



**From:** [jones6774@comcast.net](mailto:jones6774@comcast.net)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Wednesday, June 25, 2008 1:47:31 PM  
**Attachments:**

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Home Zip Code: 97217  
 Work Zip Code:

Person:  
 Lives in the project area  
 Commutes through the project area

Person commutes in the travel area via:  
 Car or Truck

**P-0191-001**

1. In Support of the following bridge options:  
 Replacement Bridge
2. In Support of the following High Capacity Transit options:  
 Bus Rapid Transit between Vancouver and Portland  
 Light Rail between Vancouver and Portland
3. Support of Bus Rapid Transit or Light Rail by location:  
 Lincoln Terminus: Yes  
 Kiggins Bowl Terminus: Yes  
 Mill Plain (MOS) Terminus: Yes  
 Clark College (MOS) Terminus: Yes

Contact Information:  
 First Name: Robert  
 Last Name: Jones  
 Title: ground zero resident  
 E-Mail: [jones6774@comcast.net](mailto:jones6774@comcast.net)  
 Address: 1535 N. Jantzen Ave. slip A-6  
 Portland, Or 97217

Comments:

**P-0191-001**

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-0191-002** We're doing something that should have been done 15 years ago. Now it's almost too late for me. I live in a houseboat in Jantzen Beach Moorage right next to the bridge. The value of my property has decreased in value 25% (as stated on my 2 week old appraisal) due to the CRC bridge construction, where ever it might be. I'd hope to sell & retire but now you can't give these homes away. Now I learn that maybe in 2010 some decisions might be made. So just what are we senior tax paying folks to do?

**P-0191-003**

**P-0191-002**

Indirect loss in value from proximity to the facility is not compensable if there is no physical taking of property. However, there would likely be little if any diminution in value to nearby remaining floating homes after the project is completed. The distance between the new bridges and JBMI would create a reasonable setback, compared to what exists today.

**P-0191-003**

It is important that a project, such as CRC, provide ample opportunity for input from a diverse constituency of stakeholders and jurisdictions, and that it follow a process that complies with all federal, state and local legal requirements. The project sponsors intent is to progress at a deliberate pace to ensure that we meet public interests, meet the transportation needs, address the quality of local communities and the environment, and be financially and fiscally responsible. Following publication of the FEIS, there will be a record of decision. If that decision is to move forward with one of the build alternatives, then the sponsors will progress into final engineering, finance plan implementation, and then construction.