



Washington State Legislature

January 9, 2026

Brendan J. Harris, CDR
Chief, Waterways Management Branch
Coast Guard District Northwest

Via email to d13-smb-d13-bridges@uscg.mil

Dear Commander Harris,

As legislative leaders in Washington state, we write to affirm our support of the Interstate Bridge Replacement Program's (Program) request for a revised preliminary navigation clearance determination. The 116-foot fixed span is a critical component of the Program's Modified Locally Preferred Alternative (MLPA) and provides the most benefits to all traffic modes, including freight.

We, along with our legislative colleagues, have appropriated \$1 billion toward the Program to support this much-needed replacement of a seismically vulnerable bridge. A movable span not only costs more to construct but also generates higher operations and maintenance costs for the life of the bridge. As you know, the Program worked closely with river users potentially impacted by a fixed span and reached agreements with each.

The Washington State Legislature is responsible for ensuring sustainable funding sources to keep critical infrastructure in good working order. We ask for your consideration as you make your determination.

Sincerely,

A handwritten signature in black ink, appearing to read "Marko Liias".

Sen. Marko Liias (D-21)
Chair, Senate Transportation Committee

A handwritten signature in black ink, appearing to read "Jake Fey".

Representative Jake Fey (D-27)
Chair, House Transportation Committee

A handwritten signature in black ink, appearing to read "Annette Cleveland".

Senator Annette Cleveland (D-49)

A handwritten signature in black ink, appearing to read "Sharon Wylie".

Representative Sharon Wylie (D-49)