

From: [Rebecca Messinger](#)
To: [Oliver Orjiako](#); [Jose Alvarez](#); [Sonja Wiser](#)
Subject: FW: For the Record- FRDU regarding Berk consulting contract
Date: Tuesday, March 26, 2024 8:39:25 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Please see the below comments. Thank you.



Rebecca Messinger
Clerk to the Council
COUNTY MANAGER'S OFFICE

564-397-4305



From: Andrew & Brenna Collins <ab.fm@icloud.com>
Sent: Monday, March 25, 2024 8:20 PM
To: Kathleen Otto <Kathleen.Otto@clark.wa.gov>; Rebecca Messinger <Rebecca.Messinger@clark.wa.gov>; Sue Marshall <Sue.Marshall@clark.wa.gov>; Glen Yung <Glen.Yung@clark.wa.gov>; Karen Bowerman <Karen.Bowerman@clark.wa.gov>; Michelle Belkot <Michelle.Belkot@clark.wa.gov>; Gary Medvigy <Gary.Medvigy@clark.wa.gov>
Cc: Kevin Tyler <Kevin.Tyler@clark.wa.gov>; johnjshaffer@hotmail.com
Subject: For the Record- FRDU regarding Berk consulting contract

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Please add to the record for the meeting 3/26/24: FRDU Consult Contract

Dear Manager and Council,

I write in hopes that you'll consider not to approve the FRDU consulting contract with Berk.

This money would have a far greater impact on our existing infrastructure, rather than adding to the outlandish costs to resurrect this derelict rail line. The majority of County citizens are in opposition of the FRDU legislation, as well as surrounding neighborhood associations and most recently the City

of Battle Ground.

The company to be hired, Berk, is to provide recommendations for FRDU. But has failed, in a previous contract with the County, to provide recommendations that don't violate the Growth Management Act (Rural Industrial Land Bank). Their recommendations were adopted, and the County spent precious time and resources litigating with the GMHB, in the end having nothing of value added to the Comprehensive Growth Management Plan.

In a previous meeting of the Council, Mrs. Otto stated that they are in 'step 1' and no decisions have been made about FRDU. But to those that live along the rail line and have been following this from the start- that seems categorically incorrect, and an utter disregard for the sleepless nights spent by families along the rail, and organizations fighting for transparency of this governing body.

This contract would be irresponsible to approve with the state of the relationship between the County and the rail operator. Regardless of the investigations and notices of violations from local, state, and federal agencies, as well as the acknowledgement of breach of lease- Clark County remains full steam ahead with the resurrection of the rail line, ignoring the voices of concerned citizens.

The rail operator has disregarded our sensitive waters and some of our most protected species in the infancy of this project.

How can we trust them with the future responsibilities of an active rail line that runs through neighborhoods and schoolyards?

To trust that they would act as a safe and sustainable partner for both the County's economic goals, as well as their environmental ideals would be dangerous.

The rail operator's interests don't align with the people that live here, this is an ingenuous and greedy land grab.

You have an opportunity to stop this reckless corporate abuse of the environment while impacts are low.

Cheers,

Brenna Collins