

-----Original Message-----

From: Ley, Rep. John <John.Ley@leg.wa.gov>

Sent: Tuesday, June 30, 2026 8:41 AM

To: Fischer, Steven M CIV USCG D13 (USA) <Steven.M.Fischer3@uscg.mil>

Cc: Wilson, Sen. Jeff <Jeff.Wilson@leg.wa.gov>; Quam, Dana

<Dana.Quam@leg.wa.gov>; O'Neill, Anne <Anne.O'Neill@leg.wa.gov>

Subject: [Non-DoD Source] RE: AVAILABILITY OF PUBLIC NOTICE (01-26) U.S.

Coast Guard Public Notice DNW-PN-01-26 - Application Received for the Replacement of the I-5 Twin Bridges between Portland OR and Vancouver WA.

Commander Fisher:

Thank you for this notice.

I am one of 16 members of the Oregon-Washington Joint Committee providing oversight for the I-5 Interstate Bridge Replacement (IBR) program. During our June 12th meeting, the legislators were told by the IBR staff that removal of the current two bridge structures was "required" by federal law. I find it hard to believe there is any truth in that statement.

How was it possible for them to build the 2nd Interstate Bridge structure in 1957, if removal of the original structure was "required"? How was it possible for the 2nd Tacoma Narrows Bridge to be built right next to the original bridge, if removal was "required" back in 2007?

I strongly object to the removal of the existing two bridge structures. I believe they could and should be repurposed. They could serve the local community for decades. Both are deemed "safe" by both ODOT and WSDOT. They would allow for a local connection between Hayden Island and Vancouver, where most Hayden Island residents buy their groceries. The two bridges could be restriped as a 2-lane thoroughfare and provide a safety shoulder in case of an accident or incident.

Please respond to the issue - is removal of the current two bridges "required"? Is removal only part of the plan because of the specific design submitted by the IBR? Could an option be proposed that saves the two historic structures, allowing them to serve our community as a local arterial? This would save \$390 million in IBR costs for the removal.

As you know, the program is under immense financial pressure because they don't have enough money to pay for all the components of the first "phase" being suggested. If we could repurpose and save the two bridges, it would add vehicle capacity to the I-5 corridor, which is hugely needed. It would reduce traffic congestion significantly, and as a free (no tolls) alternative, would possible reduce the expected 50,000 vehicle diversions that are reported, due to TOLLS on the I-5 bridge corridor.

Thank you so much.

Sincerely,

John Ley

CAUTION: External email.

CAUTION: This email originated from outside of the Legislature. Do not click links or open attachments unless you recognize the sender and know the content is safe.