



From: [BOB JONES](#)
To: [Columbia River Crossing](#)
CC:
Subject: concerned, where will I be living next year?
Date: Wednesday, June 25, 2008 2:22:12 PM
Attachments:

P-0190-001 | Living next to the bridge I had my property appraised and found that my property value has dropped 25% due to the bridge controversy. I'm at retirement age and was expending to live my golden years here on the river. But the huge traffic congestion mounting daily due to increased road traffic and the never ending bridge lifts due to river traffic or maintenance is unreal. So what's taking so long to make some sort of a decision? It's so obvious that a new bridge is needed and the old one is an expensive river hazard. So where is the \$ come from? don't we pay fuel tax every time we fuel up? At this present time I can neather sell or retire...

P-0190-002 |

P-0190-003 |

P-0190-001

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-0190-002

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 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.

P-0190-003

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.