/interests from the land use process by providing Ports an outright bypass to the same land use laws other interests are subject to. It allows the fate of Oregon's estuaries to be decided behind closed doors, rather than by the communities that are directly impacted by the decisions.

By circumventing the review processes designed to ensure protection of estuarine ecosystems, HB 3382 threatens critical estuarine ecosystems, and the economies that rely on them. Changes to navigation channels can have large (even if unintended) consequences on water movement, water quality, sediment deposition, critical habitats, and many different species, including those that support economically and culturally important fisheries. State and local land use policies do not exclude dredging and development; they guide it. They balance interests. They consider unintended impacts.

Allowing ports to dredge without compliance to environmental mitigation would diminish ecosystem services that people rely on including water filtration, flood mitigation, shoreline protection, sediment stabilization, carbon sequestration, habitat for commercially important species, etc., all of which would cost significant money in restoration and hazard mitigation in the future to counteract these lost protections. These costs would likely disproportionately affect members of the community, rather than the port developers.

Under the threat of climate change, all the above-mentioned concerns are even more critical. Comprehensive and robust land use planning is more necessary than ever to ensure human and ecological resilience to changing conditions. Additionally, destroying critical estuarine habitat for development would release stored carbon and methane, further contributing to climate change. It would also reduce ecosystem capacity to withstand the impacts of climate change and reduce the buffering services that habitats offer to ameliorate climate hazards.