

Commander

U.S.Coast Guard District Northwest

915 Second Avenue, Room 3510

Seattle, WA 98174-1067

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

Dear Rear Adm. Avanni:

Although I have had no communication with Councilor Simpson and Metro Council President Peterson on the matter of the IBR, I generally concur with their letter of support for a fixed span replacement for similar reasons. My district includes significant portions of I-5, including the Boone Bridge, and the critical nature of I-5 to west coast commerce as well as general flow of life cannot be overestimated.

A fixed span bridge avoids delaying closures, but of course it is a matter of “how many and when”. The current need to close during daylight and high water for multiple vessels is definitely unacceptable, but it would seem that rare closures at low volume hours would not be a major impact...but the problem comes in that a movable structure will require more maintenance and could be subject to mechanical problems. My personal feeling is that work-arounds for occasional large commercial river transports, considering the road and rail network, should be sufficient and should not be the deciding factor when balanced against the nearly constant flow of road commerce on I-5.

I will add one other thought...to me the replacement Interstate Bridge needs to adequately represent and honor, not only the commerce of the region, but also the historical, cultural, and ecological importance of the Columbia River, both for Indigenous cultures and the early pioneers.

The bottom line is that the current bridge needs replacement and it seems critical that we move forward with appropriate diligence and not let the process be delayed further by secondary technical concerns.

Sincerely,

Gerritt Rosenthal

Metro Council District 3