



January 8, 2026

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

Re: Navigation Impact Report (NIR) comments related to the Interstate Bridge Replacement (IBR) Program General Bridge Permit Application and Reevaluation of the Preliminary Navigation Clearance Determination (PNCD)

Dear Commander Harris,

Thank you for the opportunity to provide comments on the Navigation Impact Report (NIR) for the I-5 Interstate Bridge Replacement (IBR) Project.

Shaver Transportation is a 6<sup>th</sup> generation family-owned tug and barge company located in Portland, Oregon and for more than 140 years, we have operated on the Columbia Snake River System (CSRS). We are proud to have 140 employees, a fleet of 15 tugboats and 22 grain barges, and four lines of business – ship assist, bulk commodity transportation, harbor/marine services and emergency response and rescue - all of which are tied to ensuring the safest and most efficient use of the CSRS navigation infrastructure. Shaver Transportation supports the replacement of the IBR, as it is a critical component of the multi-modal freight transportation network supporting Pacific Northwest communities and economies, which our company is a part.

In addition to the surface transportation component of the IBR, there is a major Maritime Administration (MARAD) designated Marine Highway, the M-84, stretching under the bridge from the Mouth of the Columbia River 465-miles to Lewiston, Idaho. Shaver operates along the entire stretch of the M-84, transporting hundreds of barges of wheat and other products along the inland portion of the CSRS each year, and providing ship assist services for deep draft vessels calling ports and facilities from Astoria, Oregon to Vancouver, WA.

Shaver appreciates the efforts by the Coast Guard to maintain this active transportation corridor, and for the feedback you are soliciting on the NIR to ensure the least impact possible. As you consider the General Bridge Permit and reevaluation of the Preliminary Navigation Clearance Determination (PNCD), Shaver would like to highlight the following important improvements proposed and work completed which will enhance safety for tug and barge operators maneuvering vessels along the trade corridor:



- 116' of vertical navigation clearance which meets the needs of the tug and barge industry on the Columbia Snake River System.
- Wider Horizontal Navigation Clearance (HNC) to 400' for both the single-level fixed-span configurations and the single-level movable-span configuration.
- Improved channel alignment between the BNSF Railway Bridge and Columbia River bridge
- Increased visibility along the navigation channel through the Columbia River bridge.
- Coordination with the U.S. Army Corps of Engineers to ensure the Corps *Dredge Yaquina* can clear the bridge at 116 feet to maintain the federally authorized navigation channel.

We appreciate the IBR's proactive outreach and their team's commitment to addressing the concerns of entities negatively impacted by the new bridge. Going forward, continued communication and coordination will be critical. As the IBR proceeds towards demolition of the old bridge and construction of the new bridge, it will be very important to engage navigation interests and the U.S. Army Corps of Engineers to ensure that information about the phases of construction and any potential impacts to river traffic are clearly communicated far in advance. We strongly encourage the Coast Guard to remain part of this process and to ensure navigators are included in any future

As the IBR moves ahead, Shaver Transportation looks forward to continuing to support the project, and to serving as a partner as construction gets underway. This project is aligned with the values of our company to support regional multi-modal transportation, and I would be happy to answer any questions you may have after reading our letter.

Sincerely,

Steve Shaver  
President