

Business Leaders in Support of the I-5 Bridge Replacement

1. Ash Grove Cement Company	30. Pacific West Bank
2. Barrett & Co	31. PacificCorp
3. Biggs Insurance Services	32. PeaceHealth
4. Capacity Commercial	33. Port of Camas-Washougal
5. Catworks Construction	34. Port of Ridgefield
6. Clark County Association of Realtors	35. Port of Vancouver USA
7. Clark County Title	36. Portland Screw Co
8. Columbia Machine	37. Prestige Development
9. Corwin Beverage	38. Providence Health & Services
10. Creative Computer Solutions, Inc.	39. Realvest Corporation
11. Davidson & Associates Insurance	40. Robertson & Olson Construction
12. Food Express, Inc.	41. RSV Building Solutions
13. Frank Adams Florist	42. Schwabe, Williamson & Wyatt, PC
14. Fuller Group Commercial Real Estate	43. Silicon Forest Electronics
15. Ginn Group	44. Tapani, Inc.
16. Heritage Bank	45. The Holt Group, Inc
17. Hilton Vancouver Washington	46. Thompson Metal Fab
18. Kerr Contractors	47. Tidewater Transportation
19. Killian Pacific	48. Twietmeyer Properties LLC
20. Kroger Supply Chain	49. United Malt
21. Kyocera	50. URS Electronics Inc
22. Legacy Health	51. Vancouver Clinic
23. LSW Architects	52. Vesta Hospitality
24. Maul Foster Alongi	53. Waste Connections
25. McDonald Excavation	54. Webers Wholesale
26. NAI Elliott	55. WFG National Title
27. Neil Jones Food Co.	56. Wollam & Associates
28. Nex Generation	57. WW Payment Systems
29. Opsahl Dawson	



July 21, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of Ash Grove Cement Company which provides cement and ground limestone products to a variety of regional customers for use in construction, manufacturing, and agriculture.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 103 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge impedes the flow of commerce and places us at a competitive disadvantage to deliver our products safely, efficiently, and cost effectively to our end users. All of our products are distributed in bulk by trucking companies that make multiple round trips daily. Bridge congestion has resulted in increased shipping costs to move our products to market and also significantly reduced the number of round trips that our carriers can accomplish each day.

We are encouraged that Oregon and Washington are motivated to restart planning. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

Portland Operations Manager
Ash Grove Cement Company

September 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, clients and neighbors of Barrett & Company, PLLC, CPA's which provides Certified Public Accounting services to businesses in the Greater Vancouver, WA area.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our clients businesses, the aging bridge is a bottleneck to our contractor clients who travel across the bridge daily to and from job sites. Also our trucking clients are facing delays every time they have to cross the Interstate 5 Bridge.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the Interstate 5 Bridge as soon as possible. We support such efforts.

Sincerely,



Lance A. Barrett
Certified Public Accountant



916 Main Street, Vancouver WA 98660 · (360) 695 - 3301

September 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of Biggs Insurance Services, an independent insurance agency here in Vancouver.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge makes it difficult for employees to ensure timely arrival at appointments across the river; it has also caused problems arranging onsite meetings with clients who hail from Oregon. The bridge also causes access issues into downtown Vancouver from the North and East during certain bridge lifts backing up traffic past multiple downtown exits.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

A handwritten signature in blue ink, appearing to read "Richard Biggs", with a long, sweeping horizontal line extending to the right.

Richard Biggs, President
Biggs Insurance Services, Inc.



805 SW Broadway
Suite 700
Portland, Oregon 97205

t: 503.326.9000
f: 503.425.1006
www.capacitycommercial.com

July 26, 2021

Pacific Northwest Elected Officials:

I am writing on behalf of the employees, customers and neighbors of Capacity Commercial Group, which provides commercial real estate services in Oregon and Washington.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

As I focus on Industrial Real Estate on both sides of the river, I am in constant contact with the people that move freight around the Portland/Vancouver Metropolitan area. The cost penalties to these companies are substantial due to their trucks being constantly stuck in heavy traffic. Often the single, local owners end up out of business and only the large nationals can survive, spreading their local costs out over their national network.

Additionally, world class companies need world class employees. I wish every one of our thriving companies could find the employees they need within a 10-minute bicycle ride of their headquarters, but they cannot. However, even with a 30-minute rush hour commute, their reach is still quite limited due to bottle necked traffic. As such, many of our thriving, growing companies end up selling out, transferring the high paying corporate positions to other cities where talent can more readily get to their place of employment.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

A handwritten signature in black ink that reads "Mark Childs". The signature is fluid and cursive, written in a professional style.

Mark Childs, SIOR Principal
Capacity Commercial Group



3501 Thompson Avenue Vancouver, WA 98660
Telephone ♦ 360•666•1113 ♦ Fax ♦ 360•666•2556 ♦ www.catworksconstruction.com

August 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers, and neighbors of Catworks Construction, located in Vancouver, WA. We provide site civil construction and interstate trucking services. Our business geographic area covers Washington, Oregon, Idaho, Nevada.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 103 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a site-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge has hindered our employment, as fewer employees are willing to cross the bridge because of the traffic and the time it takes without a premium wage which makes us less competitive when bidding Oregon work, especially in the metropolitan areas. Recently, we have had an employee take a job in Longview because he was tired of crossing the bridge for work. Specific to our business trucking, we engage in interstate trucking. Our home office is two miles from the bridge and on a typical day it can take approximately forty-five minutes to one hour to cross the bridge going south in the morning. Upon returning to our shop, our trucks are sitting in traffic approximately ninety minutes. The time lost includes extra wages, truck wear and tear and fuel; all things considered unbillable. The company absorbs the cost, which reduces profits. The question that comes up frequently is, "Is it worth it to go across the bridge?" The answer *should be* a resounding "YES!" As a company sitting on the WA/OR border, commerce in Oregon is critical to our business, however fighting an antiquated bridge and time and money lost, directly relate to decrease in company profits.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

Michael Nieto, Owner
Catworks Construction

Page 1 of 2

WA License: CATWOWL952DQ
OR CCB: 174528 ♦ MBE 5606
Idaho CB: RCE-30701
Nevada License: 0083649



3501 Thompson Avenue Vancouver, WA 98660
Telephone ♦ 360•666•1113 ♦ Fax ♦ 360•666•2556 ♦ www.catworksconstruction.com



September 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the members of the Clark County Association of REALTORS® which is the only trade association in Clark County to advocate for REALTORS® and homeowners alike.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our association, the aging bridge reduces the livability and desirability of the communities in the greater Vancouver area. As we navigate through the housing crisis in Clark County, our association is on the front line in advocating for thriving neighborhoods and increased home ownership. Improving traffic and allowing safer roads and sidewalks is an essential part in smart land use planning. The revamped I-5 bridge is an important missing piece to addressing this issue.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

Jihun Han, Director of REALTOR® Advocacy
Clark County Association of REALTORS®



1400 Washington St., Suite 100
Vancouver, WA 98660
Telephone (360) 694-4722 • www.clarkcountytile.com

September 7, 2021

Pacific Northwest Elected Officials:

I am writing on behalf of the employees, customers and neighbors of Clark County Title, which provides title insurance and escrow services.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

The aging bridge makes it difficult for our customers to travel to our downtown Vancouver location, and diminishes the value of both residences and businesses located on the Washington side of the Columbia River as they are blocked by the bridge bottleneck from access to the remainder of the Portland metropolitan area.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

CLARK COUNTY TITLE COMPANY

A handwritten signature in black ink, appearing to read "Scott A. Hogan", with a long, sweeping horizontal line extending to the right.

Scott A. Hogan, V.P., Manager

September 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of Columbia Machine, Inc. Established in 1937, Columbia Machine is a fourth generation, privately held, world-wide leader in the design, manufacturing and support of factory automation equipment solutions for a variety of industries, with customers in over 100 countries around the world. Primary business units include: Batching and Mixing Solutions, Concrete Products Equipment Solutions, Production Equipment Molds, Bag Filling and Handling Technology, Mechanical Palletizing Machines, Robotic Palletizing Solutions, Conveyor System Solutions, Pallet Load Transfer Solutions and Manufacturing Services. The Columbia Group of companies has five manufacturing facilities on four continents, with over 1,000 team members worldwide, focused on world-class engineered solutions and customer service. At our Vancouver, WA location we have over 500 team members.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, in addition to our over \$30M payroll, we have a > \$50M supply chain that is primarily located in the Portland, OR metropolitan area. The aging bridge has caused both our suppliers and our own internal fleet to basically operate between the hours of 10:00 A.M. to 2:00 P.M. to avoid potential slowdowns or even shutdowns in that supply chain. Many of our customers run their operations 24 hours a day, seven days a week, and a quick response supply chain is critical to maintaining our high level of customer service. Having a reliable and expanded transportation infrastructure is critical to the long term success of Columbia Machine, Inc., so addressing the I-5 bridge replacement issue quickly is absolutely critical for Columbia.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

A blue ink signature of Richard T. Goode.

Richard T. Goode
Chief Executive Officer

A black ink signature of Gina Walker.

Gina Walker
Chief Financial Officer



August 27, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of Corwin Beverage Co. which provides over 150 jobs in Washington and Oregon. We provide beverages, snacks, and craft beer to over 750 customers throughout Washington and Oregon.

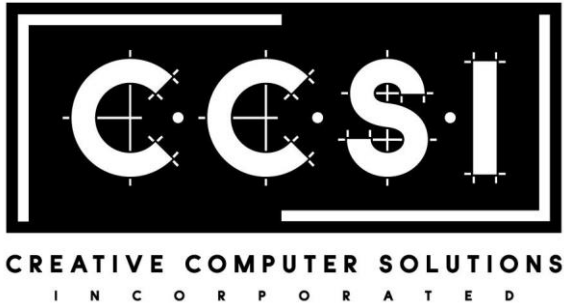
We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge limits our ability to offer services effectively and efficiently to customer on both side of the bridge when expected time commitments are necessary to meet dock times or service before a business closes. The limitations of the I-5 bridge also impacts our suppliers who frequently miss assigned dock times for incoming delivers. When this occurs, we potentially miss the opportunity to sell product in a timely manner to our customers. Additionally, the stigma associated with the I-5 bridge has limited our ability to attract high end talent due to the bridge limitations and unexpected traffic delays while commuting.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state, and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

Pam Marini
Director of Sales Support & Facilities
Corwin Beverage Co.



September 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of Creative Computer Solutions, Inc. which provides Information Technology Solutions to Small Businesses in Oregon and Washington.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge costs us about 20,000.00 in lost productivity each month. Our engineers sit in traffic each day. They are not productive and this costs us and our clients money and lost productivity. If there is any type of an accident on the I-205 or I-5 bridge, the commute becomes a gridlock on both sides of the bridge.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

W. Scott Huotari
President, Creative Computer Solutions
scotth@ccispro.com
360-944-5111 / 503-980-3111



September 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of Davidson & Associates Insurance Inc which provides insurance services to our community with 22 local employees. We have been active and serving this community for over 30 years and find this a GREAT place to live and grow a company.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge prohibits growth of our firm by limiting easy access to Portland Oregon via the interstate bridge. We also feel that recruiting employees from Oregon will be easier with an easier commute

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

Tony Johnson
President



September 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of Food Express, Inc. which provides specialized transportation services in the Pacific Northwest.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge which did a good job when we began operations in the Pacific Northwest in the mid 80's, has gotten to be a severe bottleneck in our operations. Because of the added traffic and congestion it has taken away our ability to operate efficiently. For us it can be measured in real dollars as well as being environmentally unfriendly when considering increased vehicle emissions as well.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 Bridge as soon as possible. We support such efforts.

Sincerely,
FOOD EXPRESS, INC.

A handwritten signature in blue ink, appearing to read "Kevin D Keeney", is written over the typed name and title.

Kevin D Keeney
President

FRANK ADAMS

WHOLESALE FLORIST

September 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers, and neighbors of Frank Adams Wholesale Florist, which provides floral supplies and fresh flowers throughout the Northwest.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design, and an extremely narrow path for bicycles and foot traffic. In addition, it is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, we have 21 employees that commute across the bridge twice a day and consistently have issues with traffic congestion and concern for safety as there are many accidents related to the narrow bridge. In addition, we deliver to customers in Washington; extended wait times to cross the bridge due to congestion or bridge lifts costs us time and money. I would encourage you to personally walk or ride a bike across the bridge yourself to see firsthand the dangers this bridge presents to our community.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state, and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Scott Isensee



General Manager
Frank Adams Wholesale Florist
(503) 286-8990
scott@frankadamswf.com



900 Washington Street, Suite 850 • Vancouver, WA 98660
(360) 750-5595 • fax (360) 750-5594 • www.fullergroupcre.com

September 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of Fuller Group which provides commercial real estate services in the greater Portland metropolitan marketplace for over 30 years.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge and traffic congestion creates uncertainty in scheduling freight and clients travel to and from Vancouver. If for any reason the I-5 bridge was unavailable to traffic Vancouver would not be an option for economic expansion and development.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

Eric Fuller, CCIM, CEO
Fuller Group



September 7, 2021

Pacific Northwest Elected Officials:

I am writing on behalf of the employees, customers, and neighbors of Ginn Group, a Vancouver-based residential developer and builder. We directly employ about 56 full-time employees, and indirectly hundreds more who are involved in planning, engineering, and building over 250 new dwelling units per year. Ginn Group strives very hard (and successfully) to provide entry-level housing for working families.

I urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built well over a century ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Virtually every aspect of our business is dependent on the I-5 bridge: materials, trades, and employees. Structural failure as the result of an earthquake would be catastrophic. Continuing to rely on centuries-old infrastructure is akin to Ginn Group asking all of our suppliers to deliver home construction materials by horse-drawn carriage and asking our trade partners to build homes with hand tools. We would not survive industry competition with that approach. Similarly, our region cannot compete or thrive when such a vital transportation route is hamstrung by an archaic design.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state, and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

DocuSigned by:

Patrick Ginn

544CEAB494E9432...

Patrick Ginn, Chief Executive Officer

Ginn Group

360-600-8813

patrick@ginngrp.com



September 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of Heritage Bank which provides banking services in Oregon and Washington.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge would bring a hardship to our clients and bank employees should it go out of service. The economic impact would be devastating to the many small businesses that work with Heritage Bank in the Vancouver and Portland Metro areas

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

Charmaine Lightheart
Senior Vice President & District Manager
Heritage Bank



September 7, 2021

Mike McLeod, General Manager
Hilton Vancouver Washington
301 West 6th Street
Vancouver, WA 98660

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of Hilton Vancouver Washington & Convention Center, which provides guest rooms and 30,000 square feet of event and meeting space for Vancouver, the Portland Metro area and state and international organizations.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge does not accommodate its current travel capacity, which creates constant backups on the bridge, pushing congestion into downtown and creating problems for guests trying to arrive or depart from the hotel. These traffic backups also regularly cause employees to be late to work, forcing them to leave their cars blocks from the hotel temporarily.

Unpredictable traffic delays have eliminated North Portland as a potential demand generator. We are the nicest full service hotel within a 5-mile radius but we have learned that corporate travelers will not risk getting stuck in major traffic congestion during morning or evening traffic delays to attend events at our property. This means that promoting our proximity to Portland to leisure travelers, a major market opportunity, is no longer an option either.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 Bridge as soon as possible. We support such efforts.

Sincerely,

Mike McLeod
General Manager, Hilton Vancouver Washington

HILTON VANCOUVER WASHINGTON
301 West 6th Street Vancouver, WA 98660



P.O. Box 1060 Woodburn, OR 97071
Main Fax 971.216.0079

Main Office 971.216.0050
Estimating Fax 503.981.1161

September 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of Kerr Contractors which provides heavy civil construction services.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge is a source of continuous bottlenecks that affect traffic throughout the Portland Metropolitan Area, both north and south as well as east and west. The added traffic impacts, affect an already strained supply chain, raise costs which are mostly unrecoverable from our customers. These impacts affect our company's bottom line.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Respectfully,

KERR CONTRACTORS

Alan W. Aplin
Vice President

KILLIAN PACIFIC

September 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of Killian Pacific, a real estate development and investment company with offices in Portland, Oregon and Vancouver, Washington.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business and the many tenants/businesses in our buildings, the aging bridge is an impediment to commerce for both daily commerce and employee commutes over the bridge. It has also created challenges in recruiting businesses to the area given the high likelihood of the traffic delays being a challenge for recruiting employees and conducting interstate commerce. Public transportation (and multi-modal) is challenged at best with the current bridge capacity and design, as these are critical to the health and prosperity of our region along the I-5 corridor.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,



Lance Killian
Owner



What's on your list today? You'll find it at
Fred Meyer

Fred Meyer Distribution Center
11500 SE Highway 212
Clackamas OR,97015

July 30, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees and customers of the Fred Meyer Distribution Center in Clackamas Oregon which provides logistics solutions for the Fred Meyer Division of the Kroger Co.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a site-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge significantly adds to our operating costs. Fred Meyer ships over 150 truckloads weekly to and from our distribution centers and plants in Oregon, to distribution centers and stores in Washington. Many of these loads originate from our Swan Island Dairy Plant in Portland and use the I-5 bridge while other loads use the I-205 bridge. Traffic congestion on both bridges is heavy and a new bridge will reduce traffic congestion on I-5 and I-205. We estimate our fleet loses \$440,000.00 annually because of traffic congestion on this route and the additional fuel usage resulting from this congestion has a negative impact on our environment. Improved freight mobility is critical to keeping the region's economy competitive.

We are encouraged that Oregon and Washington have both assigned funds to restart planning. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

A handwritten signature in blue ink that reads "R. Freeman".

Rob Freeman
Transportation Manager
Fred Meyer Stores

July 27, 2021

Dear US Legislator:

Support for replacing Interstate 5 Bridge

I write to express my strong support for replacing the Interstate 5 Bridge across the Columbia River, and to urge you to keep the replacement project a top priority among transportation investments in Washington and Oregon. The Southwest Washington business community is unified in advancing replacement of the I-5 Bridge and subscribes to supporting this effort with one voice. The bipartisan negotiations focused on rebuilding the crumbling infrastructure across the country appear to be nearing the necessary support. Given the success of those negotiations, the I 5 Bridge across the Columbia River is, unfortunately, a prime example of our national problem and deserves to be included in the final list of projects. Between the age of the dual spans, the archaic technology with which they were built and the instability should there be a seismic event all make the case for getting the replacement bridge built as quickly as possible.

The Kyocera International, Inc. 45-acre campus in Vancouver manufactures industrial ceramics for the Semiconductor, Oil and Gas, Medical, and Aerospace industries. We routinely need to cross into Oregon via I5 to deliver to our major customers in Oregon and California. In addition, a significant fraction of our employees commute in every morning from the greater Portland area to Vancouver, WA.

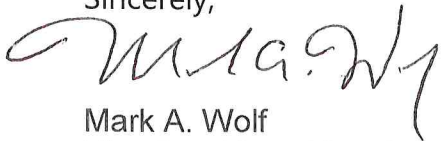
Replacing the outdated and seismically unsafe I-5 Bridge is of the utmost importance to Kyocera as we plan for the short and long-term success of our business in the region. To conduct our business optimally, we must have confidence that critical infrastructure will endure and not put our employees and operations at risk. Kyocera depends on effective transportation and reliable freight mobility to attract and retain talent and maintain our competitive advantage in the marketplace. Specifically:

- Our business model is highly dependent on our ability to efficiently move goods and material across the I-5 corridor, which accounts for 20% of our total distribution.
- Approximately 15% of our employees cross the I-5 Bridge every day to come to work or conduct day-to-day business.
- Lacking reliability of transit caused by the status of aged bridge infrastructure costs our company time and money. When aggregated across the business community, these costs negatively impact regional economic development.

- We believe adding more modern, multi-modal mass transit options could significantly boost our talent recruitment efforts, particularly our attempts to diversify our current workforce.

The I-5 Bridge poses a significant challenge to our business, it's why I respectfully ask that you prioritize replacing the I-5 Bridge and help address the mobility needs of businesses in Clark County, the metropolitan region and the entire West Coast. Thank you for your time and consideration. Please feel free to reach me at mark.wolf@kyocera.com or at (617) 733-8818 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark A. Wolf". The signature is fluid and cursive, with the first letters of each name being capitalized and prominent.

Mark A. Wolf
Vice President, Fine Ceramics Group
Kyocera International, Inc.



August 13, 2021

Pacific Northwest Elected Officials:

As an organization committed to the health of our community, Legacy Health understands that good health encompasses more than just health care. With an eye toward a healthier community, we tackle vital issues such as housing and mental health and strive to help everyone live healthier and better lives. In keeping with this commitment, we urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland.

Legacy Health is a locally owned, nonprofit health system driven by our mission to improve the health of those around us. We offer a unique blend of health services across the Portland/Vancouver metro area and mid-Willamette Valley. Employing over 13,000 people in over 100 primary care, urgent care and specialty care clinics, and seven community-based and nationally recognized hospitals including Legacy Emanuel Medical Center, Randall Children's Hospital at Legacy Emanuel, Legacy Good Samaritan Medical Center, Legacy Meridian Park Medical Center, Legacy Mount Hood Medical Center, Legacy Salmon Creek Medical Center, and Legacy Silverton Medical Center.

We are very concerned with safety issues on the I-5 bridge. The accident-prone bridge handles 140,000 vehicles a day. The bridge has no traffic shoulders, a site-impairing hump design and an extremely narrow path for bicycles and foot traffic. Because crash rates increase three to four times during bridge lifts, the elimination of lifts will offer another safety improvement. We see people injured in vehicle crashes on and near the bridge on a regular basis in our Emergency Departments on both sides of the river.

Our patients and our employees cross the I-5 bridge daily, at all hours, often in moments of crisis and emergency. The antiquated, substandard bridge we currently live with compromises our ability to move patients, staff and equipment in a safe and efficient manner. A new I-5 bridge that eliminates bridge lifts will provide a higher measure of travel predictability between our two states. This predictability is essential to us in our business of protecting peoples' health.

With Oregon and Washington having designated funds to restart planning, we urge our federal, state and local leaders to come together to fund and construct a replacement to the I-5 bridge as soon as possible. The price of delay is our safety, and that price is too high to ignore.

Sincerely,

A handwritten signature in black ink that reads "Kathryn Correia".

Kathryn Correia
President and Chief Executive Officer



610 Esther Street, Suite 200
Vancouver, WA 98660

360-694-8571

LSW-ARCHITECTS.COM

August 10, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of LSW Architects, PC which serves clients in education, housing, retail, and corporate business.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. While improvement efforts are underway, they are not robust enough to solve the variety of problems we're facing.

Right now, Vancouver is experiencing a season of prolonged growth, welcoming a growing number of daily visitors and commuters (excess of 140,000 vehicles) and is considered one of the nation's top freight and commerce bottlenecks. Without updated infrastructure to support this activity, the City will not be able to leverage its own success.

Most importantly, it is our fear that the structure itself is becoming a safety hazard. The bridge was built 103 years ago for a different era and is far beyond its useful life. It has no traffic shoulders, a site-impairing hump design, and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge is proving to negatively impact how we work, hire, and attract new clients. Our staff members often have to reschedule or move critical meetings in the Portland metro due to unreasonable commute times and unexpected delays. The bridge's growing reputation for inefficiency and safety concerns has also become a barrier to bringing new clients to Vancouver; business owners are reluctant to make the short but slow drive here.

The bridge's impacts are not solely felt by commuters. We often witness traffic spilling from the I-5 bridge onramp down Washington Street, causing traffic jams across the downtown Vancouver neighborhood.

There are many reasons why replacing the bridge is necessary to meet our current needs. But even more pressing, in my mind, is the need to invest in infrastructure that supports our future needs. As Vancouver grows and evolves, we anticipate these pain points becoming more acute and our reliance on the bridge even greater. It is very clear that we will not set ourselves up for success without its replacement.





610 Esther Street, Suite 200
Vancouver, WA 98660

360-694-8571

LSW-ARCHITECTS.COM

We are encouraged that Oregon and Washington have both assigned funds to restart planning. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

A handwritten signature in black ink, appearing to read "Esther Liu", written in a fluid, cursive style.

Esther Liu, *President*
LSW Architects





August 11, 2021

Pacific Northwest Elected Officials:

Maul Foster & Alongi, Inc. was founded in Vancouver, Washington, in 1996. Over the past 25 years we've grown from a team of four people to a multidisciplinary firm with more than 150 employees representing six professional services in offices across the Northwest. We are still proudly headquartered in Vancouver, and one of the issues that has been on our radar all these years is the antiquated Interstate 5 Bridge between Vancouver and Portland, Oregon.

We urge you to move quickly to replace this 104-year-old structure, which was built for a different era and is far beyond its useful life. Today the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no shoulders, a sight-impairing hump design, and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the I-5 Bridge continues to present challenges such as recruiting new talent, scheduling meetings and trainings, and serving our clients and their communities with the efficacy we and they desire.

The unpredictability of traffic and bridge lifts for this critical interstate and West Coast connection make it difficult—and sometimes more expensive—to conduct work activities. For example, subcontractors often charge for travel time to and from sites on either side of the Columbia River. If they're stuck in traffic on I-5, they spend less time working on the site and it costs us and our clients more money. Another example of the challenges the I-5 Bridge presents includes meeting permit requirements for environmental projects: Time is of the essence when we need to capture water samples to test for contaminants. If we can't predict traffic to get to a site on the other side of the river, we can't meet requirements for our clients, and they may have to spend more time and money to complete their projects.

It's past time to replace the I-5 Bridge. The bridge is no longer safe or functional, yet it plays a critical role in the economic and environmental health of our region. It must be replaced with a structure that meets our communities' needs today and for the future.

We are encouraged that Oregon and Washington have both assigned significant funds for planning and that a project office is hard at work advancing the effort. Now our federal, state, and local leaders must unite to fund and construct a practical replacement to the I-5 Bridge as soon as possible. We support such efforts and thank our elected officials for making this project and our communities a priority.

Sincerely,

A handwritten signature in black ink, appearing to read 'Alistaire Clary'. The signature is fluid and cursive.

Alistaire Clary, Managing Director
Maul Foster & Alongi, Inc.



McDonald Excavating, Inc

September 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of McDonald Excavating, Inc. which performs heavy civil construction in SW Washington and Tri-County area.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge has hindered commerce and general public travel along the I-5 corridor for decades. The current bottleneck of the bridge, and the unexpected bridge draws makes it an undesirable route for both the public and freight thus drawing customers away from local businesses, and impacting I-205, the only other route between Portland and Vancouver. Additionally the carbon footprint of the current bridge is huge, imagine how much less fuel would be burnt if travel could move through this region unobstructed. The bridge has served its life, and the time is now to replace it.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

Ryan McDonald
President
McDonald Excavating, Inc.



September 7, 2021

Dear Pacific Northwest Elected Officials,

We are writing on behalf of the employees, customers and neighbors of NAI Elliott which provides commercial real estate services to companies across Oregon and Washington.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge restricts the commerce on which much of the commercial real estate we service depends on and constrains our employee pool due to traffic.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely

Jordan Elliott
President
503.224.6791
jelliott@naielliott.com

901 NE Glisan Street
Portland, Oregon 97232
+1 503 224 6791
naielliott.com



September 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of The Neil Jones Food Company which provides processed fruits and vegetables to customers nationwide.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business with the aging bridge we ship raw fruit and vegetables for further processing from Oregon and California. Often we have to circumvent the most direct route which takes us over the I-5 bridge adding additional miles to the trip.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

James Matthew Jones
CEO

The Neil Jones Food Company

Nex Generation LLC

September 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, clients of Nex Generation LLC which provides Development and Consulting services metro wide for several clients and companies.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge continually and constantly adds time, costs and a depletion of productivity and service levels to our client base. It is an absolute embarrassment that our tax dollars and politicians cannot act NOW and get the I-5 thoroughfare between Mexico and the USA up to current modern standards.

We are encouraged that Oregon and Washington have both signed significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts. GET IT DONE NOW!

Sincerely,



Kevin C. DeFord
Nex Generation LLC Companies.

Dear Pacific Northwest Elected Officials,

I am writing today asking for your support of the Program to replace the I 5 Bridge at the Columbia River. The bipartisan negotiations focused on rebuilding the crumbling infrastructure across the country appear to be nearing the necessary support. Given the success of those negotiations, the I 5 Bridge across the Columbia River is, unfortunately, a prime example of our national problem and deserves to be included in the final list of projects. Between the age of the dual spans, the archaic technology with which they were built and the instability should there be a seismic event all make the case for getting the replacement bridge built as quickly as possible.

Safety of our citizens should be the prime reason for replacing the bridge. If that were enough in itself the following reasons all support the need to build a new crossing along I 5 at the Columbia River.

The age and condition of the structures – the age of the oldest span is 100 years and the other span will be 50 years in 2018. Neither of the spans are seismically sound and both are rated “functionally obsolete.” We believe it is imperative not only to continue the planning that is underway but to assure these bridges are replaced before a natural disaster such as an earthquake renders them unusable and further disrupts our economy.

Freight mobility – As the main freight corridor into and out of the state of Washington the I 5 bridge remains the only ‘lift span’ bridge between Canada and Mexico. Freight mobility is imperative to the economic vitality of our region, the State and of the entire west coast. Local businesses attempt to schedule trips across the bridge to avoid traffic and specifically bridge lifts. Given the lack of predictability of the span lifts it leaves drivers and their freight simply idling on the interstate waiting for it to clear. Traffic, both private and commercial, can be “parked” literally for hours when a lift is needed during the business day.

Regional Economic Vitality – We grow increasingly concerned that further delays in getting the bridges replaced will stymie efforts to attract employers to the region. Reliable infrastructure is on every site selectors’ list and while we aren’t the only region suffering from outdated and failing infrastructure having a plan to address the I 5 Corridor may well distinguish us from other locales.

Thank you for your consideration and for doing all you can to see that the I 5 Replacement Bridge is included in the final version of the legislation to rebuild America’s infrastructure.

Sincerely,

Aaron Dawson, CPA





July 22, 2021

Pacific Northwest Elected Officials:

I am writing on behalf of the employees, customers, and neighbors of Pacific West Bank which provides banking services in Oregon and Washington.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge would bring hardship to our clients and bank employees should it go out of service. The economic impact would be devastating to the many small businesses that work with Pacific West Bank in the Portland Metro area.

We are encouraged that Oregon and Washington have both assigned funds to restart planning. Now, our Federal, State and Local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

Malcolm Hodge

Senior Vice President, Commercial Lending

Pacific West Bank



A DIVISION OF PACIFICORP

Etta Lockey
Vice President, Regulation, Customer and
Community Solutions
Pacific Power

825 NE Multnomah Street
Suite 2000
Portland, OR 97232

Direct Dial (503) 813-5701
Email: etta.lockey@pacificorp.com

September 7, 2021

Pacific Northwest Elected Officials:

Pacific Power is a Portland-based electricity provider serving nearly 750,000 customers across Oregon and Washington. On behalf of our customers and 1,800 employees in the region, we encourage action to replace the antiquated I-5 bridge connecting Vancouver, Washington and Portland, Oregon.

The 104-year-old bridge is considered one of the nation's top freight and commercial bottlenecks and creates major commuting difficulties for our employees who cross the bridge daily to reach our Lloyd Center headquarters building or our Portland Metro Operations Center on NE 33rd and Columbia. In addition to costing employees hours of time commuting, the accident-prone bridge has no traffic shoulders, a design that impairs sight, and is vulnerable to seismic events.

As the provider of an essential service that has close working relationships with our customers, we are also aware of concerns a bottleneck along the West Coast's main north-south corridor creates for our commercial and industrial customers. This is true for businesses close to the bridge, such as those in Portland's Columbia Corridor, that lose logistical efficiencies and have employees that lose hours weekly commuting. This is also true for businesses further away that are impacted by lost time and money caused by backups crossing the bridge into Washington.

Pacific Power is a regional electricity provider that has had to adapt to a rapidly changing energy landscape. The way we generate and deliver electricity to our customers has had to change and evolve over time. We similarly need a modern transportation system that creates a capable thoroughfare that supports commerce and predictable travel times. We can no longer afford for our region to be hampered by a bridge that was built for a different era.

We are encouraged that Oregon and Washington have restarted planning for this project, and now ask that our federal, state and local leaders work together to fund and construct a practical replacement for the I-5 bridge as soon as possible.

Sincerely,

A handwritten signature in black ink, appearing to read "Etta Lockey".

Etta Lockey
Vice President, Regulation, Customer and Community Solutions
Pacific Power

September 7, 2021

Dear Pacific Northwest Elected Officials,

I am writing on behalf of PeaceHealth to request action to replace the antiquated I-5 bridge connecting Vancouver and Portland.

Including our medical center, clinics and system headquarters, PeaceHealth is the largest employer and largest healthcare provider in Clark County. In that capacity, we already have concerns about the current impact of traffic backups on patient transport and commute times experienced by our caregivers, particularly in emergency situations. The fragile state of the I-5 bridge poses an even larger potential threat to public health.

We are encouraged that both Oregon and Washington have taken steps to restart planning for a bridge replacement. We support the continuation of this process and encourage dedicated effort to bring this planning to fruition as soon as possible.

As always, we are deeply grateful for your selfless service on behalf of our community.

Sincerely,



Sean J. Gregory
Chief Executive, Columbia

SJG/clc



September 7, 2021

Pacific Northwest Elected Officials:

The Port of Camas-Washougal is writing on behalf of our industrial tenants located in Camas and Washougal. These companies provide living wage jobs and to continue with their ability to operate and get their product shipped, we need to see the replacement of the I-5 Bridge as soon as possible.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

The concerns the Port hears from our tenants are the longer commute times and the unpredictable delay of moving their product is affecting their bottom line as well as their ability to grow their business. Bottom line, they are not hiring more employees.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state, and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

David Ripp
Chief Executive Officer

September 7, 2021

Mr. Ron Arp
Identity Clark County - SWFACT
900 Washington St #1040
Vancouver, WA 98660

Dear Ron,

The Port of Ridgefield supports the replacement of the 1-5 Columbia River bridge, because we believe it is in the public's interest to ensure safe, reliable commuter and freight capacity on 1-5.

The existing bridge is aged and was not designed to accommodate current and projected traffic demand. Public safety improvements including seismic upgrades are needed. 1-5 bridge replacement will ensure efficient flow of people and freight into the future - and address existing deficits that compromise public safety, throughput capacity, and environmental quality which will only worsen with time. Unless and until such issues are addressed, the existing bridge represents a growing risk to drivers, pedestrians, river traffic, and the region's overall economic function.

Clark County is an integral part of the Portland-Hillsborough-Vancouver metropolitan area. The flow of people (workforce/talent) and commerce throughout the metro area is essential to the economic health of our region. To guard against bridge failure and the devastating disruption and economic loss that would result, we should collectively begin the task of bridge modernization and replacement now.

Thank you for your leadership and work for bridge replacement. The Port of Ridgefield recognizes and fully supports the growing bi-state coalition of citizens, private employers and community agencies working for a solution to this critical, growing gap in our local, regional and national infrastructure - we fully support a new 1-5 bridge across the Columbia.

Sincerely,



Brent A. Grening
CEO

(second page)



September 7, 2021

Pacific Northwest Elected Officials:

The Port of Vancouver USA is a major trade gateway, and freight mobility is the lifeblood of what we do. Our port activities support 24,000 jobs in the region and have an annual economic benefit of \$3.8 billion. The I-5 bridge is an economic issue for our community, region and the entire West Coast. On August 24th, 2021, the Port of Vancouver Board of Commissioners unanimously passed a resolution reaffirming the port's support for an I-5 Bridge Replacement Program that represents a multi-modal approach, including well-developed active transportation options, to support the region's transportation needs, freight mobility and access to the Vancouver waterfront.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to the port, the aging bridge presents uncertainty and long congested peak periods for many of our customers and tenants. This uncertainty impacts our competitiveness to attract new and growing businesses to our community. It is also unsafe and impractical for high, wide and heavy cargo moving out of the port from key global markets. Finally, it limits access to talent by generating unnecessarily long commute times and impacts the more than 4,000 people who come to work at the port each day.

We are encouraged that Washington and Oregon have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. It is imperative that our federal, state and local leaders unite to fund and construct a practical replacement to the I-5 bridge as soon as possible.

Sincerely,

A handwritten signature in black ink that reads "Julianna Marler". The signature is fluid and cursive.

Julianna Marler
Chief Executive Officer

Portland Screw Co
6520 N Basin Ave
Portland, Or 97217

July 21, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of Portland Screw Co., which provides fasteners for manufacturers in the local area.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 103 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge constrains our ability to do business in the SW Washington area. Many of our employees live in the more affordable areas of Vancouver, Camas, and Washougal and must endure long commutes across the I-5 bridge.

We are encouraged that Oregon and Washington have both assigned funds to restart planning. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

Steve Kendall
President
Portland Screw Co.



PRESTIGE

Development

404 E 13th Street
Vancouver, WA 98660
360.993.0010
360.993.0013 Fax
www.prestigedev.com

September 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of Prestige Development, which manages Our Heroes Place apartments on E 13th St. in Downtown Vancouver.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge exposes our tenants and employees to accidents and adds delays to their commutes due to traffic jams and car wrecks. These frequent delays waste time and increase environmental pollution, among so many other negative byproducts of using a very old I-5 bridge.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

Elie G. Kassab President, CEO
The E. G. Kassab Companies
Prestige Development / Prestige Theatres
404 E 13th St.
Vancouver, WA 98660
360-993-0010 Office
503-781-1699 Cell
ekassab@prestigedev.com
www.prestigedev.com

**Our Heroes Place,
LLC**
Vancouver, WA

**Battle Ground
Cinema, LLC**
Battle Ground, WA

**Independence
Cinema, LLC**
Independence, OR

Sandy Cinema, LLC
Sandy, OR



September 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the caregivers, patients and neighbors of Providence Health & Services which provides health care services in Clark County.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge challenges our patients who have health care needs that are met both in Portland and Vancouver. Our organization has over 1400 caregivers that live in Clark County, many of whom commute into Portland to provide critical health care services in our Portland based facilities.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

Dawn Tolotti

Dawn Tolotti
Executive Director
Providence Health & Services



Corporation

September 7, 2021

Pacific Northwest Elected Officials:

I am writing on behalf of the employees of Realvest Corporation. Realvest owns, manages, and develops apartment communities in both Vancouver and Portland.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built over a 100 years ago for a different era and is far beyond its useful life. Today's bridge is prone to accidents, handles 140,000 vehicles a day, and is considered one of the nation's top freight and commerce bottlenecks. There are no traffic shoulders and only an extremely narrow path for bicycles and foot traffic. The wooden pylons are not anchored in bedrock which make the bridge highly vulnerable to seismic events.

The I-5 bridge effectively keeps our business associates in Oregon from ever travelling to afternoon meetings in Vancouver because of the often hours long commute. Traffic comes to a virtual standstill if there is an accident or of any kind. Our Vancouver staff find it increasingly difficult to make onsite inspections or appointments at our Oregon property locations because of the excessive and unpredictable commute times. Those who do brave the traffic are often late to meetings and irritated. It is a very inefficient way to conduct business.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and have selected a project office to further the process. Now, our federal, state, and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,



Paul E. Christensen
President

PEC/reb



4857 NW Lake Road, Suite 320 | Camas, WA 98607 | Phone: 360.699.4724 | Fax: 360.954.5661 | www.roconstruction.com

September 7, 2021

RE: Support for Interstate 5 Bridge Replacement

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of Robertson & Olson Construction, Inc. We are a commercial general contractor located in Camas, WA that relies heavily on subcontractors and suppliers in both Oregon and SW Washington. 90% of our growing list of projects are based in Clark County and surrounding areas. In the last five years, we have seen a significant boom in construction particularly in Downtown Vancouver directly next to the I-5 Bridge at the Vancouver Waterfront Project, on which we were the main general contractor. This project is still in the early phases. Over the next few years the community will see exponential amounts of traffic over the I-5 Bridge during construction, and even more upon completion with future patrons.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Replacing the outdated and seismically unsafe I-5 Bridge is of the utmost importance to Robertson & Olson Construction, Inc. as we plan for the short and long-term success of our business in the region. To conduct our business optimally, we must have confidence that critical infrastructure will endure and not put our employees and operations at risk. Robertson & Olson Construction, Inc. depends on effective transportation and reliable freight mobility to attract and retain talent and maintain our competitive advantage in the marketplace. Specifically:

- Our business model is highly dependent on our ability to efficiently move goods and material across the I-5 corridor, which accounts for 100% of our total distribution.
- Approximately 75% of our employees cross the I-5 Bridge every day to come to work or conduct day-to-day business.
- Lacking reliability of transit caused by the status of aged bridge infrastructure costs our company time and money. When aggregated across the business community, these costs negatively impact regional economic development.
- We believe adding more modern, multi-modal mass transit options could significantly boost our talent recruitment efforts, particularly our attempts to diversify our current workforce.



4857 NW Lake Road, Suite 320 | Camas, WA 98607 | Phone: 360.699.4724 | Fax: 360.954.5661 | www.roconstruction.com

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state, and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts. Please feel free to reach me at matt.olson@roconstruction.com or at (360) 699-4724 if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Matt Olson', is written over a horizontal line.

Matt Olson
President, Robertson & Olson Construction, Inc.

September 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of RSV Building Solutions which provides Design-Build commercial construction services to local businesses and nonprofits.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

These problems cost our clients tens of thousands of dollars in extra project costs because construction materials cannot reliably be transported across the I-5 bridge. Delivery trucks often get stranded moving at a snail's pace while discharging unnecessary particulates into the air. Our construction projects experience expensive delays and scheduling problems as our staff and subcontractors await delivery of goods from across the river.

Meanwhile, this unreliable bridge treats Clark County Washington as an island unto itself, where we do not benefit from the regional workforce, regional educational system, regional suppliers and partners, regional economics of scale, and the many amenities offered by our metropolitan area. The I-5 bridge needs to be replaced as it is the only option for crossing the river and state line, short of taking an hourlong detour to the I-205 bridge which already is at capacity with rush hour conditions most of the business day.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

A handwritten signature in black ink that reads 'Ron Frederiksen'.

Ron Frederiksen, CEO
RSV Building Solutions

September 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, clients, and neighbors of Schwabe, Williamson & Wyatt, P.C., which is a general practice law firm headquartered in Portland, Oregon with offices in California, Oregon, Washington, and Alaska.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver, Washington and Portland, Oregon. The bridge is over 100 years old, far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is one of the nation's top freight and commerce bottlenecks. The I-5 bridge has no traffic shoulders, a sight-impairing hump design, and an extremely narrow path for bicycles and foot traffic. The I-5 bridge is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging I-5 bridge substantially increases commutes of those employees living in Vancouver and working in Portland, hinders commerce by increasing the cost of freight transported over the I-5 bridge due to delays, and limits access to a wider employee pool in an already overburdened market. I have personally traveled the I-5 bridge for the over 25 years that I have lived in Vancouver and centered my professional career in Portland. Over that two-decade span, traffic over the I-5 bridge has made the commute unbearable and largely unpredictable making the commute a substantial and continuing hindrance to my leadership of a thriving and desirable business in both Oregon and Washington.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and establishing a project office committed to advancing the effort. Now, our federal, state, and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as humanly possible and with the urgency that is required of this important project. We support such efforts.

Sincerely,



Graciela G. Cowger
Chief Executive Officer
Schwabe, Williamson & Wyatt, P.C.



August 2, 2021

TO: **Washington State (Congressional District 3) Legislators**
SUBJECT: **Letter of Support for the I-5 Bridge Replacement Program**

Dear **Senator Cantwell, Senator Murray and Representative Beutler,**

I am writing today asking for your support of the Program to replace the I-5 Bridge at the Columbia River. The bipartisan negotiations focused on rebuilding the crumbling infrastructure across the country appear to be nearing the necessary support. Given the success of those negotiations, the I-5 Bridge across the Columbia River is, unfortunately, a prime example of our national problem and deserves to be included in the final list of projects. Between the age of the dual spans, the archaic technology with which they were built and the instability should there be a seismic event all make the case for getting the replacement bridge built as quickly as possible.

Safety of our citizens should be the prime reason for replacing the bridge. If that were enough in itself the following reasons all support the need to build a new crossing along I-5 at the Columbia River.

The age and condition of the structures – the age of the oldest span is 100 years and the other span will be 50 years in 2018. Neither of the spans are seismically sound and both are rated “functionally obsolete.” We believe it is imperative not only to continue the planning that is underway but to assure these bridges are replaced before a natural disaster such as an earthquake renders them unusable and further disrupts our economy.

Freight mobility – As the main freight corridor into and out of the State of Washington the I-5 bridge remains the only ‘lift span’ bridge between Canada and Mexico. Freight mobility is imperative to the economic vitality of our region, the State and of the entire west coast. Local businesses attempt to schedule trips across the bridge to avoid traffic and specifically bridge lifts. Given the lack of predictability of the span lifts it leaves drivers and their freight simply idling on the interstate waiting for it to clear. Traffic, both private and commercial, can be “parked” literally for hours when a lift is needed during the business day.

Regional Economic Vitality – We grow increasingly concerned that further delays in getting the bridges replaced will stymie efforts to attract employers to the region. Reliable infrastructure is on every site selector’s list and while we aren’t the only region suffering from outdated and failing infrastructure having a plan to address the I-5 Corridor may well distinguish us from other locales.

Thank you for your consideration and for doing all you can to see that the I-5 Replacement Bridge is included in the final version of the legislation to rebuild America’s infrastructure.

Best Regards and Thank You,

Jay Schmidt
Executive Vice-President & General Manager
Silicon Forest Electronics
Jay.schmidt@si-forest.com



TAPANI INC.

September 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of Tapani, Inc which provides excavating, utilities, sitework, and general contracting services throughout Washington and Oregon.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge causes our employees travel times to increase from 30 minutes to over an hour and a half or more each way to and from their jobs. This has a tremendous impact on both our project schedules and their personal lives. Also, the delivery of materials and support services are greatly affected. All these impacts not only affect both the company and the employee's income and profitability, it is also very detrimental to the environment. (In both wasted fuel and time)

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

Leigh Tapani
President
Tapani, Inc

Corporate Office

PO Box 1900, 1904 SE 6th Place
Battle Ground, WA 98604
(360) 687-1148

Tri-Cities Office

2213 Henderson Loop
Richland, WA 99354
(509) 590-1184

Website

tapani.com

Email

info@tapani.com

HOLTHOMES

Built for the Pacific Northwest

September 7, 2021

Pacific Northwest Elected Officials,

We are writing on behalf of the employees, customers and neighbors of Holt Homes, a local home builder.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge hinders our material delivery times and adds extra time to commutes which can result in delays of the home construction at our sites. With neighborhood developments in both Oregon and Washington, it is extremely important to have a safe, clear, and quick route between the states.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state, and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,



Greg Kubicek
President



THOMPSON

METAL FAB

360-696-0811 | 360-693-1017 fax | TMFAB.COM

MAILING: P.O. Box 5276, Vancouver, WA 98668

PHYSICAL: 3000 SE Hidden Way, Bldg 40, Vancouver, WA 98661

July 29, 2021

Pacific Northwest Elected Officials

Re: Support for an I-5 Bridge Replacement

Dear Northwest Representatives,

I am writing on behalf of the employees and customers of Thompson Metal Fab, Inc. Our company manufactures bridges and other heavy infrastructure fabrications for the Northwest and around the Pacific Rim. We employ over 200 union and non-union personnel and are an important customer for many more regional suppliers and service providers. The Army Corps of Engineers, all major Western State DOT's and major corporations operating in both traditional and renewable energy, rely on our services and manufacturing.

I strongly urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 103 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pilings that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

For more than two decades the bridge has substantially impeded our supply chain to Portland and points south. The window of time to efficiently conduct business "across the river" is almost nonexistent anymore. Traffic conditions have eliminated Friday as a viable day to conduct interstate business. Bridge traffic further constrains our access to skilled workers who live in the Portland Metro area in an already historically tight labor market. The commute is a significant barrier to employment and expanding a skilled workforce. Should a seismic event happen that prevents usage of the crossing or passage by water under the I-5 bridge, our business would be irreparably harmed; not to mention the catastrophic impact to the region.

We are encouraged that Oregon and Washington have both assigned funds to restart planning. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. Doing nothing is not a responsible option. We support such efforts for the citizens and businesses of the region.

Best Regards,

John B. Rudi

President

Thompson Metal Fab, Inc.



4F-0087

ISO 9001:2008

ASME SEC. VIII



ACTIVE
MEMBER



September 2, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of Tidewater Transportation and Terminals ("Tidewater").

Tidewater is a marine transportation company based in the Portland-Vancouver metropolitan area since 1932. Tidewater operates a fleet of tugboats, barges and marine terminals on the Columbia and Snake River System (CSRS) and is the largest inland marine transportation company west of the Mississippi River.

Tidewater is an integral part of a multi-modal transportation system in the region that relies on ratable and reliable infrastructure like the I-5 bridge. That said, we urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 103 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a site-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Bottom line, the outdated I-5 bridge comes at a steep economic, environmental and social cost to our region. We are encouraged that Oregon and Washington have both assigned funds to restart planning. Now, time has come for our federal, state and local leaders to unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Thank you for your time.

Sincerely,

Jennifer Riddle
Corporate Communications and Marketing Manager
Tidewater Transportation and Terminals



August 3, 2021

Elected Officials of the Pacific Northwest,

I'm writing on behalf of the employees, customers and neighbors of United Malt Group, a global producer and distributor of malt, headquartered in Vancouver. Our family of brands includes local grain processing business, Great Western Malting, which boasts a rich history in the Pacific Northwest, having been established in 1934.

We're reaching out today regarding the deteriorating I-5 bridge. We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built more than 100 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles more than 140,000 vehicles a day and is considered one of our nation's top freight and commerce bottlenecks. The bridge is without traffic shoulders, designed in a way that limits line of sight, and has an extremely narrow path for bicycles and foot traffic. It's built on wooden pylons that aren't anchored in bedrock, making the bridge highly vulnerable to seismic events.

The bridge remains a significant gateway connecting our business to employees and customers in the greater Portland metropolitan areas. In the past decade, we've seen adverse developments around traffic congestion impact not only employee commutes, but also add time and cost to more than 1,000 trucks of product that pass over the bridge. I know many of our employees and community members avoid using the bridge whenever possible, given the safety hazard and loss of time it presents.

We're encouraged that Oregon and Washington have both assigned funds to restart planning. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We write today in support of such efforts.

SINCERELY,

A handwritten signature in dark blue ink that reads 'TIAGO DAROCHA'. The signature is written in a cursive style with a long horizontal stroke at the beginning.

TIAGO DAROCHA

CHIEF OPERATING OFFICER, UNITED MALT GROUP
C +1-360-524-7269

P0 Box 14040, Portland, Oregon 97293-0040

September 7, 2021

Pacific Northwest Elected Officials:

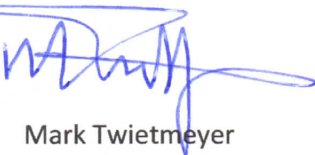
As a small business owner, I am writing on the behalf of our employees, customers and neighbors of URS Electronics who are frustrated with traffic congestion on the I-5 bridge. We are a wholesale distributor of electronic components, and a common complaint about the aging bridge is as follows:

- Numerous delays in inbound and outbound freight to their facilities in Portland.
- Increased commute times when visiting their customers in the SW Washington area.
- Discourages customers from SW Washington to come to their storefront.
- Causes frustration when traffic comes to a stop to wait for river traffic.
- Additional daily commute time of their employees who live in SW Washington

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 103 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

We are encouraged that Oregon and Washington have both assigned funds to restart planning. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Twietmeyer", is written over a horizontal line.

Mark Twietmeyer
President

Office 503.233.7151
FAX 503.232.3373
Sales 503.233.5341
sales@ursele.com





Twietmeyer Properties LLC

15956 S. Neibur Road
Oregon City, OR 97045
Ph# 503.820.6113

Email: mdt@ursele.com

Real Estate Property Management

Cannon Beach, Clackamas, Portland

September 7, 2021

Pacific Northwest Elected Officials:

I am writing as the owner of three commercial properties in the Portland Metro Area and for our tenants who are frustrated with traffic congestion on the I-5 bridge.

A common theme from all our tenants (total of five) specific to the aging bridge:

- Numerous delays in inbound and outbound freight to their facilities in Portland.
- Increased commute times when visiting their customers in the SW Washington area.
- Discourages customers from SW Washington to come to their storefront.
- Causes frustration when traffic comes to a stop to wait for river traffic.
- Additional daily commute time of their employees who live in SW Washington

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 103 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

We are encouraged that Oregon and Washington have both assigned funds to restart planning. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,



Mark Twietmeyer
Managing Partner



VANCOUVER CLINIC

September 7, 2021

Pacific Northwest Elected Officials:

I am writing on behalf of the physicians, employees, and patients of Vancouver Clinic. We have served the community of Southwest Washington since 1936. Today, we are the largest private, multispecialty clinic in Clark County with 40-plus medical specialties and employment base exceeding 1,850. We serve upwards of 200,000 residents of SW Washington and North Portland.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge hinders the commute of our staff and providers. We attract talent from Oregon and transportation becomes key in their ability to meet the healthcare needs of patients in SW Washington. Furthermore, we are expanding our services to North Portland in the latter part of 2021 and transportation between our current sites and this new location will be very important.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We wholeheartedly support such efforts.

Sincerely,

Mark Mantei, CEO
Vancouver Clinic

87th Avenue
700 NE 87th Avenue
Vancouver, WA 98664

Battle Ground
2005 W Main Street
Battle Ground, WA 98604

Columbia Tech Center
501 SE 172nd Avenue
Vancouver, WA 98684

Salmon Creek
2525 NE 139th Street
Vancouver, WA 98686

Washougal
291 C Street, Suite 110
Washougal, WA 98671

PATIENT SERVICE CENTER 360-882-2778

tvc.org

PATIENT ACCOUNTS 360-397-4040



15605 SE Mill Plain Blvd - Unit E
Vancouver, WA 98684
Phone: 360.737.0442
Fax: 360.694.4557
www.vestahospitality.com

September 7, 2021

Pacific Northwest Elected Officials:

I am writing on behalf of the employees, customers and neighbors of Vesta Hospitality which provides hotel acquisition, development and management services in Vancouver, Washington and Portland, Oregon area.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge is a significant hindrance to creating flexibility in finding employees willing to only work on the side of the river/bridge in which they live. We are finding that employees become very hesitant to cross the river. The commute adds too much time to their workday. In addition, the traffic congestion adds too much stress to their personal lives. This loss of flexibility and the poor bridge experience is exacerbated by an already difficult workforce decline.

The same goes for business transactions. Businesses tend to keep to their side of the river for the same reasons reducing much needed commerce between the two states.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 Bridge as soon as possible. We support such efforts.

Sincerely,



Rick Takach
Chairman & CEO
Vesta Hospitality



WASTE CONNECTIONS
Connect with the Future

August 16, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of Waste Connections which provides solid waste collection, transfer, recycling and disposal services throughout Clark County and the Portland Metro Area.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 103 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a site-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge has caused a significant issue in finding quality candidates for job openings at both our Region and District offices; people are not willing to spend 3 hours or more a day commuting. On another note the BIGGEST impact has been not being able to haul our subsidiary businesses (Oregon Locations) garbage through our Vancouver Facility, the bridge traffic has made it to expensive. We've looked at barging other volumes to our landfill via Tidewater, but again the I-5 Bridge Traffic makes it impossible to compete; the expense of trucks sitting in traffic is astronomical and detrimental to our businesses.

We are encouraged that Oregon and Washington have both assigned funds to restart planning. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

Cyndi Holloway
Governmental & Community Affairs Director
Waste Connections

Webers WHolesale Inc
3620 N Leverman Street
Portland Oregon 97217

September 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of Webers Wholesale Inc which provides wholesale plants for the floral industry.

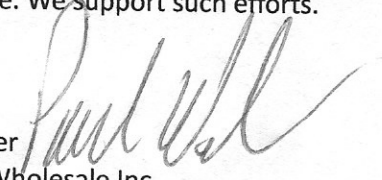
We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge is the one of the only ways to deliver live plants to us from British Columbia growers. We have 3 companies that deliver to us a total of 5 times a week. If the bridge was to be closed or limited it would make it extremely difficult for our customers to get their live plants from us. We have approximately 50 businesses that make the trip across the bridge from SE Washington, 1-3 times weekly.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

Paul Weber
Webers Wholesale Inc





September 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of WFG National Title which provides settlement services and title insurance in real property transactions.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge contributes to lengthy commutes, making it difficult to attract talent from across the river, and also burdens our customers closing property in our neighboring state.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

A handwritten signature in black ink that reads "Josie Hyde". The signature is written in a cursive, flowing style.

Josie Hyde, Division President
WFG National Title Company



September 7, 2021

Pacific Northwest Elected Officials:

We are writing on behalf of the employees, customers and neighbors of Wollam & Associates Real Estate, new construction and buyer specialists in Southwest Washington.

We urge you to move quickly to replace the antiquated I-5 bridge connecting Vancouver and Portland. The bridge was built 104 years ago for a different era and is far beyond its useful life. Today, the accident-prone bridge handles 140,000 vehicles a day and is considered one of the nation's top freight and commerce bottlenecks. The bridge has no traffic shoulders, a sight-impairing hump design and an extremely narrow path for bicycles and foot traffic. It is built on wooden pylons that are not anchored in bedrock, making the bridge highly vulnerable to seismic events.

Specific to our business, the aging bridge has the potential to cause delays to new construction builds, already at risk due to supply shortages, due to heavy traffic and safety concerns. Vancouver relies on several key businesses in Northwest Oregon for construction selections for our builder partners and custom home buyers, and the disrepair of the bridge causes pause to our clientele, thus impacting our ability to provide the services needed.

We are encouraged that Oregon and Washington have both assigned significant funds to restart planning and that a project office has been established and is hard at work advancing the effort. Now, our federal, state and local leaders must unite to fund and construct a practical replacement to the I-5 bridge as soon as possible. We support such efforts.

Sincerely,

A handwritten signature in blue ink, appearing to be "Terry Wollam".

Terry Wollam, President/Owner
Wollam & Associates Real Estate



September 7, 2021

Pacific Northwest Elected Officials:

I am writing on behalf of our 360 commercial trucking clients that rely on our country's highway infrastructure every day. We are a financial services company that provides cash flow loans to transportation organizations like trucking companies and freight brokers. The I-5 bridge has become a particular bottleneck for our clients, and they often say they avoid commerce to and from the Ports of Portland and Vancouver due to the unpredictable traffic conditions on the bridge.

We were very encouraged to see our elected leadership reactivate efforts to replace the bridge. We have long known of its primary shortcomings and safety hazards, but are increasingly concerned that the current bridge can't last until its replacement is finally completed. To hear reports from seismic and construction experts, it gives me pause in driving over as often as I do each week.

It has been frustrating to watch the political divisiveness in past years, that has left the aging bridge a giant, and obviously urgent issue for our region. I salute your acknowledgement that the time to address a new bridge is NOW ! We urge you to put aside the wrangling of the past, and to exhibit the strength of leadership to move the project forward. Please do not allow the "volume" of the minority to pull you off the quest to finally address this regional challenge for future generations.

Sincerely:

A handwritten signature in blue ink, appearing to read 'Michael C. Worthy', written over a horizontal line.

Michael C. Worthy
President and Chief Executive Officer