


**From:** [Fran Rutherford](#)   
**To:** [Draft EIS Feedback;](#)  
**CC:**  
**Subject:** Columbia River Crossing - DEIS - Public Comment  
**Date:** Tuesday, July 01, 2008 9:26:50 PM  
**Attachments:**

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To: Columbia River Crossing

I have followed this project for several years and make these comments based on my personal experience at meetings, phone conversations and letters, to CRC personnel.

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## PUBLIC OUTREACH

There has been no outreach on east side (65,000+ taxpayers) of Vancouver City. Outreach was only to downtown Vancouver groups. The major part of the taxing/ financial burden for this undertaking will be borne by east Vancouver taxpayers..

Prior to the publication of the DEIS study, CRC was unwilling to have "open" meetings with input/discussions/ suggestions from the citizens of this community. At the end of the few public meetings, citizens could ask questions or make comment. HOWEVER, NO RESPONSES WERE GIVEN AT THAT TIME, NOR WAS THERE FOLLOW-UP AFTER THE MEETINGS. Now that the study is complete, you want to open up for public input. Why now?

Did CRC consider the valuable expertise available in the community?  
Did CRC consider advertising and inviting these individuals into your meetings as participants, not spectators?

Hundreds of retired/semi-retired professional engineers of all disciplines were willing to contribute in meaningful discussions -- many, with years of experience with State(s) and Federal Transportation agencies.

## DISINGENUOUS TREATMENT OF CRC COMMITTEE VOLUNTEERS

It has come to my attention that an "unpaid" community member serving on a CRC committee was dismissed because of difference(s) of opinion with the "paid" committee members. Further insult was heaped on this volunteer in a public meeting where the entire committee openly discussed these differences (with the dismissed person in the audience). The dismissed person was ridiculed and her contributions diminished. [An additional insult/embarrassment to this volunteer was the detailed recording of this committee's tirade, posted on the CRC PUBLIC website.](#)

[To date, no apology has been given to this community volunteer. Why?](#)

Does CRC employees and its consultants have [any](#) training in professional decorum, business courtesy and inter-personal skills?

It is not surprising that you have shown no interest in meaningful, citizen input – your actions towards community volunteers is one of disrespect and intolerance.

## CRC ENVIRONMENTAL IMPACT STATEMENT (DEIS)

The 50 Million dollar CRC study and the recent additional millions allocated by the State of WA for further studies has not yielded/revealed any financial plan or dollar amounts. CRC claim they have the expertise of in-house and consulting engineers who worked on this study. [Why is there no data of their findings in the DEIS publication?](#)

According to the study, there seems to be a concerted effort to highlight only one alternative to the congestion (most is on the Oregon side of the Columbia river) on I-5 and that is "light rail". Very little data is given on other alternative mass transit; including existing rubber-tire bus system.

The bottleneck at Delta Park is one (1) of the main contributors of this congestion and a mile or so further south on I-5 is the second bottleneck - Rose Garden. The DEIS study does not show any correction for bottleneck at Rose Garden. [Why?](#) If both of these congestion spots are not corrected simultaneously, correcting only one will not resolve the current problem.

When you consider that one of the bridge options under consideration is a twelve (12) lane bridge - squeezing 6 lanes each way into a 2-3 lane at Delta Park and Rose Garden is nothing short of insanity.

## DEIS STUDEY, VOLUME 2 OF 2 – APPENDIX B “PUBLIC INVOLVEMENT”

Appendix “B” – Public Involvement Approach - page B-3, 3rd paragraph reads “Staff are engaged in an ongoing door-to-door outreach campaign to businesses near the proposed high-capacity transit alignment in Vancouver”. This statement is false.

In June, 2008, I and others personally hand-delivered to over 250 residents/businesses, the “Potential Property Acquisitions for South downtown Vancouver residents” – (see Appendix D, pages D-1 through D-22). NOT ONE of them had been contacted by CRC or its consultants/contractors.

I request a written acknowledgment of my comments and request this document be inserted with other public comment documents which will be forwarded to Federal Transportation Committee in Washington, D.C.

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