

**Congress of the United States**  
**Washington, DC 20515**

September 12, 2017

The Honorable Jay Inslee  
Governor of Washington State  
416 1<sup>st</sup> Avenue Southwest  
Olympia, Washington 98504

Dear Governor Inslee:

As you know, the Oregon legislature recently passed and Governor Brown signed a transportation package that includes a provision to establish tolls on the state line between Washington and Oregon. Since that time, there has been increasing concern in the communities we serve that this scheme will place tolls on the I-5 and I-205 bridges, and consequently put the financial burden of projects well south of Portland on the shoulders of Washington residents. We write to seek your cooperation and active involvement in protecting Washington residents against any Oregon-devised tolling plan that will unfairly charge them to pay for infrastructure that primarily benefits Oregonians.

The I-5 and I-205 bridges cross the Columbia River between the Washington and Oregon state line and are overwhelmingly utilized by Washington residents. Census data showed that 74,000 Washington residents cross the border every day to get to their workplaces in Oregon; 45,078 of these commuters live in Clark County alone. The Oregon transportation bill specifically states that revenue from tolling beginning at the state line will be used to improve portions of I-205 located south of Portland; in other words, infrastructure located miles away from the bridges that our constituents use. Governor Inslee, we recognize our shared interest in the freight mobility, safety and congestion relief needs stemming from the current I-5 bridge. Oregon's current proposal, as outlined, does nothing to address those needs: it is a bad deal for Washington residents. It does not honor the long-standing, shared responsibility between Washington and Oregon for projects and maintenance between our state boundaries.

Oregon has asserted that it is still in the planning phase and that no decisions have been made to implement the tolling plan it hopes to finalize by December of 2018. To date, your position on Oregon's proposal has not been made known. Neither Oregon Department of Transportation (ODOT) nor Washington Department of Transportation (WSDOT) have been able to point out any action taken by WSDOT to insert Washington into the process. It is therefore vital that the state of Washington takes a strong, active role in the process as quickly as possible. Please join us in providing our communities with the assurances that their elected leaders are looking out for their best interests, and present a specific plan to defend those interests.

Sincerely,

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U.S. Rep. Jaime Herrera Beutler, 3<sup>rd</sup> Congressional District

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Sen. Lynda Wilson, 17<sup>th</sup> Legislative District

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Sen. Ann Rivers, 18<sup>th</sup> Legislative District

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Sen. John Braun, 20<sup>th</sup> Legislative District

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Rep. Vicki Kraft, 17<sup>th</sup> Legislative District

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Rep. Paul Harris, 17<sup>th</sup> Legislative District

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Rep. Brandon Vick, 18<sup>th</sup> Legislative District

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Rep. Liz Pike, 18<sup>th</sup> Legislative District

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Rep. Richard DeBolt, 20<sup>th</sup> Legislative District

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Rep. Ed Orcutt, 20<sup>th</sup> Legislative District