

JUN 27 2008

Columbia River Crossing

Draft Environmental Impact Statement

Comment Form

Columbia River Crossing

The Columbia River Crossing project welcomes your comments on the findings of the Draft Environmental Impact Statement or any other aspect of the project or process. Please fill out this form and use additional sheets of paper if necessary. Give this form to project staff or return to the project office.

TELL US ABOUT YOURSELF

What is your home zip code? 97217 Work zip code? 97230

Do you: (check all that apply)

- Live in the project area?
 Work in the project area?
 Own a business in the project area?

- Commute through the project area?
 Other _____

How do you regularly travel in the project area: (check all that apply)

- Bicycle?
 Car or Truck?
 Other _____
- Bus?
 Walk?

Comments:

P-0805-001 My floating home in the Jantzen Beach Moorage will be directly impacted by a new bridge and light rail line. Little has been done to address the needs of our co-owned community, both the loss of value of my home personally, and the loss of value to the JBNI corporation. The use of eminent domain in a floating home community is unprecedented, which therefore requires considerable more thought and research than a "taking" in a regular residential neighborhood on land. More people will be affected than just the few nearest the bridge, like me. I want to see a very thorough analysis on this new and more complex "takings" issue.

P-0805-002 My choice for alternatives is 3 - where the light rail is quickly aligned with the N. Portland Harbor bridge and only takes the end row. BUT... those in adjacent rows should also be moved and compensated for loss of home - 3 - value, quality of life, and noise. I have an idea: help us add on to our moorage

1. WHICH BRIDGE OPTION DO YOU SUPPORT? (please check any that you would support)

- P-0805-004** Replace the existing bridges
 Supplement the existing bridges with a new structure
 Do nothing—make no changes to the existing bridges
 No opinion

down stream so we can move our houses and keep our mutually owned infrastructure in tact. Thank you.

- over -

**P-0805-001**

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 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.

2. WHAT HIGH CAPACITY TRANSIT MODE DO YOU SUPPORT? (please check any that you would support)

- P-0805-004** Bus rapid transit between Vancouver and Portland
- Add Light rail between Vancouver and Portland
- Do not add high capacity transit between Vancouver and Portland
- No opinion

3. WOULD YOU SUPPORT BRINGING BUS RAPID TRANSIT OR LIGHT RAIL TO THE FOLLOWING LOCATIONS? (please check any that you would support)

	Yes	No	Unsure	No Opinion
Lincoln Terminus (39th and Main)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Miggins Bowl Terminus (I-5 and 45th)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Clark College MOS Terminus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Mill Plain MOS Terminus (15th and Main)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DO YOU WANT TO STAY INVOLVED IN THE PROJECT? | Optional
 YES NO Would you like to be added to the Project mailing list?

*I am already on
the project mailing
list.*

Name (First & Last Name, Organization)

Margaret Puckette

Address (Street, City, State, Zip)

1657 N Jantzen Ave, Portland, OR 97217

E-mail (enter address to receive monthly electronic updates)

mpuckette@comcast.net


 Ms. Margaret S. Puckette
1657 N Jantzen Avenue
Portland, OR 97217

Thank you!

Give this form to project staff or return to the project office:

Postal Mail

 Columbia River Crossing Project
C/O Heather Gundersen, Environmental Manager
700 Washington Street, Suite 300
Vancouver, WA 98660

Fax

360-737-0294

E-mail

DraftEISfeedback@columbiarivercrossing.org

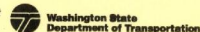
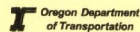
Draft EIS information

 www.columbiarivercrossing.org/CurrentTopics/
DraftEIS.aspx

Submit Online Comments

www.ColumbiaRiverCrossing.org

Comments must be postmarked by July 1, 2008



Handout 050608

P-0805-002

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.

P-0805-003

The DEIS disclosed all known property acquisitions required to construct the project alternatives. These acquisitions were summarized in the DEIS in Chapter 3 (Section 3.3) and were listed in full in Appendix D of the DEIS. The information associated with each property, such as an address, was pulled directly from the Clark and Multnomah County tax assessors' databases, and therefore was only as up-to-date as that County's information.

Since the publication of the DEIS in May of 2008, and the selection of the LPA by project partners in July 2008, the CRC project team has been working to minimize the potential property impacts associated with the projects' improvements. Though the project team has been working to stay within the existing right-of-way, some property right acquisitions will be unavoidable. Property owners will receive just compensation for the estimated value of land and improvements acquired and for other impacts that result in a measurable loss of value to the remaining property. Following the publication of the FEIS, property owners will be notified of impacts to their property and acquisition negotiations will begin. The acquisition and relocation process will follow The Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (as amended).

Potential property acquisitions that will be required to construct the LPA are described and summarized in Chapter 3 (Section 3.3) of the FEIS and listed by property in Appendix E. The process by which acquisitions will occur is described in the Real Property Acquisition and Relocation Plan and summarized in Chapter 3 (Section 3.3) of the FEIS.

P-0805-004

Thank you for your comment. 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.