



**From:** [Bob Jones needs something...](#)  
**To:** [www.ColumbiaRiverCrossing.org](http://www.ColumbiaRiverCrossing.org)  
**CC:** [Columbia River Crossing](#)  
**Subject:** what's taking so long?  
**Date:** Saturday, June 14, 2008 10:07:55 AM  
**Attachments:**

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**P-0729-001** | I recently had my floating home appraised next to I-5 bridge, and found that it has devalued in price 25% because of the bridge controversy. I'm trying to retire but I can't sell or retire due to this indecision. It's so obvious that a new bridge is due that I don't understand what's holding up. The old bridge is a high maintenance navigational hazard. So where's the money to pay for it? Don't we pay highway tax every time we fuel up? Or a temp-toll like they had years ago when the last bridge was built and stopped when it was paid for....have you sat in a 2 mile traffic jam while they did a bridge-life? sometimes several times a day....

### **P-0729-001**

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-0729-002**

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 sponsor's 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.

### **P-0729-003**

Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA. This discussion provides an updated assessment of likely funding sources for this project, though it is not common practice to receive funding commitments prior to completion of the alternative selection process. As described in the FEIS, project funding is expected to come from a variety of local, state, and federal sources, with federal funding and tolls providing substantial revenue for the construction. As Oregon and Washington businesses and residents will benefit from the project's multi-modal improvements, both states have been identified as contributors to the project. As jurisdictions on both sides of the river

seek to encourage non-auto travel, tolls are not anticipated for bikes, pedestrians, and transit users. Lastly, CRC assumes funds allocated to other projects and purposes would remain dedicated to those projects and purposes.

**P-0729-004**

As discussed in Section 3.2 of the DEIS, the Columbia River and the North Portland Harbor are designated Federal Navigable Waterways, and therefore the U.S. Coast Guard must approve construction or alteration of the I-5 bridges. During hours where bridge lifts are restricted (weekdays, between 6:30 and 9:00 a.m. and between 2:30 and 6:00 p.m.), vessels must either wait or make relatively sharper turns in a short stretch of river and use channels that may have lower height clearance, narrower width, or shallower depths, which represents a safety hazard. The project team, in consultation with the Coast Guard, established a vertical minimum of 95 feet clearance, so that new structures could be built without a lift-span. Higher vertical clearances would have violated restricted airspace for flight navigation. Under the No-Build Alternative, the lift span restrictions would continue to cause delays and potential hazards to river traffic. The CRC project, as proposed, will require fewer piers, creating less of an obstacle to river navigation than either the existing crossing or the supplemental crossing. Taller ships would not be restricted by the hours of lift-span operation, and would not have to navigate a difficult path around the lift-span channel.

Regarding toll duration, under Washington law, each individual toll project must be specifically authorized by the legislature. The maximum duration and use of tolls will be established in the act providing the authority to toll the I-5 Bridge. ODOT and WSDOT will establish the specific duration and use of toll revenues within the parameters set by the Washington legislature through a bi-state agreement.