



December 22, 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 WFG National Title, 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.

Specific to our business, our associates and clients rely on the bridge daily to commute to and from our offices, often multiple times a day. A fixed span bridge that allows traffic to flow continuously would significantly reduce unnecessary delays caused by bridge lifts, gridlock, and the ripple effect of extended back-ups. Those disruptions do not just add minutes to a commute; they create uncertainty, missed appointments, and mounting frustration for employees and customers alike. Consistent, predictable travel times support productivity, reliability, and overall quality of life for those who live and work on both sides of the river. A fixed span bridge better aligns with the needs of a growing regional workforce and business community that depends on dependable transportation infrastructure to operate efficiently.

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 'J. Hyde', is placed above the printed name.

Josie Hyde
Division President
WFG National Title

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