

January 07, 2026

Commander  
U.S. Coast Guard District Northwest  
915 Second Avenue, Rm 3510  
Seattle, WA 98174-1067  
Submitted via: d13-smb-d13-bridges@uscg.mil

RE: Comments on Navigation Impact Report related to the Interstate Bridge Replacement Program General Bridge Permit Application and navigation

Dear Commander:

On behalf of the Port of Portland (Port), I write in support of the Oregon Department of Transportation and the Washington State Department of Transportation efforts to make improvements in the Interstate 5 (I-5) corridor through the Interstate Bridge Replacement (IBR) Program. Replacement of the aging Interstate Bridge across the Columbia River with a modern, seismically resilient, multimodal structure is essential to the economic vitality of the Pacific Northwest and nation. I-5 is one of the most important freight corridors in America, supporting national and international commerce, as well as local jobs and families.

The Port's mission is to build shared prosperity for the region through trade, travel, and economic development. We operate industrial parks and three marine terminals—serving breakbulk, commodities, automobiles, and Oregon's only international container terminal—in proximity to the Interstate Bridge. The current twin bridges are antiquated with narrow lanes, vulnerable to anticipated seismic events, and suffer from routine congestion. The existing lift span bridge also poses navigation channel alignment challenges for barge traffic with the nearby railroad bridge and interrupts truck traffic on a highly important interstate freight corridor.

The Port confirms our current navigation needs are met with 116' of vertical navigation clearance. We support replacement of the existing bridge with a modern, fixed-span bridge to facilitate the efficient and predictable movement of river vessels as well as intermodal port and interstate truck traffic. A movable span design for the new bridge would not address interruptions to intermodal truck traffic on I-5 and would escalate project costs by well over a half billion dollars.

Thank you for consideration of our comments on the IBR Program General Bridge Permit.

Sincerely,



Curtis Robinhold  
Executive Director