



*Business Leaders Building Community*

January 10, 2026

Commander  
U.S. Coast Guard District Northwest  
915 Second Avenue, Room 3510  
Seattle, WA 98174-1067

**RE: Comments on the Interstate Bridge Replacement (IBR) Program Navigation Impact Report (NIR)**

Submitted via email: [d13-smb-d13-bridges@uscg.mil](mailto:d13-smb-d13-bridges@uscg.mil)

Dear Commander:

On behalf of the 120 businesses that are part of the business leaders group Identity Clark County, we are submitting this letter to **affirm support** for the Interstate Bridge Replacement (IBR) Program's **fixed span bridge configuration** option over the Columbia River with 116' of vertical navigation clearance.

We are pleased that the IBR program has secured mitigation agreements with river users who occasionally benefit from higher bridge clearance. This clears the way to begin construction in 2026 on a far more affordable, practical and resilient structure and approaches. We note that – even after mitigation – **building a replacement bridge without a liftspan is a more affordable option which is congruent with the Administration's emphasis on fiscal stewardship.**

The I-5 bridge is the lifeline to our regional community and economy. The time is now to replace the antiquated and functionally obsolete I-5 bridge and improve its complex interchange network. Replacement is a far better option than pursuing seismic retrofit upgrades, deck replacement, painting and seismic improvements that otherwise would be required soon.

We appreciate the diligence of the IBR Program in studying multiple options to address the project's purpose and need while balancing many priorities. We believe our region is best served by a fixed span option allowing for a safe, practical and more cost-effective bridge design. We understand that formal Agreements have granted adequate mitigation for those few companies who depend upon a higher clearance for a portion of their commerce. Further, we note there is minimal additional economic or development opportunity offered by a lift span because the dredged 43-foot shipping channel stops to the west of the current I-5 bridge and there is virtually no shoreline land available for development upriver.

With estimated construction costs rising by the day and congestion from the aging lift span continuing to impose real, escalating impacts on our economic viability, it is critical to our region, state and nation that replacement of the I-5 bridge begin as soon as possible.

We appreciate the efforts of all involved in planning, design and funding of this critical transportation facility expected to last a century. Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "JH", written over a light blue circular background.

**Josie Hyde, ICC Chair**  
Division President, WFG National Title

A handwritten signature in black ink, appearing to read "Ron Arp", written over a light blue circular background.

**Ron Arp, ICC President**

cc: [info@interstatebridge.org](mailto:info@interstatebridge.org)  
[admin@iccbusiness.org](mailto:admin@iccbusiness.org)

P.s. Please note that the more than 60 regional endorsers of the Clark County Transportation Alliance assign top regional priority to replacing the I-5 bridge and improving its influence area.



# CLARK COUNTY TRANSPORTATION ALLIANCE

## 2026 Policy Statement



### Supporting Organizations

Amalgamated Transit Union 757  
Association of Washington Business  
Battle Ground Public Schools  
Building Industry Association of Clark County  
Building Owners & Managers Assn of Oregon  
Camas School District  
Career Connect Southwest  
City of Battle Ground  
City of Camas  
City of La Center  
City of Ridgefield  
City of Vancouver  
City of Washougal  
Clark College  
Clark County  
Clark County Association of Realtors  
Columbia Corridor Association  
Columbia Pacific Building Trades Council  
Columbia River Econ Dev Council  
Columbia River Steamship Operators' Assn  
Cowlitz Economic Development Council  
C-TRAN

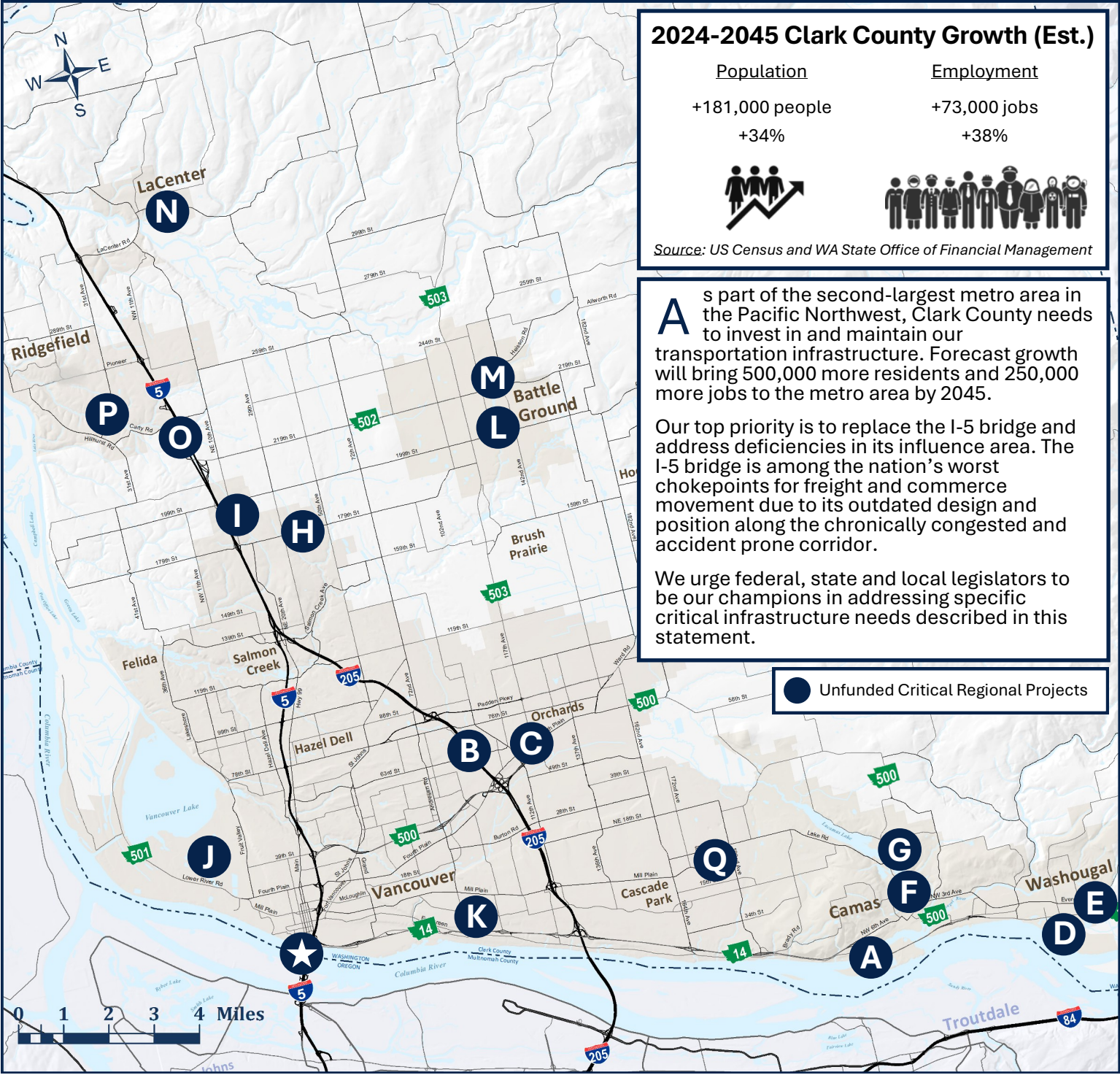
Downtown Camas Association  
East Vancouver Business Association  
Evergreen Public Schools  
Fourth Plain Forward  
Greater Portland, Inc.  
Greater Vancouver Chamber  
Hazel Dell/Salmon Creek Business Association  
Hockinson School District  
IBEW Local 48  
Identity Clark County  
Legacy Health  
LIUNA Local 335  
National Assn of Minority Contractors Oregon  
NW Utility Contractors Association  
Oregon Trucking Associations  
Pacific Northwest Waterways Association  
Partners in Careers  
PeaceHealth Columbia Network  
Port of Camas-Washougal  
Port of Portland  
Port of Ridgefield  
Port of Vancouver USA

Port of Woodland  
Portland Metro Chamber  
Ridgefield Main Street  
Ridgefield School District  
SW WA Central Labor Council  
SW WA Contractors Assn  
SW WA High Technology Council  
SW WA Freight & Commerce Task Force  
SW WA Regional Transportation Council  
The Historic Trust  
Vancouver Clinic  
Vancouver Housing Authority  
Vancouver Public Schools  
Vancouver's Downtown Association  
Visit Vancouver Washington  
Washington Public Ports Association  
Washington State University Vancouver  
Washington Trucking Associations  
Washougal Business Association  
Washougal School District  
Workforce Southwest Washington  
Working Waterfront Coalition

# CLARK COUNTY

## TRANSPORTATION ALLIANCE

### 2026 Policy Statement





# A CALL TO FURTHER ACTION

## I-5 Bridge Replacement and Influence Area Improvements

*Challenge: The I-5 bridge spans are functionally obsolete, seismically vulnerable and require outsized maintenance investments to remain operational. A bi-state approach focused on practical solutions to improve mobility through the I-5 corridor will deliver needed multi-modal infrastructure congruent with the I-5 Corridor Strategic Plan (2002).*

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### Action #1

**Support Timely I-5 Bridge Replacement:** We fully support replacement of the I-5 bridges and related corridor improvements:

- **Supplemental EIS:** support timely completion of studies, reports and permit applications.
- **Bi-state legislative consensus:** drive toward regional consensus for a long-term multi-modal solution.
- **Funding commitments:** deliver balanced project funding by providing additional federal grants, commitments from both states and local contributions.



109-year-old I-5 Bridge

**Freight and Commerce Challenge**  
Washington and Oregon are among the top freight-dependent states in the US. Yet we are hampered by two of the nation’s worst freight and commerce chokepoints just six miles apart (ATRI, 2025) requiring bi-state coordination: **I-5 Bridge across the Columbia River** (#31) and **I-5 at I-84 Rose Quarter** (#27). These are the two worst chokepoints in the Pacific Northwest.

### Regional Preservation & Operations Needs

*Challenge: Within Clark County, deferred preservation due to persistent underfunding threatens the state highway system. Nearly 50% of state highways are overdue for major work, including Clark County’s rough road section of I-5 south. To begin to catch up statewide: \$500-\$600M is needed next biennium and \$2-\$3B over the next 10 years. (WSDOT, 2024)*

### Action #2

**Pursue Consistent Funding to Advance State of Good Repair:** Make significant investments to reduce the funding gap for preserving existing bridge and pavement assets. Consider new, stable funding models (e.g. road-usage charge) and updates to local options and authorities. And work with competitive grant program administrators to align policies with funding needs and cost structures.

**Fund Operations:** Dedicate additional maintenance, planning and traffic operations funds for critical urban areas (SR-14, SR-500, I-5 and I-205) to optimize safety and mobility on our existing system.

## Target Zero and Safety Program Enhancements

*Challenge: Inaction annually costs Washingtonians \$18.1B inclusive of medical care, emergency services, market productivity and related expenses. (WSDOT, 2024)*

### Action #3

We fully support high impact investment of state and federal resources to stem the tide of fatal and serious injury crashes on state and local roadways.

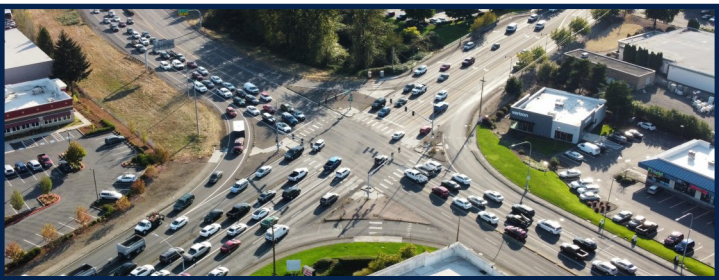
Prioritize grant and program enhancements for:

- Safe Routes to Schools, Complete Streets and Active Transportation programs.
- Public awareness programs deployed by local agencies and the Washington Traffic Safety Commission.
- Expand resources and tools/technologies to achieve state Target Zero goals.
- Leverage federal Safe Streets & Roads For All planning and implementation grants.

### Facilitating Transportation Mobility, Economic Growth and Equity

We urge legislators to embrace the following priorities where possible:

- Support Lower Columbia River deepwater shipping channel for the next 20-years, through the USACE’s channel maintenance plan, including funding for confined aquatic structures in the first 10 years of the program.
- Fund regionally significant freight mobility improvements for river, road and rail for Ports, as well as track improvements for the county-owned Chelatchie Prairie Railroad.
- Stabilize statewide programs including the Public Works Trust Fund, CERB, FMSIB, TIB and FRAP, and protect Tax Increment Financing (TIF).
- Support broadband infrastructure to disperse economic opportunity.
- Actively embrace smart technologies to support conversion of public and private fleets to alternative fuels where practical.
- Support evaluation of transportation investments to help ensure equity and climate goals.
- Place high priority on long-range land-use and strategic transportation corridor planning to serve steadily rising population and commerce forecasts, including a third corridor across the Columbia River once a Record of Decision is issued for the I-5 bridge replacement program.



Chronically-congested SR-500/Fourth Plain/SR-503 intersection

# CATALYTIC REGIONAL PROJECTS AND NEEDS

*Challenge: To support community development, population and economic growth, and urban vibrancy, our communities have a growing list of transportation and infrastructure priorities totaling \$740M.*



60-year-old West Camas Slough Bridge

### Action #4

**Fund Regionally Catalytic Projects to Address Immediate Needs:** Secure funding for priorities that reduce congestion hotspots, improve safety and deliver multi-modal investments. Each project has been vetted through the regional planning process.

	PROJECT NAME	PROJECT DESCRIPTION	~ COST	LEAD AGENCY
A	SR-14 – WEST CAMAS SLOUGH BRIDGE IMPROVEMENTS	Add multimodal capacity and increase earthquake resilience; cost estimate updated considering site and risk details, market increases and inflation.	\$130M	WSDOT
B	I-205/SR-500 TO PADDEN PKWY	Add auxiliary lanes to address congestion hotspot (Note: scoping study underway to update cost estimate).	\$70M	WSDOT
C	SR-500/FOURTH PLAIN/ SR-503	Initial intersection improvement to address congestion hot spot.	\$25M	WSDOT
D	WASHOUGAL 32ND ST RAIL UNDERPASS	A total of \$71.6M is committed or pending, including local match dollars, to eliminate at-grade rail-crossing, improving safety, community connectivity and economic opportunity.	\$97.5M	City of Washougal
E	WASHOUGAL RIVER RD SAFETY IMPROVEMENTS	Install dual roundabouts on Washougal River Road at 18th/O St and Shepherd Rd to improve safety and accommodate future growth.	\$6M	City of Washougal
F	SR-500/EVERETT ST — LACAMAS LAKE BRIDGE	Install new Lacamas Lake Bridge and landings above the floodplain with multimodal capacity.	\$16M	City of Camas
G	SR-500/EVERETT ST — NE 35TH AVE TO NE 43RD AVE	Improve SR-500 to multi-modal urban arterial standards supporting new economic development opportunities.	\$17M	City of Camas
H	179TH ST FROM NE 15TH AVE TO NE 50TH AVE	Improve roadway to multi-modal arterial standards supporting expanded capacity and economic development opportunities.	\$76.6M	Clark County
I	NE 15TH AVE FROM 179TH ST TO NE 10TH AVE	Add arterial connection to increase capacity in conjunction with 179th/I-5 interchange upgrade.	\$21.8M	Clark County
J	FRUIT VALLEY FREIGHT ACCESS AND SAFETY IMPROVEMENTS	Planning, engineering, environmental review and construction for new north-south freight arterial.	\$130M	City of Vancouver
K	MACARTHUR BETWEEN N BLANDFORD AND S LIESER	Corridor improvements including multi-modal paths, roundabouts at key intersections and traffic safety enhancements.	\$50M	City of Vancouver
L	EATON BLVD FROM SW 20TH AVE TO SR-503	Improve roadway to urban arterial standards and improve traffic safety.	\$11M	City of Battle Ground
M	DOWNTOWN REVITALIZATION AND CIRCULATION PROJECT	Construction for the downtown circulation and revitalization project plan including focus on alternative transportation options.	\$19.5M	City of Battle Ground
N	PACIFIC HWY SHARED USE PATH	Complete pathway connection between downtown and northeast communities.	\$1.05M	City of La Center
O	RIDGEFIELD/I-5 S CONNECTOR/I-5 TO HILLHURST RD	Add western ramp access at I-5 and arterial street extension to Hillhurst Rd.	\$40M	City of Ridgefield
P	ROYLE ROAD — SOUTH PHASE; S 19TH ST TO HILLHURST RD	Improve roadway, multimodal improvements, remove fish barrier, resiliency for water and sewer extensions.	\$20M	City of Ridgefield
Q	PUBLIC TRANSIT	Help fund construction of C-TRAN’s 9-mile extension of the Fourth Plain Bus Rapid Transit (BRT) line enhancing multimodal connections across Vancouver.	\$10M	C-TRAN