



December 19, 2025

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

Dear Commander:

On behalf of Riverview Bank, I am 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.

As a financial institution headquartered in Vancouver, Washington, with branches, clients and employees on both sides of the Columbia River, Riverview Bank depends on a reliable and efficient I-5 crossing to support daily operations. Our employees and clients rely on consistent cross-river access for banking services, business transactions, traveling to and from work, and the movement of goods that drive the regional economy.

The existing lift-span bridge introduces recurring delays and operational uncertainty that directly affect many of the businesses we serve, particularly those in freight, construction, manufacturing, and professional services. These disruptions create inefficiencies that ultimately influence business performance and, by extension, the economic stability of the communities in which we operate.

A 116' fixed span is essential to ensuring uninterrupted travel and maintaining the economic integration of the Portland-Vancouver region. For Riverview Bank, this improvement supports dependable access for our teams and clients, strengthens business continuity, and contributes to a more resilient commercial environment. A modern, fixed span bridge is critical infrastructure that underpins long-term economic vitality on both sides of the river.

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,



Dan Cox
Executive Vice President and Chief Operating Officer
Riverview Bank

cc: info@interstatebridge.org
admin@iccbusiness.org