

United States Senate

WASHINGTON, DC 20510-4705

August 24, 2018

The Honorable Kate Brown
Governor of the State of Oregon
900 Court Street NE, Suite 254
Salem, OR 97301-4047

Dear Governor Brown:

The upcoming proposal by the Oregon Transportation Commission (OTC) to the Federal Highway Administration to implement congestion pricing on I-5 and I-205 will have important consequences for Washington commuters and for the future of transportation planning in the bi-state area. Washington state residents make up about 20 percent of the Portland-Vancouver metropolitan area and their views must be reflected in a final proposal.

Elected officials in Southwest Washington, including members of the Vancouver City Council and the Clark County Council, have written extensively to share the concerns of the tens of thousands of Washingtonians who would be impacted daily by tolling on Interstates 5 and 205. In the interest of improving the transportation network in the entire metropolitan area, I ask that their concerns and suggestions be carefully considered.

I am concerned that Washingtonians will be disproportionately impacted by the current tolling proposals. With those concerns in mind, I hope you will take the following steps to ensure equitable treatment for all users of our region's roadways:

1. Take Option C off the table. As you know, Option C calls for tolling of all lanes of Interstates 5 and 205 starting at the Columbia River. This option did not receive broad support as part of the Project Advisory Committee (PAC) recommendations. In fact, PAC representatives from the City of Vancouver, Clark County and WSDOT, all voted to oppose Option C.
2. Explore options outside of tolling to increase freight capacity. I-5 is the only West Coast Interstate Highway stretching from the Canadian border to the Mexican border, and as such is a vital freight corridor.

Federal grants, including programs like the U.S. Department of Transportation's Infrastructure for Rebuilding America (INFRA) program, could provide funding to improve congestion and

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increase capacity on key freight corridors. In FY 2018, \$1.5 billion in grant funding for INFRA projects was available.

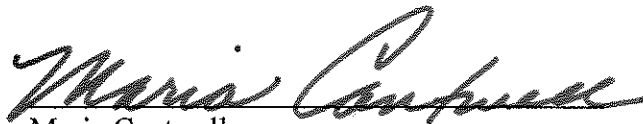
Additionally, Congress also provided \$1.5 billion for the BUILD program. Each of these grant programs are designed to help fund projects to increase capacity and eliminate bottlenecks in order to keep freight and traffic moving. I would enthusiastically support a bi-state proposal to use federal funding sources to improve congestion in the heavily used freight corridors between our two states.

Over \$40 billion in freight moves between our states along the I-5 corridor each year, and this number is expected to increase to \$70 billion by 2030. According to the Washington Department of Transportation, by 2025 the Portland-Vancouver metropolitan area's economy would face an annual loss of \$844 million and 6,500 jobs without adequate investment in the transportation infrastructure.

Congestion along Interstates 5 and 205, and many of the area's arterial roadways, is a regional problem that needs to be addressed at a regional level with a high level of consultation and collaboration. Please consider the views of Washington state, the municipalities of Clark County, as well as regional transportation and transit stakeholders, including the Southwest Washington Regional Transportation Council and C-Tran. The need for enhanced transit connectivity, better freight mobility, and safer and more efficient infrastructure, are issues that impact both of our states and the entire Portland-Vancouver metropolitan area.

Thank you for your consideration of these important issues.

Sincerely,

A handwritten signature in black ink, appearing to read "Maria Cantwell". The signature is fluid and cursive, written over a horizontal line.

Maria Cantwell
United States Senator