

From: rsorem@stewarttunno.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Monday, June 30, 2008 5:19:01 PM
Attachments:

Home Zip Code: 97217
 Work Zip Code: 97230

Person:

Lives in the project area
 Commutes through the project area

Person commutes in the travel area via:
 Car or Truck

P-0528-001

1. In Support of the following bridge options:
 Replacement Bridge
2. In Support of the following High Capacity Transit options:
 Light Rail between Vancouver and Portland
3. Support of Bus Rapid Transit or Light Rail by location:
 Lincoln Terminus: No Opinion
 Kiggins Bowl Terminus: Unsure
 Mill Plain (MOS) Terminus: Yes
 Clark College (MOS) Terminus: Unsure

Contact Information:

First Name: Richard
 Last Name: Sorem
 Title: Owner
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 Address: 1627 N Jantzen Dr
 Portland, or 97217

Comments:

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The plans and meeting that we have attended are all talking hypothetical plans and

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Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

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Chapter 3 (Section 3.3) of the DEIS disclosed all known floating home displacements that would result from the two highway and two transit alternatives crossing the North Portland Harbor (pages 3-105 and 3-112, respectively). The DEIS also listed potential mitigation measures tailored to suit the unique situation of the floating home community (page 3-119).

For the FEIS analysis, the CRC project team has worked to better understand the organization of the floating home communities in the

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options. In all the plans, the impact to our community would be dramatic. We would loose our quality of life and be forced to deal with either having a bridge right over the top of our home or be inbetween the lightrail and freeway.

The EIS draft did not mention or account for the impact to JBMI and it's owners. The drafty stated there would be 13 or sop homes impacted. The truth of the matter a lot more homes would be impacted, mine included.

We all know that something must be done. The area where your group needs to focus on is coming up with alternative plans and monies for those of us that will loose either their homes, businesses or "quality of life" and be able to either move them to a new location (in my case, another suitable moorage)or justly compensate them generously.

I am in the insurance business and our rule of thumb in compensating clients that experience a loss, is to "make them whole again" The CRC should make it a point before any decisions are made, the thought and dollars are available to "make whole again" ALL affected parties.

North Portland Harbor. As presented in Chapter 3 (Section 3.5) and Chapter 6: Public Involvement of the FEIS, the team coordinated with floating home owners, moorage owners, Boards and management, to gather address and ownership information for each floating home. The impacts to individual floating homes are described in Chapter 3 (Section 3.3) of the FEIS and listed in Appendix E.

In the course of conversations with potentially affected property owners, CRC staff received inquiries about the potential for constructing a new marina to accommodate displaced floating homes. To better understand issues related to new marina permitting and construction, project staff conducted research on the development of marinas. This research found likely challenges to developing a new floating home marina, including the challenge of receiving permits through local jurisdictions and environmental resource agencies. The project is not pursuing construction of a floating home marina.

As with any other acquisitions, the CRC will obtain independent appraisals to determine fair market value for each home that must be displaced but cannot be relocated. Qualified acquisition agents will work closely with each floating home owner to try to arrive at mutually agreeable terms for the purchase of each home. The agents will also provide relocation assistance to all displaced occupants.