



8 January 2026

Commander
Coast Guard District Northwest
915 Second Avenue, Room 3510
Seattle, WA 98174-1067
Email: d13-smb-d13-bridges@uscg.mil

RE: Support for fixed-span Interstate Bridge Replacement (IBR)

Dear Commander,

The Columbia Corridor Association (CCA) represents Oregon's largest economic corridor with 3,500 businesses employing 75,000 people in mostly middle wage jobs. It's fair to say that the I-5 Marine Drive interchange, immediately south of the bridge over the Columbia River, is the most important intersection in the state from an economic perspective. Businesses are located in the Columbia Corridor because of access to interstate highways, an international seaport, interstate railroads, and an international airport and access to the Willamette and Columbia rivers. While all these modes are critical to Oregon's traded sector, we frequently have to make difficult choices that aid one mode over another. Because of this, we understand and respect the role of the U.S. Coast Guard (USCG) in protecting access to our marine trade routes.

We value the USCG's insistence on maintaining marine access wherever feasible. Because of the USCG role in permitting the Interstate Bridge Replacement (IBR), industrial businesses upstream of IBR have been engaged in negotiations for over a decade. IBR administrators have reached agreements with all the upstream users that would be negatively affected by a fixed-span, 116 foot bridge. In our efforts to reach out to river users, we have not heard of any user opposed to a fixed-span bridge.

When we consider that the upstream users are satisfied with the mitigation provided them, combined with the availability and advantages of industrial sites downstream of the IBR project, it becomes clear that there is no need for a lift span on the IBR. **We strongly affirm support for the IBR fixed span bridge configuration option over the Columbia River with 116 feet of vertical navigation clearance.**

Naturally, there remains a minor concern for future upstream activity; however, it pales in comparison to the safety problems and economic consequences inherent in a lift-span design. This is partly due to the constraints put on a lift-span by the nearby Pearson airfield. IBR staff has done a great job of considering impacts on all transportation modes and facilities. We ask USCG to similarly consider all impacts of the various designs.

It is critical to our region, state, and nation that replacement of the Interstate 5 bridge commence



as soon as possible. The impacts of safety problems and congestion, due in part to the existing moveable span which causes frequent delays, are real and exponentially impact our economic viability. A replacement bridge is past due and each year of delay results in more crashes and increased costs.

We appreciate the efforts of all involved in planning, design and funding of this critical transportation facility expected to last a century. Let's proceed to construction as soon as possible.

Thank you for your time and consideration.

Respectfully submitted,

A handwritten signature in black ink that reads 'Corky Collier'.

Corky Collier
Executive Director

cc: info@interstatebridge.org