

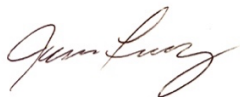
To: Joint Committee on Transportation

HB3382 “Authorizes certain ports to construct, maintain and improve deep draft navigation channel improvements without demonstrating compliance with state or local land use law. “ This bill was recently amended but the remarks in my testimony are still relevant to this version, if not more so. Please refer to my first testimony of March 13, 2023, as it does contain science references to back up points made against the effects of such a bill.

I continue to vehemently oppose this bill which side-lines land-use practices of our state for ports, particularly the Port of Coos Bay. This device is obviously the only way that this unelected body can have its way with development schemes, all in the name, again, of jobs. I have lived in Coos Bay for forty years, twenty-four of which teaching science in public schools. I used the public process of using the Coos Bay Estuary Management Plan to install an interpretive trail next to our school, traversing the Port’s dredged materials to access one of the last remaining tidal marshes in the estuary. Through this experience and learning/teaching about the critical values of an estuary and working with the Port on land use issues, I feel I can comment on this port’s performance. The Port of Coos Bay’s development schemes have been marginal. I will state again, the Port’s major development efforts have been met with strong local opposition and resulted in wasted time and funds (to the port and Oregon tax-payers) on entrepreneurial efforts that didn’t pass muster of the Coos Bay Estuary Management Plan or state and federal laws.

To be clear, the major flaw of this bill and the subsequent amendment, is that it will bypass public oversight, something that any Representative or Senator should eschew. It is not the Oregon Way.

Please oppose this bill,

A handwritten signature in cursive script, appearing to read "Jamie Fereday".

Jamie Fereday