

Appendix B

Correspondence from Citizens and Businesses

Appendix B

Appendix B contains copies of citizen correspondence received by the Washington State Department of Transportation and the Surface Transportation Board that comment on the Proposed Action.

From: Phinney, Elizabeth [PhinneE@wsdot.wa.gov]
To: Finn, Maureen C.
Cc: Wiley, Martha
Subject: FW: Northern Columbia Basin Railroad Project (Response)
Attachments: Zip Railroad Letter.pdf

F

From: B.J. Raymond [mailto:bj@ziptrucklines.com]
Sent: Wednesday, July 25, 2007 1:47 PM
To: Phinney, Elizabeth
Cc: John - Zip; BJ - Zip
Subject: Northern Columbia Basin Railroad Project (Response)

Please see the attachment for a response to the July 19, 2007, meeting regarding the Northern Columbia Basin Railroad Project.

In addition, please add us to the respective mailing list.

Name: John Wright
Company: Zip Truck Lines, Inc.
Address: PO Box 337, Moses Lake, WA 98837
Email: john@ziptrucklines.com

Thank you for your time and attention to this matter.

B.J. Raymond



bj@ziptrucklines.com
Tel. 509.795.9531
Fax 509.765.9533

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*** IMPORTANT: Do not open attachments from unrecognized senders ***

EI-3066
(D)



PO Box 337
Moses Lake, WA 98837
Tel. 509-765-9531
Fax 509-765-9533

July 25, 2007

WASHINGTON DEPARTMENT OF TRANSPORTATION
FREIGHT SYSTEMS DIVISION
PO Box 47407
Olympia, WA 98504-7407

We would like to thank you for the opportunity on July 19th to participate in a discussion regarding the Northern Columbia Basin Railroad Project. With the recent and projected increase in business in Moses Lake, now is a good time to update the existing rail system and to consider expansion of the rail for future use.

Zip Truck Lines, Inc. has been a contributing business to the Columbia Basin for over 35 years. In June of this year, we moved into a new facility that we constructed on Road N, just south of Wheeler Road. We believe the future of our business will be tied into the future of the rail system. A successful rail system would not only be beneficial to us, but the entire business community in Moses Lake.

In response to the items discussed during the meeting, we would like to suggest the following alternative alignments and possible environmental and community impacts that we believe should be considered for the project to be successful:

1. **The proposed rail crossing on Wheeler road is too close to the SR-17 highway.** Along with the current major traffic flows, additional volumes are expected when the widening of SR-17 is completed. Because Wheeler road provides the primary access route to many of the larger business in the area, the rail crossing at the proposed location would not only interfere with the flow of traffic along Wheeler road, but also the intersection of Wheeler and SR-17.

2. **The proposed rail line parallel to Wheeler road is too costly.** Not only would this line interfered with future use of the land bordering the south side of Wheeler road (land that is potentially attractive to future business expansions), but it would place a heavy burden on Grant County by having to relocate the County service facilities, currently located near the intersection of Wheeler road and Road L. Can we afford to loose the value of this land in future decades by placing a rail road on it?
3. **The proposed rail line does not address the forecast of business expansion accurately.** Historical trends indicate that the land along the Wheeler corridor is favored for business expansion. Currently, there are several plots of land northwest of Road N that is very attractive to any large businesses seeking opportunities in Moses Lake. Any future rail system should address this potential for growth.
4. **The rail system should include a re-commission of the Adrian line.** This abandoned rail line can be used to connect businesses near the Grant County Airport to the Wheeler corridor without interfering with Wheeler road businesses, traffic flows, and residential areas. This line would connect to the existing crossing of Wheeler road (near the east end of the corridor) and head north to Road 5 NE, then west across Road L NE (north of the waste way), angle down the side of the hill to the lower plateau (near Crab Creek), cross Stratford road and connect to the existing rail system there. This route would also be cost-effective as some of it already exists, no structures require relocation, and future land value along the Wheeler corridor would not be jeopardized.

These issues are important factors that will affect the future of how and where current and future businesses operate. We need to look ahead 50 years from now in order to make the decisions we need to make now in order to ensure success of the rail system in Moses Lake.

Thank you for your time and attention to this matter. We look forward to future discussions or feedback from with you regarding the rail system. If there is anything we can do to help with the project, please feel free to contact me at any time at 509-765-9531.

John Wright
President
Zip Truck Lines, Inc.

EI-3098
CD



"Phinney, Elizabeth"
<PhinneE@wsdot.wa.gov>
08/09/2007 08:54 PM

To <Christa.Dean@stb.dot.gov>, <RutsonV@stb.dot.gov>,
"Wood, Andrew" <WoodA@WSDOT.WA.GOV>, "Gregory,
Lynnette" <GregorL@WSDOT.WA.GOV>,
cc

bcc

Subject FW: Railroad Project-Moses Lake

From: JOSEPH WIBERG [mailto:JWWIBERG@DLFOUNDRY.US]
Sent: Thursday, August 09, 2007 5:40 PM
To: Phinney, Elizabeth
Subject: Railroad Project-Moses Lake

Elizabeth,

I am the Vice President/General Manager of D&L Foundry at 12970 Wheeler Road, Moses Lake, WA. We currently must travel approximately $\frac{3}{4}$ of a mile to the nearest spur to unload/load products (primarily scrap cast iron) for use here at our foundry. Should the project continue on from that spur, on the north side of Wheeler Road, on out to the airport industrial complex, we would be able to better take advantage of the rail by bringing a spur right onto the foundry property, which would be of major benefit to us, as we ship in from all regions of the Western United States as well as from British Columbia and Alberta, Canada. Additionally, it would present the opportunity for us to ship our finished product throughout these same regional areas.

The area here along the Wheeler Road corridor is zoned heavy industrial and so we are not the only company that would greatly benefit from the continuation of the rail service passing on the north side of Wheeler Road, and north of our property, on its way to the airport. This continuation of rail service would allow current and future industry to take advantage of rail transportation and would have a great influence on industry growing out east of downtown Moses Lake as well as to the North.

The recent presentation depicted the routing to be on the south side of Wheeler Road. This is the first time that we were aware the proposed routing had been changed from proceeding on the north side of Wheeler Road to the south side of Wheeler Road. Such routing (south side of Wheeler Road) presents numerous problems and conflicts for several of the proposed property uses. Many of the current and proposed property uses on the south side of Wheeler Road do not and will not benefit from the rail passing through or near these areas on the south side of Wheeler Road and raises much concern (as I am sure you are already aware of from other's feedback).

In closing, I voice my opinion and request that the rail project continue and that it stay to the north of Wheeler Road. Thank you.

Joseph W. Wiberg

Joseph W. Wiberg, VP/GM
D&L Foundry, Inc.
12970 RD 3 NE (Wheeler Rd)
P.O. Box 1319
Moses Lake, WA 98837-0194
Tel: 509-765-7952
Fax: 509-765-8124
Cell: 509-750-8470
Email: jwwiberg@dlfoundry.us

E1-3092
(2)



"Phinney, Elizabeth"
<PhinneE@wsdot.wa.gov>
08/09/2007 04:10 PM

To <Christa.Dean@stb.dot.gov>, <RutsonV@stb.dot.gov>,
"Wood, Andrew" <WoodA@WSDOT.WA.GOV>, "Gregory,
Lynnette" <GregorL@WSDOT.WA.GOV>,
cc

bcc

Subject FW: Northern Columbia Basin Railroad Project

From: Alan Heroux [mailto:alanheroux@johnlscott.com]
Sent: Thursday, August 09, 2007 12:28 PM
To: Phinney, Elizabeth
Subject: Northern Columbia Basin Railroad Project

Elizabeth Phinney
Rail Environmental Manager
Washington State Department of Transportation

Dear Ms. Phinney:

This letter is to address the Northern Columbia Basin Railroad Project.

I do believe that rail service is very important to the continued economic vitality of Moses Lake and therefore support rail service to the Port of Moses Lake. I also believe that the idea of moving the rail line so that it does not go through downtown has great merit.

However, I do not agree with the current proposal to bring rail service from the Wheeler Rd. area crossing the Crab Creek along State Route 17 then joining the existing line. This proposal does eliminate the rail line coming through the heart of Moses Lake which is a huge improvement for the community. However, if this line were completed as proposed it would have several road crossings in areas that will create traffic issues, goes through residential areas, and adjoins a school which creates additional safety concerns. Although we have not had a train related accident to my knowledge, the increase in train traffic and train speed is a cause for great concern.

As a alternative I propose to take the rail service from the North end of the line at road N. N.E. in the Wheeler area, reclaiming the old right of way to the point where it crosses the Bureau of Reclamations waste way North of Rd. 5.6, then turn West along the North side of the waste way to the edge of the hill. At this point the line can turn North along the hill taking in the grade over the 1.2 miles to Road 7, then turn West again with a straight shot into the port area. The impact on traffic and property owners should be far less by staying away from more populated areas. At Road 7 Crab Creek is a creek not a large wetland area thereby having less of an environmental impact. This route takes the rail line around Moses Lake in the direction of the rail users at the Port. I recognize that this

· route is longer than the current proposal but in the long run will serve the needs of the area better.

We need to think beyond the economics of the project and put public safety as our highest concern. It just doesn't make sense to move the rail line and create a different set of problems in the process.

Please feel free to contact me if you have any questions regarding this information.

Sincerely,

Alan Heroux
Broker/Owner
John L. Scott Real Estate/Moses Lake

***Alan Heroux, Broker
John L. Scott Moses Lake
211 N. Elder
Moses Lake, WA 98837***

***Office 509-764-4400
Fax 509-764-4300
Cell 509-750-0072***

<http://www.johnlscott.com/alanheroux>

----- Forwarded message -----

From: **Alan Heroux** <alanheroux@gmail.com>

Date: Nov 5, 2007 5:20 PM

Subject: Re: Northern Columbia Basin Railroad Project

To: "Phinney, Elizabeth" <PhinneE@wsdot.wa.gov>

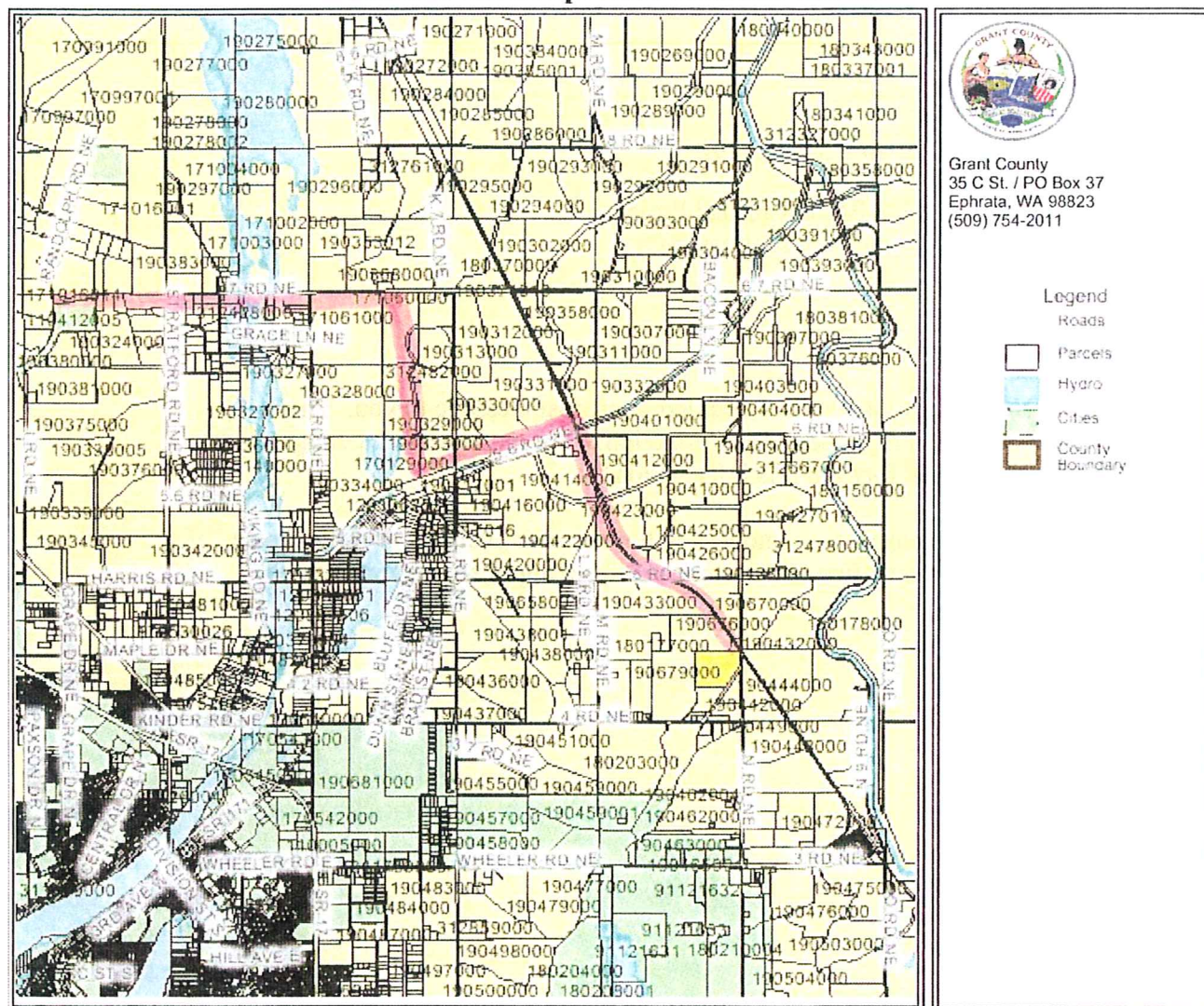
Dear Ms. Phinney:

I am attaching the Northern Route which I detailed in my last message to you. There seemed to be some confusion regarding the information at the most recent meetings. Mr. Wood expressed that I should forward this information.

If you have any questions please let me know. I will make sure everyone locally knows exactly which route and the specifics of that route I'm speaking of so there will be no more confusion.

Thank You.

Alan Heroux



Total Route App. 608 miles
Grade on Hill 1.9% Height difference between Upkiller + Rd. K. 5'
Very limited impact on adjacent property to Rd. 7, Limited on Rd. 7.

These maps should not be construed as legal advice or legal opinion on any specific facts or circumstances. The contents are intended for general information purposes only, and you are urged to consult your own lawyer concerning your own situation and any specific questions you may have. Infrastructure records, drawings, and other documents have been gathered over many decades, using differing standards for quality control, documentation and verification. All of the data provided represents current information in a readily available format. While the data is generally believed to be accurate, occasionally it proves to be incorrect; thus its accuracy is not warranted. Prior to making any property purchases or investments based in full or in part upon the material provided, it is specifically advised that you independently field verify the information contained in county records.

EI-3096 (1)



"Phinney, Elizabeth"
<PhinneE@wsdot.wa.gov>
08/09/2007 07:10 PM

To <Christa.Dean@stb.dot.gov>, "Wood, Andrew"
<WoodA@WSDOT.WA.GOV>, "Gregory, Lynnette"
<GregorL@WSDOT.WA.GOV>, <linda@resourcenw.com>,
cc

bcc

Subject FW: NORTHERN COLUMBIA BASIN RAILROAD PROJECT

From: pete carpenter [mailto:mlawinc@yahoo.com]
Sent: Thursday, August 09, 2007 4:04 PM
To: Phinney, Elizabeth
Subject: RE: NORTHERN COLUMBIA BASIN RAILROAD PROJECT

Dear Ms. Phinney

Attached you will find my comments on alternative Railroad alignments.

Please feel free to call me at: (509) 764-2087

Pete Carpenter
Moses LakeTruck Sales & Leasing, Inc.

Pete Carpenter
Moses Lake Truck Sales & Leasing, Inc.
We Lease, Buy and Sell Trucks.
509-764-2087

www.moseslaketrucksales.com

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Railroad response Revised 8-8-07.doc

MOSES LAKE TRUCK SALES & LEASING, INC.

3644 E. Broadway Ext.

Moses Lake, WAY 98837

Pete Carpenter, President

Telephone: (509) 764-2087 Fax: (509) 764-4243 email: pete@moseslaketrucksales.com

August 8, 2007

Ms. Elizabeth Phinney, Rail Environmental Manager
WA St. Dept. of Transportation
Freight Systems Division
P.O. Box 47407
Olympia, WAY 98504-7407

Dear Elizabeth Phinney,

I am writing this in response to the proposed Northern Columbia Basin Railroad Project. The Project, as it is currently proposed, would have a great negative impact on not just my business and property, but also our community structure and future welfare. I feel that the project could be a tremendous asset to our community if planned properly with business/landowners active participation to create a win-win situation for all agencies involved. Below you will find a list of my concerns and possible solutions to the Northern Columbia Basin Railroad Project as it is now proposed

**BENEFITS OF REROUTING THE RAIL PROJECT NORTH OF
THE MOSES LAKE STRATFORD RD & HIGHWAY 17 INTERCHANGE**

PLAN A:

- It would be faster to reroute north of Moses Lake towards the area of Road 10. There is less traffic, business, and crossings north out of this congested area.
- Our community is growing at an unprecedented rate and there are already existing traffic flow problems that would be greatly exacerbated if the original proposed Railroad plan is used.
- Maintenance of the Railroad would be greatly increased by using the original proposed plan due to extra turns and complications created by the course through the busy Moses Lake Stratford Road and Highway 17 Interchange area. This would increase equipment, labor, fuel, and maintenance costs.

PLAN A (CONTINUED):

- The Northern Columbia Basin Railroad Project would save financially by using the northern route. Current Business/Landowners that have existing structures, improvements, and equipment that are in use in the proposed area will cost more to buy with the structural additions and improvements to the property that are already in place if the project uses the original proposed route. By using the route to the north the cost of real estate purchases will be greatly lessened due to the fact that there is less business usage of those properties located in that area where there is less population and traffic. The difference in the financial liability that could occur over time if the original route is used in a more populated and high traffic area compared to the northern route would be extremely appreciable.
- North of the Moses Lake Stratford Road & Highway 17 Interchange there currently is an existing system of rail berms. Most of these berms should still be usable and intact. Existing equipment, such as the berms, would save money not just on supplies, but also labor. Why pay so much additional tax payer money on construction of a new route when substantial monies could be saved by efficiently using existing Railroad routes that have existing berms in place?

PLAN B:

- If the route along Orchard Drive and Road 4 was used, Business/Landowners would be able to participate in the project by recommending areas of their property that would be more financially suitable for all agencies involved. As a Business/Landowner it would create a major problem with my current business inventory and operations if the original route of the proposed Railroad project is pursued. Currently I have extremely large amounts of heavy equipment, established roadway infrastructures, and vehicles that are placed in the proposed path of the Railroad project.
- If the proposed original route is used it would create acute problems with my business operations, labor costs, and have a huge possible negative impact on my company by lessening my available property that I need to keep adequate inventory on site. This inventory is absolutely the main contributing factor to the success of my business.
- It would cost less for the Northern Columbia Basin Railroad Project to use the existing property along Orchard Drive and Road 4. The original proposed route will use more of the property that fronts Highway 17 and runs parallel to Crab Creek. Crab Creek frontage acreage will be much more costly to purchase as well as being an inefficient use of the property and resources for all parties involved.

PLAN C:

- In the event that the original proposed path of the Northern Columbia Basin Railroad Project is indeed put into effect, it would be imperative that the Railroad and all agencies involved work with all of the Business/Landowners that would be impacted by this route. As an established Business owner since 1955. I would request that the Railroad agencies work with my company for actual placement in order to cause the least possible financial damage. It is important that this community work together in order to insure the best, possible use of property.

I would like to emphasis that the project as it is now planned would have a serious negative impact on my business and property as well as our communities' future development and expansion. There are alternative routes that would make much less of an impact in all areas and all of the agencies involved. These routes are currently available for use and expansion at a much less current financial cost as well as future maintenance costs. We need to work together with the future in mind.

Please feel free to contact me at (509) 764-2087 to discuss my concerns about the Northern Columbia Basin Railroad Project.

Sincerely,

Pete Carpenter, President

dr:pjc



"Phinney, Elizabeth"
<PhinneE@wsdot.wa.gov>
08/10/2007 12:19 PM

To <Christa.Dean@stb.dot.gov>, "Wood, Andrew"
<WoodA@WSDOT.WA.GOV>, "Gregory, Lynnette"
<GregorL@WSDOT.WA.GOV>, <linda@resourcenw.com>,
cc
bcc

Subject FW: railroad

From: joe carpentier [mailto:joec_64@yahoo.com]
Sent: Friday, August 10, 2007 7:14 AM
To: Phinney, Elizabeth
Subject: railroad

I'm am writing in reference to the railroad process proposed. i would be apposed for several reasons...

1- i believe that it would interfere with the traffic in the area by crossing to many main roads in a growing area. i know this because i work in that particular area and have lived in skyline acres for my whole life (40+ years). it would not be good for that residence are for safety or reason-ability.

2- The railroad and schools are not a good idea when there are so many other routes to be taken, There is a track that runs in back of the old cemetery by Wheeler that continues on taking the railroad out beyond the popular residential areas, thus keeping all that traffic flowing smoothly and safety

3- The area considered to be crossed (Hwy. 17) is one of the largest body of waters around having to build up trestle and such seems unfeasible at this point that has just been tampered with by the reconstruction of that highway bridge. it seem that all the turns the rail would be making would to meet up with this highway plan would make it slow and inefficient
Please consider another route for this Railroad and let the area continue to prosper and grow residentially and economically.

4- i am a land owner that this will personally affect and don't think i would of heard of this proposal if i wasn't for that fact.... this is disturbing to me when our public is not informed properly about such actions and our words are not heard! The land I'm referring to(East Broadway Extended) would be divided up and most of that land rendered useless for in real estate terms and or business needs.

Again i hope this be read and considered on this basis of safety for children at Longview School and people of Moses Lakes sake that hold interest in that area. This would ultimately be for the families and the growth of our city which continues in that particular area. There are plenty of scab lands out further that would accommodate these tracks and provide the safety needed for a high performance railroad.

AGAIN I AM OPPOSED ON THE ROUTE CHOSEN but not on the railroad.

Thank you for your time in reading this

From: Jerome Brotherton [mailto:jerome@brothertonseed.com]
Sent: Friday, August 10, 2007 11:23 AM
To: Phinney, Elizabeth
Subject: Proposed Abandonment of Current Rail Service to Moses Lake, WA - N.Columbia Basin Railroad Project

W.S.D.O.T.

Attn: Ms. Elizabeth Phinney

Dear Ms. Phinney,

Attached is our written comments on the proposed abandonment of current rail service to Moses Lake, WA.

My understanding is that yesterday was the last day you'd accept written comments. I just returned from a business trip to Canada last night so I hope that you will allow me one extra day.

Sincerely thanking you for your consideration in this manner.

Kind regards,

Jerome Brotherton

Brotherton Seed Co., Inc.

P.O. Box 1136

Moses Lake, WA 98837

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9/26/2008

Aug. 10, 2007

Washington State Dept. of Transportation
Attn: Ms. Elizabeth Phinney
Olympia, WA

Re: Proposed Abandonment of Current Rail Service to Moses Lake
Northern Columbia Basin Railroad Project

Dear Ms. Phinney,

I'm writing to represent three established businesses in Moses Lake which will be adversely affected by the loss of rail service to our companies.

Brotherton Seed Co., Moses Lake Iron & Metal, and Ferrell Gas have strong ties to our community established over several decades at our present locations. With an annual turnover in excess of \$8,000,000, we ship our products by rail in about 100 cars every year.

The proposed rail line abandonment would severely cripple or perhaps destroy our businesses. As the price of diesel increases, the alternative of truck transport becomes a growing economic hardship with environmental, safety and regulatory issues. Abandonment of this line would force Ferrell Gas to receive their product by trucks. This would add at least 110 more trucks per year, carrying hazardous material over the road and through Moses Lake. Brotherton Seed and Moses Lake Iron & Metal could not survive without rail service and would be forced to shut down or relocate.

The Columbia Basin Railroad, in conjunction with the Port of Moses Lake, Grant Co. Economic Development, The City of Moses Lake, Washington Trails Committee and others support the proposal to abandon the current rail line. Planned construction of a new line to provide heavy traffic rail service to the Port of Moses Lake, at the former Larson Air Force Base, would cross three busy four-lane arterials, cross numerous two-lane roads, cut through the Blacks Addition residential area and run alongside the Longview Elementary School.

This route would have an unfavorable impact on school children, emergency services, pedestrians and vehicle traffic.

Currently, the Port ships fewer than ten rail cars a year. We do not oppose service expansion to the port, but not at the expense of our businesses and the subsequent loss of tax revenue to the community. The Port's philosophy seems to be, "if you build it, they will come." Since outgoing cargo transport loads would show no appreciable increase until some time in the speculative future and to invest in industrial infrastructure when Columbia River water supplies may be uncertain with environmental change occurring, this philosophy is too expensive and not good planning.

The Columbia Basin Rail Road, holding ownership of the land and tracks, would incur a \$15 million cost to rehabilitate the present railroad spur serving our businesses and the Port. However, a new rail line to be built at taxpayers' expense would cost the public more than \$21 million, and the net cost to the railroad would be zero.

The proposed Northern Columbia Basin Rail Road engineering project would ultimately cost taxpayers \$69 million in state and federal funds if all phases were approved. Surface Transportation Board licensing fees and the cost of preparing state and federal environmental impact studies will cost even more. No one has addressed the issue of how these additional RR crossings of Crab Creek and Rocky Ford Creek would impact the fishery.

The Washington State Department of Transportation is the lead agency providing information on this project.

We urge your office to consider the option of rehabilitating the current line instead of building a new one. Rail service will be maintained to the Port, existing businesses will continue to prosper, and no additional disruption of traffic or safety to our children will incur.

Thank you for taking the time to evaluate this important issue.

Kind regards,

Jerome Brotherton, Brotherton Seed Co., Inc.
Glen Dart, Moses Lake Iron and Metal, Inc.
Aaron Gimmeson , Ferrell Gas, Inc.

EI-3090
(P)



"Phinney, Elizabeth"
<PhinneE@wsdot.wa.gov>
08/08/2007 07:19 PM

To <Christa.Dean@stb.dot.gov>, "Wood, Andrew"
<WoodA@WSDOT.WA.GOV>, <linda@resourcenw.com>,
"Vicki King" <vking@triangleassociates.com>, "Gregory,

cc

bcc

Subject FW: Rail road comments

Updated comments from Paul Carpentier.

From: Paul Carpentier [mailto:pcarp@homenetnw.net]
Sent: Wednesday, August 08, 2007 4:13 PM
To: Steve Shinn; Robert Russell; Roger Hansen; Phinney, Elizabeth; PETE C,
Subject: Rail road comments

Elizabeth Phinney
Rail Environmental Manager
phinnee@wsdot.wa.gov
August 8, 2007

I am writing to update my original comments (included at end of this letter) submitted to you at the open house held at the Port of Moses Lake. Those original comments were prepared prior to the open house and as such need some clarification.

The Northern Columbia Basin Railroad Project Feasibility Study dated February 2006 does not include the route that was presented at the open house. Segment 1 route as presented at the open house is considerably different than the preferred Segment 1 route in the study. It may be even worse as the route would cross Wheeler Road in addition to Road L, Broadway, Stratford and several other residential roads.

I mentioned in my original comments that I felt that Exhibit C- Environmental Fatal Flaw Analysis Evaluation Matrix was fatally flawed. Segment 1, whether from the study or the new Segment 1 preferred route, is not answered appropriately for a number of questions in the matrix. Without going into minute detail (which I would be happy to do if you care to contact me) I will list a few general areas I think are misstated.

- Homes, farms or business would be displaced
- Farmland would be impacted
- It would divide the community
- It would adversely impact low-income populations
- It would deter emergency vehicles
- It would decrease pedestrian and bicycle safety
- It would be a visual distraction to nearby residents
- Air quality would deteriorate
- Homes and schools would be impacted by noise
- Valuable land and vegetation would be impacted
- Wetlands would be impacted

As a business owner and property owner who lives on Broadway I can say that those are some very busy roads that you would cross within the city limits. If this rail is built it should be done to the north of town along the route that was previously abandoned or head from the port to Soap Lake (Segment 5). Eventually completion of both would be ideal. The current preferred Segment 1 is short-sighted.

Sincerely,

Paul S. Carpentier
3809 Broadway Ext NE
Moses Lake, Wa 98837
509-855-2288

Railroad decisions are for 50 years. Segment 1 (Wheeler to Parker Horn) break-even analysis calls for 3382 to 10145 rail cars per year. That is a lot of congestion on 4 major arterials within the city limits. Wheeler road, road L, East Broadway and Stratford road already have much automobile traffic.

Grade separated crossings should be required but are not included in any cost analysis for Segment 1. The increase in cost would require an increase in the number of rail cars to break-even. It won't get any cheaper in the future.

A map showing details of routes need to be made public. Segments 1 & 3 move through residential areas, Longview school, farm ground, wetlands and would affect anyone living north of road 4. One hundred thirteen (113) pedestrians have been killed 1998-2005 in the state of Washington (Seattle Times news source). I have no idea on how many vehicle/train fatalities occur. Safety should be a major consideration.

Segment 1 (Wheeler to Parker Horn) costs are understated. Major parcels of land are affected and many would have reduced utility after the railroad project was completed. As mentioned above all major arterials running north out of the city would be negatively impacted.

Segment 5 (North GCIA to Soap Lake) costs are overstated. This is basically a straight, level route out through rocky uninhabited land. It would not interfere with wetlands, no body of waters to cross or any other significant factor. This is where the rail should be run. The days of railroads running through prime real estate should be over.

Exhibit C- Environmental Fatal Flaw Analysis Evaluation Matrix is fatally flawed. Some questions within Segments 1(Wheeler to Parker Horn), Segment 3 (rehabilitation of Parker Horn

to GCIA) and Segment 5 (New rail to Soap Lake) are answered incorrectly or at least incompletely. The answers in Exhibit C I would question relate to Land Use and Growth, Social and Economic, Transportation/Traffic, Visual Quality and Biological Environment.

I am not by any means anti-growth. I would like to see the community grow and prosper. Segments 1 and 3 seem to be poor choices for large amounts of rail traffic. Another route needs to be found. Perhaps the state of Washington could be approached as they own several rail lines. This certainly would meet their ownership criteria of preserving or expanding rail service. A significant portion of the report addresses the congestion on the West side. Bringing new industry to the state should be a priority.

Paul Carpentier
July 19, 2007
509-855-2288

E1-3064
LD



"Phinney, Elizabeth"
<PhinneE@wsdot.wa.gov>
07/23/2007 12:42 PM

To "Wood, Andrew" <WoodA@WSDOT.WA.GOV>,
<kurt.reichelt@hdrinc.com>, "Vicki King"
<vking@triangleassociates.com>,

cc

bcc

Subject FW: Northern Columbia Basin RR Project

FYI

From: mcneese@nctv.com [mailto:mcneese@nctv.com]
Sent: Friday, July 20, 2007 10:32 AM
To: Phinney, Elizabeth
Subject: Northern Columbia Basin RR Project

JULY 20, 2007

Elizabeth Phinney
Rail Environmental Manager
"E" Mail, phinnee@wsdot.wa.gov

Subject: Northern Columbia Basin Railroad Project.

After attending the showing of the proposed route of the new extension though Moses Lake, I find some problems in the making. One of these problems is the breakup of many excellent properties, which could possible law suits and many years of delay. Another is the crossing of one of the most busy streets of Moses Lake, and likely to become the most.

I would propose using the "old" railroad right-of-way, which may still be legal, on the south side of Rd 4 N.E. though the Municipal Air Port and behind the new Moses Lake Maintenance shop to the closest connecting point of the old line to the Port of Moses Lake Airport. This may be done without crossing Highway 17.

Now the thought comes, but what about the Municipal Air Port ? For years people have had a great concern about the air traffic at each end of the old runway. One end has a gas station, many business and a large concentration of people at all times of the day. The other end has been building up with a forest of new, expensive homes. I believe it is now time to remove the Air Port for it's own good as well as the publics.

What to do about relocation ? I'm sure the Rail Road has other properties that a trade could be made in an area suited for Air Operation. The buildings could be moved without a high expense. There is also the Port of Moses Lake facilities, which the BBCC uses, and has a traffic tower for control, plus an all hour fire protection system.

In taking the Rd 4 N.E. route, it seems, 3/4 to a mile of "trackage" could be saved.

I thank you for allowing us to comment on the project.

Cecil R. McNeese
(509) 361-8369

E1-3065
CD



"Phinney, Elizabeth"
<PhinneE@wsdot.wa.gov>
07/24/2007 06:33 PM

To "Vicki King" <vking@triangleassociates.com>,
<linda@resourcenw.com>, <Christa.Dean@stb.dot.gov>
cc
bcc
Subject FW: Inquiry from Port of Moses/Lake/Northern Columbia
Basin RR Project Page

-----Original Message-----

From: Wood, Andrew
Sent: Tuesday, July 24, 2007 7:18 AM
To: Phinney, Elizabeth
Subject: FW: Inquiry from Port of Moses/Lake/Northern Columbia Basin RR
Project Page

Elizabeth

For you file on comments

Andrew

-----Original Message-----

From: JoAn Forsyth [mailto:jef@danielsbrown.com]
Sent: Monday, July 23, 2007 7:35 PM
To: Wood, Andrew
Subject: Inquiry from Port of Moses/Lake/Northern Columbia Basin RR
Project Page

Dear Mr. Wood,

I am a home owner in Moses Lake. Our home is located on the cliff above the railroad track in the Montlake Area. Would this area be affected? We have enjoyed the occasional trains that go below our home, however, we can feel it and hear it coming for a long time before it gets to our home. We are concerned that heavier and more frequent traffic could actually cause damage to our homes because of the vibration.

I do think there is a need for more rail service but I would hope it could be directed to the outlying areas and would avoid the down town area.

As this study proceeds, I would like to be informed.

JoAn Daniels-Brown Forsyth



"Phinney, Elizabeth"
<PhinneE@wsdot.wa.gov>

07/24/2007 06:34 PM

To "Vicki King" <vking@triangleassociates.com>,
<linda@resourcenw.com>, <Christa.Dean@stb.dot.gov>

cc

bcc

Subject FW: Inquiry from Port of Moses/Lake/Northern Columbia
Basin RR Project Page

-----Original Message-----

From: Wood, Andrew

Sent: Tuesday, July 24, 2007 7:25 AM

To: Phinney, Elizabeth

Subject: FW: Inquiry from Port of Moses/Lake/Northern Columbia Basin RR
Project Page

Elizabeth:

A follow up.

Andrew

-----Original Message-----

From: JoAn Forsyth [mailto:jef@danielsbrown.com]

Sent: Monday, July 23, 2007 7:47 PM

To: Wood, Andrew

Subject: Inquiry from Port of Moses/Lake/Northern Columbia Basin RR
Project Page

Thanks for reading my concerns.

I just finished reading the "Northern Columbia Basin Railroad Project "
information and that answered my question about the existing Railroad
tracks below our home.

Thanks for your time,

JoAn Forsyth

EI-3067
CD



"Phinney, Elizabeth"
<PhinneE@wsdot.wa.gov>
07/27/2007 04:06 PM

To "Wood, Andrew" <WoodA@WSDOT.WA.GOV>,
<Christa.Dean@stb.dot.gov>, "Vicki King"
<vking@triangleassociates.com>,
cc

bcc

Subject Moses Lake - Citizen letter to the Columbia Basin Herald

RAIL SERVICE

Posted: Thursday, Jul 26, 2007 - 05:01:29 pm PDT

In the long term, rail service to the Port of Moses Lake is a good idea. In the long term, the route proposed is short sighted. Railroads last a long time. You should understand the impact.

The proposed rail line, still within the city limits of Moses Lake, will cross three busy four lane arterials: Wheeler, Broadway Extended and Stratford Road. It will cross Road L., Kinder Road, Wenatchee Drive, Maple Drive and Loring. Most concerning of all, it will pass through Blacks Addition and alongside Longview Elementary School. This will be a real freight train going up to 25 mph. It will run as frequently and carry as many cars as business dictates.

The only good thing about the proposed route is the length. It is the shortest and therefore the cheapest. Since railroads last over 50 years, why not do it right? Go north from Wheeler along the old abandoned rail line and come into the airport from the north and east, not through town. This route was rejected due to the added cost. In the long term this is the best route.

The proposed route will impact our school children, emergency vehicles, pedestrian and vehicle traffic, land values and our residential areas. Will the sound of the train whistle become a symbol of Moses Lake as familiar as the water towers? I hope not.

Be informed, send your comments to WSDOT. Otherwise, sit back and wait for the whistle.

More information is available at the Web site --

<http://www.wsdot.wa.gov/Projects/Rail/NorthernColumbiaBasinRR/>

Comments to WSDOT must be received by Thursday, Aug. 9, 2007. Send them to Elizabeth Phinney, Rail Environmental Manager, by e-mail to phinnee@wsdot.wa.gov, fax at 360-705-6821, or mail to WSDOT, Freight Systems Division, PO Box 47407, Olympia, WA 98505-7404.

Bob Russell

Moses Lake

E1-3068
CD



"Phinney, Elizabeth"
<PhinneE@wsdot.wa.gov>

07/27/2007 06:01 PM

To "Wood, Andrew" <WoodA@WSDOT.WA.GOV>,
<Christa.Dean@stb.dot.gov>, "Vicki King"
<vking@triangleassociates.com>,
cc <kurt.reichelt@hdrinc.com>

bcc

Subject FW:
www.wsdot.wa.gov/Projects/Rail/Freight/WheelerToSoapLakeRailEngineering/.

FYI.

From: Don Hara Jr [mailto:djharf@msn.com]
Sent: Friday, July 27, 2007 2:45 PM
To: Phinney, Elizabeth
Cc: djharf@msn.com
Subject: www.wsdot.wa.gov/Projects/Rail/Freight/WheelerToSoapLakeRailEngineering/.

FROM DON M HARA JR
2126 ROAD L-NE
MOSES LAKE, WA 98837

To ELIZABETH PHINNEY, Rail Environmental Manager.

I find it somewhat deceptive that you announce your Northern Columbia Basin Railroad Project Meeting and supply a map that does not show any of the plans east of Highway 17. Then to introduce a new route that has not been previously suggested is kind of underhanded. The new plan to route the rail south of Wheeler Road is probably the worst route of any of the proposed plans. Crossing ROAD L-NE would cause hazard to all the traffic going to and from the high school, junior high school and two elementary schools not to mention all the traffic from Highway 17. Then adding another rail crossing so close to Highway 17 when one already exists would be a great mistake because of all the traffic heading to and from all the industrial sites along Wheeler Road, plus the residential traffic to Parker Springs and other county residents. The existing crossings of Wheeler Road are already in an area of less traffic. Also placing a rail track through all of the furrow irrigated farm land is very hard to work around it would likely render over one third of the total acreage of each Unit it crosses useless.

I believe that any of the plans north of Wheeler Road is a far better choice. The WHEELER TO ROAD 7 NE plan is in my belief the best plan. My second choice would be one of the plans that pass through the industrial zoned property north of Wheeler Road since the rail is supposed to be for industrial service and supply. It would seem to me that would be a far wiser place to locate a railroad that is for industrial development.

Sincerely,

DON M HARA JR

EI-3070
C.D



"Phinney, Elizabeth"
<PhinneE@wsdot.wa.gov>

07/30/2007 04:26 PM

To "Wood, Andrew" <WoodA@WSDOT.WA.GOV>,
<Christa.Dean@stb.dot.gov>, <linda@resourcenw.com>,
"Vicki King" <vking@triangleassociates.com>

cc

bcc

Subject FW: Rail service

From: Dave & Carole [mailto:hopkins2@nctv.com]

Sent: Monday, July 30, 2007 11:59 AM

To: Phinney, Elizabeth

Subject: Rail service

To whom it may concern,

I am writing to tell you my concerns with the idea to change rail service in Moses Lake WA. I work at Longview Elementary School and am very concerned at the thought of more and faster trains going beside our school. Many times we have small children on or near this track. The neighborhood behind our school is low income and often parents aren't watching the children them close enough. I feel this could be a VERY DANGEROUS change!!!!

Please don't go through with this change.

Thank you,

Carole Hopkins

2021 Melody Ln

Moses Lake WA 98837

EI-3071
(D)



"Phinney, Elizabeth"
<PhinneE@wsdot.wa.gov>

07/30/2007 08:17 PM

To "Wood, Andrew" <WoodA@WSDOT.WA.GOV>,
<Christa.Dean@stb.dot.gov>, <linda@resourcenw.com>,
"Vicki King" <vking@triangleassociates.com>, "Gregory,

cc

bcc

Subject FW: Moses Lake new rail line

From: Gary Mason [mailto:gemason@atnet.net]

Sent: Monday, July 30, 2007 4:58 PM

To: Phinney, Elizabeth

Subject: Moses Lake new rail line

The purpose of this email is to express my concern with the routes chosen for the new rail lines in Moses Lake (Northern Columbia Basin RailRoad). The department's web site with the details on this project say that safety is one of the most important considerations. I believe the routes chosen do not meet this requirement. The projected routes, as I understand them, will cause the line to cross more roads, including 4-lane roads, and exist closer to homes and schools, than would a route further east and north. It could still reach the Port of Moses Lake without crossing Wheeler Road, Road 4, Broadway Extended, Stratford Road (near Longview elementary school) at points so close to more dense population areas and higher vehicle use.

It appears the least cost was the primary consideration, not the most safe.

I encourage a review of this proposed route in light of the safety and traffic interruptions concerns with the proposed route.

Gary Mason
Moses Lake

E1-30887
(1)



"Phinney, Elizabeth"
<PhinneE@wsdot.wa.gov>
08/06/2007 04:25 PM

To "Wood, Andrew" <WoodA@WSDOT.WA.GOV>, "Gregory,
Lynnette" <GregorL@WSDOT.WA.GOV>,
<Christa.Dean@stb.dot.gov>, <linda@resourcenw.com>,
cc
bcc

Subject FW: Comments Rail Service to Port of ML

Another comment.

From: Robert Russell [mailto:bob@lakebowl.com]
Sent: Monday, August 06, 2007 1:20 PM
To: Phinney, Elizabeth
Subject: Comments Rail Service to Port of ML

Thank you for the opportunity to comment on the proposed rail service to the Port of Moses Lake. I am for the concept of rail service to the Port, I am adamantly against the route chosen. I spoke against this route in the beginning when it was one of several being explored by the proponents. It was obvious at the first meeting years ago; this was the route which the proponent would choose. It is the shortest and therefore the cheapest. In the long run it would be disaster for the citizens of Moses Lake.

◇ The reasons I am against this route have to do with public safety, especially children and emergency vehicles, noise, traffic and the fact the entire route will soon be within the city limits of Moses Lake. Our city has seen tremendous growth the last five years with no end in sight. It makes no sense to run a freight train through town and residential areas when alternatives exist. The reasons I am against the route are as follows:

◇

The preferred route crosses three busy four-lane arterials, Wheeler Rd., Broadway Extended (Rd. K), and Stratford. In the mornings and again when school is getting out, Stratford Rd. has very high traffic counts. It also crosses Rd. L., Wenatchee Dr., Kinder Dr., Maple Dr., and Loring Dr. before it reaches the airport. These are either arterials or residential streets.

◇

In addition, and perhaps most important, it passes through an old residential area and alongside Longview Elementary School. This has been the case for a number of years. The difference is now this will be a real freight train, moving at much higher speeds with far more cars.

Emergency vehicles will be impacted by the proposed route. They travel these busy streets daily.

The citizens of Moses Lake by and large are unaware of the proposed route through the city. I have spoken to many, many people and not one was aware of the route. Their almost universal comment was, "you're kidding, I didn't know that". The reason they are unaware is because the specific route has never been published. Only a meeting notice has been published, but nothing

about the route. In articles in the paper, the proponents say the route will not be through town any longer (not true), and will have fewer grade level crossings. (questionable). They fail to take into consideration segment 3 which goes through a predominately low income minority residential area and along Longview Elementary school. This is the existing segment slated to be rehabbed.

From a public safety standpoint it makes no sense to run a freight train within the city, across busy streets, through a neighborhood and along an elementary school playground when alternatives exist. Moses Lake has seen unprecedented growth in the last 5 years. I can't imagine what it will look like in fifty, yet the projected life of this rail line is 75 – 100 years. The solution is to run the line north from Wheeler on the old abandon railroad right-of-way and come into the airport from the East. Keep it outside the city limits of Moses Lake, and outside the major growth occurring around the area of the proposed route.

I believe if build on this proposed route the average citizen will be negatively impacted by this rail service. The proponents and a few landowners and industries will benefit. The few jobs created will not be enough to balance the negatives from this route. There is ample industrial land available in and around Moses Lake with rail service. If rail service is so valuable to the Port, then it is valuable enough in the long term to do right, and move it out of the city.

Thank you,

Bob Russell

4108 Rd. K.5 NE

Moses Lake, WA 98837.

EI-3089_{CD}



"Phinney, Elizabeth"
<PhinneE@wsdot.wa.gov>
08/08/2007 07:35 PM

To <Christa.Dean@stb.dot.gov>, "Wood, Andrew"
<WoodA@WSDOT.WA.GOV>, "Gregory, Lynnette"
<GregorL@WSDOT.WA.GOV>, <linda@resourcenw.com>,
cc

bcc

Subject FW: Routing of railroad to base area

Another comment.

From: Ken Jorgensen [mailto:kjorgensen@co.grant.wa.us]
Sent: Wednesday, August 08, 2007 4:32 PM
To: Phinney, Elizabeth
Subject: Routing of railroad to base area

Why run the railroad through the "middle" of Moses Lake when there are several other alternatives? The proposed route will take the railroad through commercial and residential areas as it passes through Moses Lake. Of particular concern is where the track will parallel highway 17; railroad tracks are not esthetically pleasing. Now as we cross the creek or lake we see wild life of various kinds. Tracks in that area will diminish what little is there now. True, there is not much to look at now, but we should not be going in the wrong direction. The area has potential with the right development.

What are the alternatives? As I understand it, the objective is to provide rail service to the industrial area on the base. If the railroad proceeds along the existing abandoned tract toward Adrian from Wheeler, it would be going in a northwesterly direction. At a number of places the tracks could veer to the left and go west into the base from the side or back. The property is less expensive; part of the track base has already been built and the track is moved from its esthetically destructive location.

Ken Jorgensen

E1-3091
CD



"Phinney, Elizabeth"
<PhinneE@wsdot.wa.gov>

08/09/2007 12:19 PM

To <Christa.Dean@stb.dot.gov>, <RutsonV@stb.dot.gov>,
"Wood, Andrew" <WoodA@WSDOT.WA.GOV>, "Gregory,
Lynnette" <GregorL@WSDOT.WA.GOV>,

cc

bcc

Subject FW: railroad in Moses Lake

-----Original Message-----

From: Sharyl Darlington [mailto:sharylad@gmail.com]

Sent: Thursday, August 09, 2007 8:16 AM

To: Phinney, Elizabeth

Subject: railroad in Moses Lake

To Elizabeth Phinny.Railroad Environmental Mgr.

I am very much opposed to to a new rail road being built when there is one already in place that could be improved on at a much lesser cost of building a new one. It would also have no impact on the people living along your new proposed route. I think this new route is just a very costly new adventure that makes no sense what so ever!

Sincerely,

Sharyl A. Darlington

10748 Rd 4 N E

Moses Lake, Wa. 98837

E1-3099
CD

8/9/07

TO: Elizabeth Phinney Fax # 360-705-6821
FROM: Dick Deane 
RE: Northern Columbia Basin Railroad Project

As a Moses Lake, Washington resident for the past 70 years I would like to respond to the future relocation of the railroad that presently passes through the main corridor of our city.

I grew up here, taught school for 42 years and am now retired. I serve on many community minded, development, and service organizations.

As a private citizen I am very much concerned about the possible routing of the tracks again through the heart of our town.

In about 1913 or 1914 when the first railroad was placed in our town, we were very small and the railroad some what skirted our main corridor. Now that we have grown and the railroad is looking to be re-located we need to look further out than what originally happened 100 years ago.

As I see it the proposed route is only a slight variation from the original and leaves the railroad again back in the center of our town.

I would ask you to please consider a more northern route which would allow us to continue our natural growth and not be again confronted with the same problems we are now facing.

Dick Deane
223 W. Northshore Drive
Moses Lake, WA
98837

EI-3097
CD



"Phinney, Elizabeth"
<PhinneE@wsdot.wa.gov>
08/09/2007 07:19 PM

To <Christa.Dean@stb.dot.gov>, "Wood, Andrew"
<WoodA@WSDOT.WA.GOV>, "Gregory, Lynnette"
<GregorL@WSDOT.WA.GOV>, <linda@resourcenw.com>,
cc
bcc
Subject FW: Moses Lake rail relocation

From: Todd Rathbone [mailto:todd@rathbonesales.com]
Sent: Thursday, August 09, 2007 4:15 PM
To: Phinney, Elizabeth
Subject: Moses Lake rail relocation

In reference to the rail relocation in the Moses Lake area:

#1- I object to the proposed 500' set back along Wheeler Rd. By bisecting properties in this corridor the city is not respecting the property owners.

#2- I believe the rail crossing of Crab Creek should parcel Rd. 4 NE, not Hwy 17.

Thank you, William Rathbone



Washington State
Department of Transportation



Surface
Transportation
Board



Northern Columbia Basin Railroad Project

Grant County International Airport
Thursday, July 19, 2007, 4 – 7 PM

The Surface Transportation Board, which has jurisdiction over freight rail construction, and the Washington State Department of Transportation are jointly leading the required environmental review of a proposed rail construction project in the Moses Lake area, called the Northern Columbia Basin Railroad Project. The Port of Moses Lake has proposed this project to encourage economic development and the continued use and preservation of rail in the region.

Your comments on the alternative alignments and possible environmental and community impacts of the project will be valuable input for the environmental analysis. Please leave your comments with us tonight or send them to Elizabeth Phinney, Rail Environmental Manager, by email, phinnee@wsdot.wa.gov, by fax, (360) 705-6821, or by mail, WA St. Dept. of Transportation, Freight Systems Division, PO Box 47407, Olympia, WA 98504-7407 by **Thursday, August 9, 2007**.

Please tell us what you think

IT seems to look like a good proposal.
Improvements and upgrades on the existing
line that intends to be used would be an
absolute necessity.

(If you need more space, please turn the page over.)

To add your name to the mailing list, please tell us the following:

Name Joseph Blackman

Address 9998 maple drive NE # 82

City, State, Zip code Moses Lake WA 98837

Email address (to get information electronically) _____

Thank you!



Washington State
Department of Transportation



Surface
Transportation
Board



Northern Columbia Basin Railroad Project

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Please tell us what you think

I think this would be a good idea and
would make the rail system more usable
by all involved & future development

(If you need more space, please turn the page over.)

To add your name to the mailing list, please tell us the following:

Name

Karl Backman

Address

City, State, Zip code

Moses Lake WA 98837

Email address (to get information electronically)

tumbleweed40@hotmail.com

Thank you!



Washington State
Department of Transportation



Surface
Transportation
Board



Northern Columbia Basin Railroad Project

Grant County International Airport
Thursday, July 19, 2007, 4 - 7 PM

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Please tell us what you think

I fully support the expansion & construction of the new line for the NCBRR, however not at the expense of the abandonment of the current line. As a user of the current spur I have a real vested interest in keeping

(If you need more space, please turn the page over.)

To add your name to the mailing list, please tell us the following:

Name Jerome Brotherton - Brotherton Seed Co

Address PO Box 1126

City, State, Zip code Moses Lake WA 98837

Email address (to get information electronically) jerome@brothertonseed.com

Thank you!

this line open.



Washington State
Department of Transportation



Surface
Transportation
Board



Northern Columbia Basin Railroad Project

Grant County International Airport
Thursday, July 19, 2007, 4 – 7 PM

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Please tell us what you think

We need the extension as soon as possible.
Currently we are planning to bring 6 to 10 rail
cars a week in 2008. The project would help
us grow in the Moses Lake area and facilitate our
expansion plans

(If you need more space, please turn the page over.)

To add your name to the mailing list, please tell us the following:

Name Bruce Bushey STS MFG. Inc

Address 2500 W. Co Rd B

City, State, Zip code Roseville, MN. 55113

Email address (to get information electronically) Bruce@STSMFGINC.COM

Thank you!

EI-3094



Washington State
Department of Transportation



Surface
Transportation
Board

Northern Columbia Basin Railroad Project

Grant County International Airport
Thursday, July 19, 2007, 4 - 7 PM

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Please tell us what you think

*I think the Railroad should be to the North
2 or 3 miles out of town for safety reasons
and tie in with track going to the Port of
Moses Lake.*

*I am not against the Railroad I think the Crossing
of Road 1 and Wheeler Rd. is going to tie up traffic*

(If you need more space, please turn the page over.)

To add your name to the mailing list, please tell us the following:

Name *Odell D. Crittenden*

Address *PO Box 1139 1461 Fairway Dr.*

City, State, Zip code *Moses Lake, WA 98857*

Email address (to get information electronically) *DEL.CRITTENDEN@GRANTCOUNTY
POWER.NET*

Thank you!



Washington State
Department of Transportation



Surface
Transportation
Board



Northern Columbia Basin Railroad Project

Grant County International Airport
Thursday, July 19, 2007, 4 – 7 PM

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Please tell us what you think

I AM REQUESTING A COPY OF MAPPING
AVAILABLE FOR THIS PROJECT. ESPECIALLY
PHASE 1, ALONG WHEELER RD.

I FEEL THIS PROJECT WOULD BE BETTER
PLACED TOWARDS ROAD 7, INSTEAD OF ROAD
3 & 4.

(If you need more space, please turn the page over.)

To add your name to the mailing list, please tell us the following:

Name RICK CRITTENDON

Address 303 HANSEN RD

City, State, Zip code MOSES LAKE WA 98837

Email address (to get information electronically) RICK@MOSESLAKELAND.COM

Thank you!



Washington State
Department of Transportation



Surface
Transportation
Board



Northern Columbia Basin Railroad Project

Grant County International Airport
Thursday, July 19, 2007, 4 – 7 PM

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Please tell us what you think

I am still concerned with the economic impact of this project on existing rail users in Moses Lake. The line can't be abandoned but if the new line goes in and there is rail to the airbase the downtown line could be abandoned. (That concerns me)

(If you need more space, please turn the page over.)

To add your name to the mailing list, please tell us the following:

Name Glenn Dart

Address 220 Commerce St.

City, State, Zip code Moses Lake, Wa.

Email address (to get information electronically) buddydart@Hotmail.com

Thank you!

Washington State
Department of TransportationSurface
Transportation
Board

Northern Columbia Basin Railroad Project

Grant County International Airport
Thursday, July 19, 2007, 4 - 7 PM

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Please tell us what you think

I support extending rail to the airport from the
Wheeler area. It would be nice to keep the new
track North of Wheeler Rd. It would be nice
to have more info available on the pros, cons &
costs of the various routes considered so far.

(If you need more space, please turn the page over.)

To add your name to the mailing list, please tell us the following:

Name Jacqui Daschel - Discovery Ford & Hinds

Address 1140 S. Pioneer Way

City, State, Zip code Moses Lake WA 99037

Email address (to get information electronically) jacqui.daschel@discoveryford.net

Thank you!



Washington State
Department of Transportation



Surface
Transportation
Board

Northern Columbia Basin Railroad Project

EI-3063
CD

Grant County International Airport
Thursday, July 19, 2007, 4 - 7 PM

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Your comments on the alternative alignments and possible environmental and community impacts of the project will be valuable input for the environmental analysis. Please leave your comments with us tonight or send them to Elizabeth Phinney, Rail Environmental Manager, by email, phinnee@wsdot.wa.gov, by fax, (360) 705-6821, or by mail, WA St. Dept. of Transportation, Freight Systems Division, PO Box 47407, Olympia, WA 98504-7407 by Thursday, August 9, 2007.

Please tell us what you think

I love the idea of upgrading and expanding rail service in the Moses Lake area. The industrial area at the Port of Moses Lake warrant adequate reliable rail service. However, I am very disappointed by the proposed route. I don't understand the rationale that leaves a railroad adjacent to an elementary

(If you need more space, please turn the page over.)

(over)

To add your name to the mailing list, please tell us the following:

Name PJ DeBenedetti

Address 3924 Thayer Rd

City, State, Zip code Moses Lake WA 98837

Email address (to get information electronically) pj.deben@mlsd.wednet.edu

Thank you!

School and residential neighborhood. That area is likely to become more residential over the next 20 years. We have been working with our children to become less obese and more physically fit; why would we make their walking route to school less safe?

I am very concerned that the increase in rail traffic will make our children less safe and will also hurt their education. More frequent and longer trains undoubtedly means more noise. There are two crossings near the school; one is very near. Train whistler during the day will be a nuisance and distraction to instruction.

I would prefer a route that would bypass Longview Elementary entirely. However, if the proposed route is chosen, I would expect the developer to provide a means to provide students safe access to and from school. This may require a pedestrian bridge or tunnel, but since the proposed route is increasing risk, it should address it.



Washington State
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Please tell us what you think

I definitely think a Rail System is needed.
But I strongly oppose the route. Moses Lake
is growing rapidly and will continue to do so.
It seems very short-sighted to put the route
in town. Both Wheeler road and Hwy 17 and Stratford
are already crowded. The route needs to be further north.
There is plenty of scrub land out there. It may be more
(over)

To add your name to the mailing list, please tell us the following:

Name Beverly Dizon

Address 4070 RD K.5 NE

City, State, Zip code Moses Lake, Wa. 98831

Email address (to get information electronically) _____

Thank you!

expensive but it needs to be done with the future of the town in mind.

This proposed route goes right by a school and a low income housing area. This is a terrible route for safety concerns.



Washington State
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Please tell us what you think

*I HAVE SOME CONCERNS, WHERE THE LINE RUNS THROUGH THE
NORTHWEST CORNER OF FARA UNIT 89. THERE IS A PROPOSED CEMETARY
GOING IN THERE. I AM A FIRM BELIEVER THAT THE NORTHERN COLUMBIA
BASIN RAILROAD PROJECT NEEDS TO MOVE FORWARD, NOT ONLY FOR THE
INDUSTRIAL DEVELOPMENT & SURVIVAL OF THE PORT OF M.L., BUT THE CONTINUED
ECONOMIC GROWTH IN THE GREATER MOSES LAKE AREA. WOULD ALSO LOVE TO SEE ->*

(If you need more space, please turn the page over.)

To add your name to the mailing list, please tell us the following:

Name BILL ECRET

Address 1524 SOUTH JAMES AVE.

City, State, Zip code MOSES LAKE WA

Email address (to get information electronically) ECRET@HOMENET.NW.NET

Thank you!

THE ABANDONMENT of the Columbia Basin Railroad line that runs along
Brandy & through downtown Moses Lake Please let me know if I
can be of any help.

Bill Elmer
Moses Lake City Council
509-765-3510
509-989-1982

VWCR Farm Unit 85
RD 3 NE / D1



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Please tell us what you think

When the new rail is built, the next project will be to abandon the line that serves Ferrellgas as well as Brotherton Seed and Moses Lake Iron. When the line is abandoned I will have to get propane shipped via trucks. This will add over 120 trucks carrying hazardous material through Moses Lake. (If you need more space, please turn the page over.) (over)

To add your name to the mailing list, please tell us the following:

Name Aaron Gimmeson - Operation Manager

Address 1325 W. Broadway Ave

City, State, Zip code Moses Lake, WA 98837

Email address (to get information electronically) aarongimmeson@ferrellgas.com

Thank you!

The ~~neg~~ majority of these shipments will come during the winter months when roads are ~~a~~ more prone to dangerous conditions. The number ~~of~~² trucks will increase, through downtown Moses Lake, carrying hazardous material every year.



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Northern Columbia Basin Railroad Project

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Please tell us what you think

We think the Wheeler road route is impracticable because of the dangerous crossings at Wheeler Road, Road 2 NE, and East Broadway. We think that there will be a negative impact to all property owners on the North Side of Moses Lake, i.e. traffic disruption, noise, odor, & unsightly paving up the

(If you need more space, please turn the page over)

To add your name to the mailing list, please tell us the following:

Name THEO GOLTZ

Address 4136 ROAD K NE

City, State, Zip code MOSES LAKE, WA. 98837-9063

Email address (to get information electronically) _____

Thank you!

the North side of Moses Lake.

the most painless (aside from cost) might be using the old Wheeler to Adrian railway route (long since abandoned) and looping onto foot of ML/Airport property. This would eliminate most unsafe conditions in the proposed ^{route}. Also this would have the least long term negative impact.

the Cost. More miles of track means more cost. But the minimal disruption of a rural Wheeler to Road 7, 8, 9, 10, 11, or 12 and looping to foot would be of incredible value over the next fifty years. This is a case where "what costs more costs less" over the long term and is beneficial for all.

the issue. Choose the route that is the safest, least disruptive to vehicle traffic, is least unsightly, least nuisance to business, residence, and quality of life, away from schools & school children.



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Please tell us what you think

*Can the realignment be moved to cross Stratford
out further - maybe Rd 73 I'm concerned with
heavy freight across a busy road - residential district
and most importantly a school. Our community
is growing so let's plan for that growth -*

(If you need more space, please turn the page over.)

To add your name to the mailing list, please tell us the following:

Name

Moses Lake Business Assoc - Sally Goodwin

Address

PO Box 1201

City, State, Zip code

Moses Lake, WA 98837

Email address (to get information electronically)

meba@moseslakebusiness.com

Thank you!

Washington State
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Please tell us what you think

Please proceed with the proposed plan ASAP. It
is important to ~~the~~ facilitate economic growth. Keep
in mind the route should...
1. serve the industrial zoned land in the area
2. Have the fewest environmental obstacles
3. Be the most economical route to build.

(If you need more space, please turn the page over.)

To add your name to the mailing list, please tell us the following:

Name PAUL KINCAID

Address 2900 W. Broadway

City, State, Zip code MOSES LAKE, WA 98837

Email address (to get information electronically) PKINCAID@WINDERMERE.COM

Thank you!



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Please tell us what you think

I appreciate the effort to strengthen Moses Lake's economic development. We need the growth for our community ~ but ~ I am concerned about the safety and noise and particularly the impact on the students at the elementary school that lies along

(If you need more space, please turn the page over.)

side the railroad tracks ~

To add your name to the mailing list, please tell us the following:

Name Deborah Lampe

Address 1639 Fairway Dr. NE

City, State, Zip code Moses Lake WA - 98837

Email address (to get information electronically) _____

Thank you!



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Please tell us what you think

I strongly support the new trackage system to serve Port of Moses Lake property and businesses at the Moses Lake airport. The relocation, ie segment 1, 2 & 3 plan is necessary. The existing line is a separate question whose time for abandonment is 3-5 years away. But the area really needs the new direct line.

(If you need more space, please turn the page over.)

To add your name to the mailing list, please tell us the following:

Name Alan Lundberg

Address 20113-Delta Rd NW

City, State, Zip code Soap Lake, WA 98851

Email address (to get information electronically) _____

Thank you!



Washington State
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Please tell us what you think

*the rail RR should parallel Highway Rd.
Rd 4 - ~~the~~ West of Rd K or East Broadway Extd should go
straight across Crab Creek
I suggest Rebuild the exist Rail Road - Less Cost & Disturbance*

RATHBONE SALES INC.

W. L. (Bill) Rathbone



HESSTON



MacDon



HONDA
Power
Equipment

3860 E. Broadway Extd.
P.O. Box 866
Moses Lake, WA 99037

(509) 765-8656
Fax (509) 766-0276
Res. (509) 765-3196

Thank you!

To add your name _____

Address _____

City, State, Zip _____

Email address _____



Washington State
Department of Transportation



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Please tell us what you think

My concern with the railroad project is that the proposed route runs through Black's Edition and adjacent to Longview Elementary. Many young children play in that area & use the tracks as their path to school with no supervision. Their safety needs serious consideration. Please consider alternate

(If you need more space, please turn the page over.) routes for this area.

To add your name to the mailing list, please tell us the following:

Name Linda Rosenow

Address 4101 Dunn St NE

City, State, Zip code Moses Lake, WA 98837

Email address (to get information electronically) _____

Thank you!



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Please tell us what you think

I'm not against a new railroad project, but I am totally against the proposed route, which takes the path that is connected to an elementary school, through a residential area, and other areas currently being residentially developed, please consider an alternate route.

(If you need more space, please turn the page over.)

To add your name to the mailing list, please tell us the following:

Name Randy Russell

Address 4170 Dum St

City, State, Zip code Moses Lake, WA 98837

Email address (to get information electronically) _____

Thank you!



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Please tell us what you think

I think it is great and way overdue. Grant County International airport is a tremendous asset that has been languishing for years for lack of complementary transportation.

The city of Moses Lake is losing growth to Quincy & Ephrata because they have mainline rail.

(If you need more space, please turn the page over.)

To add your name to the mailing list, please tell us the following:

Name _____

Address _____

City, State, Zip code _____

Email address (to get information electronically) _____

Thank you!

Long term growth will require this & maybe more.
Moses Lake's interest in rocks & clocks downtown
and boulevards across ~~sq~~ sage brush flats is premature.
basic infrastructure needs to be emphasized first and
this rail project is just that. Where is the city
of Moses Lake.



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Please tell us what you think

The railroad service is a good concept but the proposed route seems to be a bad idea. With the city limits expanding every year, in 10-15 years the same problem would arise - where to run the lines without compromising traffic & safety issues. Rail lines should be run with as little affect on road →

(If you need more space, please turn the page over.)

To add your name to the mailing list, please tell us the following:

Name _____

Address _____

City, State, Zip code _____

Email address (to get information electronically) _____

Thank you!

traffic as possible & also ~~of~~ utmost, safety
issues both to cars & people.

RECEIVED

JUL 27 2001

WSDOT RAIL OFFICE



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Northern Columbia Basin Railroad Project

Grant County International Airport
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Please tell us what you think

Sounds like a very beneficial move for the community to continue growth. My only concern is will the changes totally drop down town or if it is, can it still have access as a spur? OR possibly left as a dinner ~~train~~ train?? Or tourist use in some other way. Any way, Keep Moving Forward

(If you need more space, please turn the page over.)

To add your name to the mailing list, please tell us the following:

Name _____

Address _____

City, State, Zip code _____

Email address (to get information electronically) _____

Thank you!



October 7, 2008

To: Joe Gavinski, Manager, City of Moses Lake

From: Brig Temple, Columbia Basin Railroad

Re: **Opposition to Odell Crittenden's Application to Amend the Comprehensive Plan or Development Regulation for parcels on the south side of Road 4 NW**

I am writing to you on behalf of Columbia Basin Railroad in support of the Port of Moses Lake's recent letter to the City of Moses Lake opposing Mr. Odell Crittenden's "Application to Amend the Comprehensive Plan or Development Regulation" for parcels 170542000 and 190681000, which are located on the south side of Road 4 NW, Moses Lake, WA. The request (by Mr. Crittenden) to amend the comprehensive plan would change the land use from light industrial to residential, and could jeopardize plans relating to both Segments 1 and 4 of the Northern Columbia Basin Railroad Project.

This railroad project serves an important and vital economic development and public purpose (improving freight mobility, creating jobs, etc.) in Washington State, and would do the following:

- Extend and enhance railroad access to vital industries in the Northern Columbia Basin area (around Moses Lake).
 - A new rail segment (Segment 1) would be constructed from the Grant County Int. Airport to Wheeler.
 - A new rail segment (Segment 2) would be constructed to extend rail service to the Industrial Park on the east side of the Grant County International Airport.
 - An existing rail segment (Segment 3) would be refurbished and improved.
- It would greatly improve freight mobility and economic development opportunities in the Moses Lake area and support the overall freight mobility plan of Washington State.
- It would eliminate several at-grade rail crossings within the City of Moses Lake, and open up water front property for trails and other tourism developments.
 - An existing rail segment (Segment 4) would be converted into a trail (when Segment 1 is completed).

As a result, Columbia Basin Railroad is opposed to the above mentioned rezone application (which could adversely impact the railroad project) for the following reasons:

- 1) The Port of Moses Lake is proposing to construct a new rail line (known as Segment 1 of the Northern Columbia Basin Railroad Project) near and across a portion of the southwest portion of the property (see map at right). There is currently a proposal that is being finalized by the Surface Transportation Board (STB) to approve construction and operational authority for this project. The Port's plan and the proposed routing for this rail line has been well publicized for the past couple of years, including a Public Open House hosted by the STB and Washington State Department of Transportation (WSDOT) in July of 2007, and followed by a presentation by WSDOT to the Moses Lake City Council in October of 2007.



- 2) The Port of Moses Lake's plans have been well known, and significant public dollars (nearly \$2 million) have already been expended for the design, engineering, and environmental assessment by the STB and WSDOT for this project. It would be contrary to public policy for the City of Moses Lake to reclassify this land (which is located within the area of Segment 1 of the Northern Columbia Basin Railroad Project) to residential, especially when the City Council and planning authorities are well aware of a planned industrial use by the STB, WSDOT and the Port of Moses Lake. On a related note, there is already significant industrial development in this area, and a residential classification is clearly incompatible and inconsistent with current uses and future plans, and should not be approved.
- 3) We and other affected stakeholders (such as the Port of Moses Lake, Grant County EDC, etc.) were not given the opportunity to review the rezone documents prior to recent recommendation of the City Planning Commission to the City Council. In addition, in October of 2007 the City Council voted to support the Northern Columbia Basin Railroad Project, including the new route to be along the Wheeler Corridor. Furthermore, the City of Moses Lake correspondence in February of 2008 supported the construction of both Segments 1 & 2 between Wheeler to Stratford Road and continuing to the east side of the Airport.
- 4) We have met with the City of Moses Lake several times over the past three years about this project and have indicated and reiterated to the City of Moses Lake that the Segment 1 bypass route must be completed in order for the Columbia Basin Railroad to be able to lease or sell Segment 4 to the City of Moses Lake to convert into a path or trail, thus eliminating several at-grade rail crossings within the City of Moses Lake, and opening up water front property for trails and other tourism developments. If Segment 1 cannot be completed, then it will be critical that rail service continue on Segment 4 so that companies around the Grant County International Airport will not be cut off from access to rail.
- 5) With fuel prices continuing to stay relatively high, and greater concerns being expressed about climate change, having access to rail is becoming increasingly important for companies and businesses as freight trains are more than three times as fuel efficient as trucks and only produce 1/3 of the greenhouse gas emissions as trucks.

For the reasons above as well as the critical importance of having rail for economic development and creating new jobs in Moses Lake and Grant County, we strongly urge the City of Moses Lake to deny the above mentioned request to "Amend the Comprehensive Plan or Development Regulation" to change the land use from light industrial to residential for parcels 170542000 and 190681000.

Thank you for your consideration of this request.

Sincerely,



Brig Temple
President
Columbia Basin Railroad
111 University Parkway, Suite 200
Yakima, WA 98901

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