

PETER DEFAZIO

REPORTS

Congress of the United States
House of Representatives

U.S. REPRESENTATIVE · 4TH DISTRICT · OREGON

August 2017

Rep. Peter A. DeFazio
405 East 8th Ave #2030
Eugene, OR 97401



M.C.
Presorted Standard

This mailing was prepared, published, and mailed at taxpayer expense.

Southwest Oregon, I'm Listening:

Dear Friend,

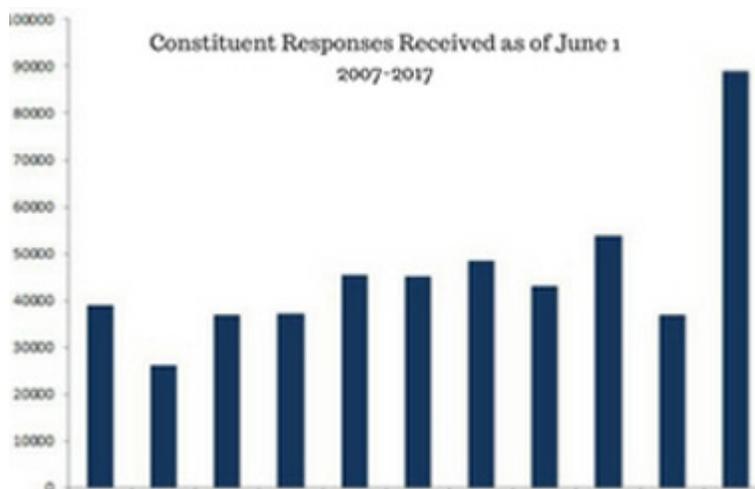
Since the start of this new Congress and new administration, more Oregonians have contacted my office than ever before. **By July, my office had received more mail and calls than all of last year.**

Citizen engagement is critical to the health of our democracy. As your representative in Congress, it is my highest priority to listen and respond to your concerns about what's going on in Washington.

If you want to stay informed about my work in both Southwest Oregon and in Washington, you can sign up for my bi-weekly e-newsletter at defazio.house.gov/contact/newsletter.

I hope that you will stay engaged—let me know when we are in agreement, and as importantly, when we disagree. Your views are important and they do make a difference.

Sincerely,



Source: Office of Rep. Peter DeFazio

A Public Option for Healthcare

Earlier this year, House Republicans passed a bill to repeal and replace the Affordable Care Act, also known as Obamacare. I was a vocal opponent of this bill, which, according to the Congressional Budget Office (CBO) will strip healthcare from 23 million Americans and more than 750 thousand Oregonians and force seniors to pay as much a five times more for their premiums than younger Americans.

I have never said the Affordable Care Act is a perfect law. There are many problems with the current system, but I believe the path to meaningful improvement must be through bipartisan compromise, not reckless partisanship.

Furthermore, the uncertainty surrounding the future of the Affordable Care Act has created tremendous insecurity in the healthcare marketplace. As news about the provisions of the replacement bill change from day to day, insurance companies are pulling out of the Affordable Care Act market across the country, causing dwindling availability and rising costs for consumers.

While the political debate over healthcare continues, we must consider alternatives to the current model of health insurance.

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TOWN HALL MEETINGS

Rep. DeFazio will be hosting town hall meetings across SW Oregon this August.

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INFRASTRUCTURE

Our nation's roads, bridges, and highways are in desperate need of increased investment.

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TRADE

Read about Rep. DeFazio's 10-point plan to create a truly fair trade deal for America.

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COASTAL UPDATE

The Coast Guard must be fully funded to conduct life-saving services on Oregon's coast.

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The 21st Century Worker's Bill of Rights

More than twenty years ago, Americans were promised that the North American Free Trade Agreement (NAFTA) would strengthen the middle class and create thousands of new jobs in the U.S. each year. However, instead of creating endless opportunities, NAFTA has brought us two decades of job losses and exploding trade deficits. According to the Bureau of Labor Standards, since NAFTA was implemented Oregon has lost 11% of its manufacturing jobs, and the Economic Policy Institute reports that NAFTA has directly displaced more than one million American jobs.

On the first day of the 115th Congress, I called on the President to begin negotiating a new NAFTA within his first 100 days in office, or else withdraw the U.S. from this catastrophic deal altogether. On May 18, President Trump finally announced his intention to begin NAFTA negotiations with Canada and Mexico, triggering a ninety-day waiting period for negotiations to begin.

It is long overdue for the U.S. to fix this disastrous

trade deal, but we cannot settle for just small tweaks or changes. NAFTA needs to be completely re-written in order to keep and bring home family-wage jobs and fix the decades of trade abuses it has caused.

I've worked with environmental groups, labor groups, and fair trade advocates to develop a ten-point plan: The

21st Century Worker's Bill of Rights. As a senior member of the House, I was invited to serve on the House Advisory Group on Negotiations (HAGON), the committee responsible for advising the Administration during trade negotiations. As a member of HAGON I have met with Commerce Secretary Wilbur Ross and U.S. Trade Representative Ambassador

Robert Lighthizer to urge them to include the vital provisions of my Worker's Bill of Rights in any new trade agreement. These principles will serve as the foundation of a sustainable trade policy that will bring jobs back to our shores while protecting our environment, workers, consumers, and sovereignty.

21ST CENTURY WORKER'S BILL OF RIGHTS

- ☆ **Require Strong Labor & Environmental Standards—and Ensure They are Enforced**
- ☆ **Require Imports and Foreign Companies Operating in the U.S. to Adhere to U.S. Laws**
- ☆ **Require Foreign Truck Operators to Comply with U.S. Transportation Laws**
- ☆ **Protect U.S. Energy Policy**
- ☆ **End Tribunals that Undermine U.S. Trade Enforcement Laws, Such as NAFTA's Chapter 19**
- ☆ **Eliminate Provisions that Undermine Buy America, Buy American, and other Domestic Procurement Preferences**
- ☆ **Require Strong Rules of Origin on Cars, Auto Parts, and Other Manufactured Goods**
- ☆ **Add Strict, Enforceable Disciplines to Fight against Currency Manipulation**
- ☆ **Lower the cost of prescription drugs**
- ☆ **Eliminate Dangerous ISDS Provisions that Undermine U.S. Sovereignty**

The Wealthiest First, Everyday Americans Last

Earlier this year, the President released his budget priorities for Fiscal Year 2018, calling it a plan for 'Taxpayers First.' I believe that title could not be further from the truth.

The President's budget cuts funding for critical programs that Oregon's working families rely on. Instead, it spends \$1.6 billion on what I believe to be a completely useless wall between the U.S. and Mexico. In my opinion, building a wall on our southern border will do very little to stem illegal immigration or stop illegal drugs from flowing into our country.

The cuts laid out in this budget dismantle domestic programs that contribute to the daily quality of life for millions of Americans.

Under this budget:

- 10,765 Oregonian children would lose before-and after-school as well as summer school programs, according to the House Energy and Commerce committee.
- 22,016 low-income Oregon students who received need-based aid for higher educa-

tion would lose their Supplemental Educational Opportunity Grant, according to the House Energy and Commerce committee.

- 32,689 workers in Oregon's job training programs would be dropped, according to the House Energy and Commerce Committee.
- Eight Senior Corps programs in Oregon's 4th District, with nearly 2,000 participants donating thousands of hours of volunteer service, would be elimi-

nated, according to the Corporation for National and Community Service.

- According to the Oregon Department of Human Services, an estimated 30,000 Oregonians stand to lose Medicaid funding under Oregon's health plan for long-term care, including nursing homes and assisted living facilities.

By endorsing cuts to critical programs, I believe

Investments in Infrastructure: There's a Better Way

President Trump has repeatedly said that he wants to invest in our nation's crumbling infrastructure, to the tune of \$1 trillion. Unfortunately, his actions don't match the rhetoric coming out of the White House. President Trump has yet to offer a single infrastructure proposal providing new investment in our nation's infrastructure. Instead, he is talking about privatizing our public air space, roads, bridges, and transit systems. His plan would auction off or, in the case of our aviation system, give away billions of dollars of taxpayer-owned assets to corporations (both foreign and domestic) and Wall Street investors, who would have the power to charge the public tolls to access roads we have already paid for.

We don't need to auction off our transportation system to pay for urgently needed improvements. I've sent the president three bipartisan solutions to generate over \$500 billion to fix our roads, bridges, transit systems, airports, and ports. It is time for this administration to work in a bipartisan way to find the funding necessary to rebuild our infrastructure and create hundreds of thousands of jobs and make our country more competitive in the world marketplace.

Investing in America's Roads, Bridges, and Transit Systems

Our top priority must be rebuilding the nation's crumbling network of roads, bridges, and transit systems. That's why I introduced the bipartisan Investing in America: A Penny for Progress Act. This legislation provides approximately \$500 billion to rebuild our crumbling network of roads and bridges. It will address our state-of-good-repair backlog, repair or replace deficient bridges,



Rep. DeFazio visits Swanson Plywood in Springfield and discusses issues affecting small businesses.

create tens of thousands of good-paying American jobs, and keep us competitive in the world economy. A Penny for Progress indexes gas and diesel user fees, which have not increased since 1993. It would only raise the gas and diesel user fees by approximately 1 cent per year and includes a hard cap of 1.5 cents per year—less than the change in prices at the pump on a daily basis.

Rebuilding and Improving Our Airports

Last year, U.S. airlines carried 823 million passengers. While a record number of Americans are traveling by plane, our airports continue to age and struggle from a lack of proper investment. The Airports Council International-North America

estimates that airports will require a total investment of approximately \$100 billion over the next five years, or \$20 billion per year, in order to keep up with demand. I introduced bipartisan legislation, the Investing in America: Rebuilding America's Airport Infrastructure Act, that will generate billions of dollars each year to help our airports rebuild and rehabilitate aging terminals, runways, and taxiways and keep pace with ever-increasing demand in the 21st century—without raising taxes by a cent. The legislation will remove an outdated cap on the passenger facility charge (PFC) in order to give airports much-needed flexibility and local control to finance major construction projects while reducing airports' dependence on federal funds.

Maintaining our Nation's Coastal and Inland Harbors

The U.S. Army Corps of Engineers (Corps) estimates that navigation channels at our busiest ports are available less than 35 percent of the time, and conditions at midsize and small harbors are even worse. With larger ships now passing through the expanded Panama Canal, the dredging needs of our ports will only continue to grow. In order to ensure that we can meet this rising demand, I introduced bipartisan legislation, the Investing in America: Unlocking the Harbor Maintenance Trust Fund Act, to provide more than \$18 billion in investment for our nation's coastal and inland harbors over the next decade without raising a dime in new taxes. The legislation ensures that the Harbor Maintenance Tax collected from shippers is used for its intended purpose—maintaining our harbors—which will allow the Corps to dredge all Federal commercial harbors and smaller ports to their appropriate widths and depths.

A Lifesaving Victory for the Coast

Between the cold water and routine storms off of our coasts, it's essential that the Coast Guard maintains a robust search-and-rescue presence in order to protect our commercial boats and the large seasonal recreational community that visits the coast. The Newport Air Facility, which handles half of the emergency response call on the Central Oregon Coast, is a critical resource that protects the hardworking men and women of Oregon's fishing industry, coastal residents, and visitors. When short-sighted congressional budget cuts threatened the Newport air station with immediate closure, I worked with my Republican and Democratic colleagues to prevent the closure and keep it in operation. In May, I was able to secure language in the Coast Guard Authorization Act of 2017 that, when passed into law, will permanently keep the Newport Air Facility open, and keep helicopter operations in the air and serving the Oregon Coast. This legislation also guarantees that the Coast Guard has the resources and assets necessary to protect our ports, waterways, and coastal communities, and respond to disasters or emergencies affecting our mariners, fishermen, and the general public. This is major victory for Oregon's coastal communities and I was proud to work on this bipartisan legislation. I will continue to work with members of both parties to move this legislation out of Congress and to the President's desk as soon as possible.

Peter Is Hosting a Town Hall Meeting Near You!

Monday, July 31	Tuesday, August 1	Wednesday, August 2	Thursday, August 3
<p>Roseburg 5:30-7:00 PM <i>Roseburg High School</i> 400 W. Harvard Avenue</p>	<p>Eugene (Seniors) 10:00-11:30 AM <i>Campbell Community Center</i> 155 High Street</p> <p>Eugene 5:30-7:30 PM <i>Churchill High School</i> 1850 Bailey Road</p>	<p>Springfield (Seniors) 11:00 AM-12:30 PM <i>Willamalane Activity Center</i> 215 W C Street</p> <p>Oakridge 5:30-7:00 PM <i>Oakridge High School</i> 47997 W 1st Avenue</p>	<p>Albany 4:00-5:00 PM <i>Albany Public Library</i> 2450 14th Avenue SE</p> <p>Corvallis 6:00-7:00 PM <i>Linus Pauling Middle School</i> 1111 Cleveland Avenue</p>
Monday, August 28	Tuesday, August 29	<p>For the latest information on my town hall meeting schedule, visit www.defazio.house.gov, follow me on Twitter @RepPeterDeFazio, or sign up for my e-newsletter at defazio.house.gov/contact/newsletter</p>	
<p>Bandon 11:00 AM - 12:00 PM <i>Bandon Public Library</i> 1204 11th Street SW</p> <p>Coos Bay 5:30-6:30 PM <i>Southwestern Oregon Community College</i> Hales Center 1988 Newmark Avenue</p>	<p>Florence 3:00-4:00 PM <i>Siuslaw Middle School</i> 2525 Oak Street</p>		

HEALTHCARE

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When the Affordable Care Act was being drafted, I fought to include a provision in the bill to create a nationwide government-run insurance option similar to Medicare within the marketplace. While that provision was included in the House version of the bill, the Senate unfortunately stripped it out before final passage. In my opinion, a government-run, not-for-profit health plan would have paved the way for a single-payer system with more comprehensive coverage at a lower cost. I have introduced legislation that would establish such a plan.

A public option would allow individuals to buy a federal healthcare plan as the same way they purchase a plan

from a private insurance company. This is especially important in rural areas in Oregon and other states, where many families have only one insurer available. Adding a government-run insurance option would increase competition in the health insurance marketplace and drive down costs.

According to the CBO, the inclusion of a public option administered by the federal government in the health insurance market would reduce premiums for consumers by as much as eight percent.

I'm a strong supporter of non-traditional models for our nation's healthcare system that will move us toward a single-payer system. I will support legislation that promotes that idea, including H.R. 676, the Ex-

panded and Improved Medicare for All Act.

Although the Affordable Care Act is in need of improvement, we must remember the reason that we passed the legislation in the first place. Eight years ago, individuals with pre-existing conditions could be denied healthcare coverage. Insurance companies could refuse to renew your policy if you got sick. Costs were skyrocketing and the consumer—not the big insurance companies—were paying the price.

Above all, we cannot go back to the way things were before the passage of the Affordable Care Act. Congress must develop a healthcare policy that provides affordable coverage and care for all Americans.

BUDGET

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that the president has shown yet again that he is putting the wrong priorities first.

I don't believe that we need to make cruel cuts to volunteer programs or student aid programs to balance our nation's budget. Instead, we should cut bloated defense spending and close tax loopholes for multi-billion dollar corporations.

To me, this is not a budget that reflects the priorities of the American people. Instead, this budget abandons working Americans and prioritizes only the very wealthiest.

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