



June 8, 2017

Hello colleagues and fellow committee members,

I want to start by saying I have enjoyed working with you and traveling the state with you to hear from communities in all corners of Oregon. This committee convened over a year ago following an extensive report, One Oregon. These are some of my thoughts at this point in the process.

Electric Vehicles - Charging Stations (Sections 138-139)

Electric vehicles are growing in availability and capability, and are an increasingly important part of the path to reaching Oregon's greenhouse gas reduction goals. To drive the expansion of Oregon's electric vehicle fleet, I urge the committee to support a surcharge on rides arranged through a transportation network company (TNC). With the funds generated by such a surcharge, Oregon should invest in the fastest and most effective strategy to grow the fleet of electric vehicles on our roads – direct consumer rebates or 'cash on the hood'. House Bill 2017 should include language to:

- Direct ODOT to impose a small surcharge on each ride arranged through a transportation network company;
- Require the company to pay the total amount collected through the surcharge within 30 days of the close of each calendar quarter; and
- Create a dedicated account in ODOT to receive and distribute funds from the surcharge for purposes of providing electric vehicle purchase rebates or otherwise supporting the expansion of the electric vehicle fleet in Oregon.

This surcharge adds a minimal cost to a ride through a TNC, but provides substantial transportation-sector benefits. I encourage the committee to support this surcharge without opening other policy questions about TNCs in Oregon. The House Business and Labor Committee had numerous bills that addressed policy questions about transportation network companies. The conversation was not concluded in that committee, and we are not ready for a state regulatory framework for TNCs. That conversation will require the involvement of many stakeholders, including municipalities. This package is not a fitting place for that conversation.

Safe Routes to School (Sections 123-124)

Our children can only learn once they've arrived at school safely. As a former teacher, mother, and grandmother, I am deeply concerned with these issues. I am thankful for the work to increase funding for Safe Routes to School within this package. We must ensure that





the funds for these schools are prioritized, and that they go to Title I schools first. These schools face poverty and other challenges that require additional supports for their students.

I want to endorse the suggestion of Rep. Karin Power (HD 41). We would only require a match of 20%, or a waiver for Title I schools and other schools that serve federally recognized impoverished communities. Requiring matching at too high of a rate will discourage schools and school districts from using the program. Especially given the cuts our schools are facing, we must pay extra attention to Title I schools.

Currently the funds for these projects stipulate that improvements should be within $\frac{1}{4}$ a mile of the school. Our state statute says that transportation is only required if a student lives a mile away or farther. At the very least, we should allow these funds projects that are within a $\frac{1}{2}$ mile of the school.

Accountability (Sections 15, 18)

We have included other important accountability measures in this package. Particularly, I agree with the importance of an independent auditor. The auditor should report to the Transportation Commission, but it should also report to the Director of ODOT. In this accountability work, we must consider the working atmosphere it may create. We do not want a dynamic that will make it hard for communication and coordination between the Transportation Commission, the Governor's Office, and ODOT as they work together to keep Oregon moving.

Contracting

We have discussed the contracting aspect of accountability a few times. I agree with Rep. Smith Warner, HB 3203 A-7 addresses issues of accountability in contracting. That bill also covers contracting that extends beyond transportation to include a wide array of business practices that deal with the bid process. It would not be wise to include this in the package because of the wider reach and affect of the bidding process.

I look forward to our meeting tonight where we can discuss these issues and others.

Sincerely,

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