Capt. Matt Greer

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RECEIVED

JUN 25 2008

Columbia River Crossing

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June 24, 2008
Columbia River Crossing Task Force
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Task Force Members,

I am writing as a resident of a floating home in Hayden Island's North Portland Harbor, a director on the board at Jantzen Beach Moorage, Inc. and as a small business owner in the City of Portland.

I strongly favor the bridge alternative with light rail adjacent to the new bridge over the North Portland Harbor for several reasons.

First, the disruption to our moorage will be significant if it is dissected due to our vast infrastructure of docks, plumbing, and electrical connections. The engineering to re-route these lines would be expensive, if not impossible.

Second, as a general contractor and tax payer, I know that it is markedly less expensive to use one footing for two things; building one bridge support for two different structures seems like an opportunity to cut costs.

Finally, the disruption to navigation, not only with current around pilings, but also land-locking sailboats and other high clearance vessels between two separate bridges troubles me. If two different bridges were to span the North Portland Harbor, high clearance vessels located between them would not be able to access open water; a hazard to navigation and commerce.

Currently, from Jantzen Beach Moorage, high clearance vessels must travel down river and through the Vancouver Railroad Bridge which requires a 30 minute call ahead for opening and is subject to rail traffic. With the existing fixed span bridge over the north portland harbor it is impossible to head east upriver with a high clearance vessel. Are any of the bridge plans taking vessel clearance into consideration?

Thank you for your time.

Regards,

Capt. Matt Greer, Director JBMI