

Fischer, Steven M CIV USCG D13 (USA)

From: Calvert, Maren L. <MCalvert@schwabe.com>
Sent: Monday, January 12, 2026 2:06 PM
To: Fischer, Steven M CIV USCG D13 (USA)
Cc: Megan Cotton (megan.cotton@gov.wa.gov); Kelly S BROOKS GOV; Kristin Beneski (kristin.beneski@gov.wa.gov); Teresa M. Shill (teresa.shill@atg.wa.gov); John McCormick (John.McCormick@doj.oregon.gov)
Subject: [Non-DoD Source] Letter from WCT Marine & Construction, Inc. [SWBE-PDX.FID4336820]
Attachments: Letter to Steven Fischer USCG - Jan 12.pdf

Mr. Fischer,

Willie Toristoja asked me to send the attached letter to you.

Maren

Maren Calvert

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Steve,

The USCG requested the following additional information from WCT:

- On 5/29/25 Papa T transited the I-5 bridge with a lift height of 128ft above 0 CRD, departing from Swan Island and bound for Camas/Washougal. Papa T was pushing DB 3900.
- On 10/18/23 Voyager transited the I-5 bridge with a lift height 138ft above 0 CRD departing from Astoria Oregon and bound for Lewiston Idaho. Voyager was pushing DB Beaver.
- The air drafts for the Derrick Barges (DBs) listed in the Email are with the boom fully lifted. When the DBs are configured for transit, the lattice boom is not fully raised. In transit configuration, the air drafts for the DBs are as follows:
 - DB Beaver 128'
 - DB 3900 118'
 - DB Tongue Point 124'
 - DB 805 90'
- WCT uses the Voyager, Papa T, Christie, DB Beaver, DB 3900, DB 805 vessels to transit the I-205 bridge with 144ft of vertical navigation clearance (VNC), Hood River Bridge with 149 ft of VNC and the vessels Voyager, Papa T, Christie, DB 805 Dalles Bridge with 100 ft of VNC.

In addition to the above, WCT Marine would like to update the USCG on its efforts to work with the IBR Program to develop a mutually-agreeable mitigation plan. Unfortunately, those efforts have broken down.

The IBR Program last asked for information about the impacts of the bridge project on WCT Marine in early September **2023**. At that time, WCT Marine owned only three vessels and operated primarily in Astoria, Oregon. WCT Marine, therefore, explained that it anticipated the bridge project would not noticeably impact it.

As luck would have it though, approximately one month later, WCT Marine won a contract for an October 18, 2023 transport from Astoria, Oregon, bound for Lewiston, Idaho, via the Columbia River. That transport required a 138-foot VNC, so WCT Marine requested and was granted an I-5 bridge lift.

Since then, WCT Marine has more than doubled its fleet and is now operating seven vessels. WCT Marine has grown its 116-foot VNC line of marine business into a \$1 million + source of revenue. WCT Marine requests approximately thirteen I-5 bridge lifts per year and the demand for such services is expected to continue growing.

Unfortunately, the IBR Program did not contact WCT Marine to update the bridge impact information it collected in 2023. If it had, there would have been plenty of time to assess and determine the most likely impacts of the bridge project on WCT Marine.

As things stand, however, the WCT Marine impacts are only belatedly being discussed because the USCG noticed WCT Marine's repeated bridge lift requests and contacted WCT Marine in December 2025 for more information.

The IBR Program reached out to WCT Marine after the new year, to begin discussing the impacts of its proposed bridge design. The IBR Program, though, has never asked for any data or information to assess those impacts. Instead, facing the USCG's anticipated Preliminary Navigation Clearance Determination ("PNCD") by the end of January 2026, WCT Marine and the IBR Program worked closely together to try to negotiate a mitigation agreement. Unfortunately, there simply was not enough time to reach a shared understanding of the impact of the proposed bridge on WCT Marine's business, and those negotiations broke down late tonight.

WCT Marine believes, that if given the chance, it can clearly demonstrate the proposed 116-foot fixed bridge span will cost WCT Marine over \$14 million in lost revenue.

WCT Marine supports the bridge project, wants to see a new bridge installed, and does not want to see any further delays in that effort. Accordingly, WCT Marine respectfully requests that the USCG hold a public meeting pursuant to 33 CFR 115.60(b)(1) in the next few days, to collect data and information directly from WCT Marine, and other impacted river-users, about the impacts of the proposed 116-foot fixed bridge span. This public meeting is necessary because the IBR Program apparently did not review bridge lift logs between 2023 and 2025, to ensure it had the most recent and complete information.

From the information gleaned from the IBR Program, public comment, and the public meeting, the USCG should be able to properly assess the impacts of the proposed bridge and then still have time to issue a fully-informed, revised PNCD by the end of January 2026.

Thank you for your time and attention to this matter – and thank you for contacting WCT Marine to ensure the impacts of the proposed bridge on its business are properly considered.