



May 13, 2022

Mr. Steven Fischer M CIV USCG D13  
Bridge Administrator  
U.S. Coast Guard  
Thirteenth District

RE: JT Marine Inc. I5 Bridge Impact Statement

Good afternoon Mr. Fischer,

Thank you for your time related to the proposed I-5 bridge replacement between Vancouver, WA and Portland, OR.

JT Marine Inc. has worked closely with the WSDOT / USCG and various other entities as it relates to the proposed bridge replacement at every turn. In 2013, JT Marine met several times to discuss the impact that the then proposed bridge height would have to JT Marine Inc.'s Vancouver, WA locations Customer base and our own marine fleet.

During the 2013 discussions JT Marine Inc. was clear in our communications that we would be negatively impacted by a bridge height restraint of 116'. We recognize the importance of this project and the benefits that will undoubtedly be realized; however, we do not believe that our Vancouver, WA shipyard location should bear the ultimate cost of this Infrastructure Project. Being a small business in this market has many challenges, however overcoming the height restraint of 116' is quite frankly more than JT Marine Inc. can bear.

As you are fully aware the Columbia River Basin East of the I5 bridge serves a diverse community that relies totally on the river to transport their commodities out and much needed supplies in. A draft restriction of 116' will essentially decimate many of these businesses ability to continue, JT Marine Inc. among them.

Since our incorporation in 2007, JT Marine Inc has had the pleasure to work with a multi-faceted range of customers. Many of which have had needs for extremely large items being transferred from land to floating equipment and ultimately transported out of the region via tug and barge. We have taken part in the successful completion of loading drilling rigs with enormously complex apparatuses to several hundred-foot-long marine leg conveyor systems. Our very close neighbor has for years utilized their waterfront manufacturing location to launch bridge components all around the US and world. As we look to the Green future, we have seen the increased need to be able to facilitate the massive machinery that will usher us into sustainable energy like windmills, wave buoys and the many other ingenious contraptions that will aid us in this quest. With grand plans come grand structures, nearly all of which have been in excess of the proposed 116' height clearance.

JT Marine Inc.'s ability to serve our current customers stands to be impacted as well. Many of our repair customers bring their tugboats in for any number of reasons, Federal requirements for maintenance, emergency and/or preventative repairs, modifications and upgrades. Nearly 50 % of our current customer base would be unable to navigate under the bridge at certain periods of the year as their wheelhouses would be too high off the water to clear the bridge. This alone would strike a devastating blow to our business.

JT Marine Inc. has just this year purchased a "new to us" drydock. This drydock is the largest in our fleet and will allow us to service even larger tugs, with higher wheelhouses yet. To restrict the height to 116' will essentially render this growth dead. The purchase of this drydock is part of JT Marine Inc.'s strategic growth plan. We are looking to the future and are positioning our business to meet the repair / construction needs of a marine community that is evolving. Many of the vessels that we are anticipating adding to our book of business are ATB tugs and their barges. This particular type of vessel requires an extremely high wheelhouse as it notches into its barge and needs to

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have clear, unobstructed view of their tow, for safety. These vessels can in some instances exceed 130'. As we see the Port of Portland and their deep draft abilities increase, we also see these larger vessels now calling on this area. JT Marine Inc. has recently taken the appropriate steps with the Washington State DNR to request an outer harbor line relocation to aid in our ability to grow and continue to serve the marine community and these larger vessels.

As we have mentioned, JT Marine Inc. is located in the Columbia Business Center on the Washington side of the Columbia River. Many years ago, during WWII, this very area served as a manufacturing location for the Liberty Ships that were integral to the success of the war. We view our business as a strategic location should the need arise for this type of shipbuilding in the future. A restricted clearance would render this very valuable National Security option useless.

Additionally, JT Marine Inc. owns and operates a fleet of floating tug, crane and barge equipment that is an integral part of the heavy civil and marine operations on the Columbia, Willamette and Snake Rivers. JT Marine Inc. facilitates transportation services for various ships agents in the region. As the larger ships arrive in our Ports the needs of cleaning their holds and providing repairs alongside with heavy floating machinery becomes more prevalent. Our crane barge DB Taylor is our workhorse providing these needs, this particular crane barge has a height clearance requirement of 131'. This valuable asset to our business will be rendered inoperable with a 116' clearance restriction. JT Marine Inc., as well as many other tug & barge companies, navigate the Columbia River through the I-5 bridge on a daily basis. It is the life blood of our business and is what keeps our 52 employees employed with living wage jobs.

In closing JT Marine Inc. would urge you to reconsider the drastically reduced height clearance of the proposed I-5 bridge. If passed and built, it would certainly negatively impact JT Marine Inc. as well as the entire river system east of the bridge. We look forward to working together to find a workable solution to this issue.

Thank you for your time and consideration.

Timo Toristoja  
President – JT Marine Inc.