

209985

SURFACE TRANSPORTATION BOARD

Adverse Abandonment Proceeding

AB Docket No. 600



YAKIMA INTERURBAN LINES ASSOCIATION - ADVERSE ABANDONMENT
in YAKIMA COUNTY, WASHINGTON

MOTION TO SUBMIT AMENDED ADVERSE ABANDONMENT APPLICATION

The Board has requested that Kershaw submit an amended application for abandonment set forth with greater specificity that portion of the line it is seeking to have abandoned. Kershaw therefore, moves the Board for permission to file an amended application adverse abandonment application and to supplement the amended declaration with additional supporting documentation.

DATED this 21st of January 2004.

ENTERED
Office of Proceedings

JAN 29 2004

Part of
Public Record

Sarah Wixson

Sarah Wixson
VELIKANJE, MOORE & SHORE, P.S.
Attorneys for Kershaw

209985

SURFACE TRANSPORTATION BOARD

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AMENDED ADVERSE ABANDONMENT APPLICATION

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a. General

1. Applicant: Kershaw Sunnyside Ranches, Inc. ("Kershaw").
2. Kershaw is not a common carrier subject to 49 U.S.C. Subtitle IV, chapter 105.
3. Kershaw seeks abandonment by Yakima Interurban Lines Association

(YILA) of approximately 1 mile of the Naches Line, which consists of approximately 11.29 miles of rail line between milepost 2.97, at Fruitvale, WA, and milepost 14.26, at Naches, WA. There are no visible mileposts on the Kershaw property with which to identify the portion of the rail line that crosses the Kershaw property. The right-of-way is described in the original right of way deed recorded in 1905 as follows:

Said strip of land being a certain strip of land seventy five feet wide across the E.2 of S.W. 4 and the S.W. 4 of S.E. 4 of section 24 twp. 14 N. R. 17 E.W.M. Also the N.W. 4 of the N.W. 4 of Section 25 twp. 14 N.R. 17 E.W.M. being a strip of land seventy five feet (75) in width 37½ feet on

each side of the center line the railroad of said company as the same is now located and staked out across said premises together with any and all additional widths that may be necessary to catch the slopes of the cuts and fills of the roadbed of said railroad.

(Declaration of Robert Kershaw, Exhibit A)

This property is shown in Exhibit B and Exhibit J of the previously filed Declaration of Robert Kershaw. The portion sought to be abandoned is further shown as the highlighted portion in Exhibit A of the Declaration of Sarah Wixson. That portion of the Kershaw property which is adjacent to the line as well as the legal descriptions therefore are attached as Exhibit B to the Declaration of Sarah Wixson.

4. There is no system diagram map available for this carrier. Maps showing the location of the rail line are attached as Exhibit B to the Declaration of Robert Kershaw.

5. None exists to our information and belief. YILA is a noncarrier. The line at issue is the only line held by YILA.

6. Reasons for filing the application:

Kershaw requests that the Surface Transportation Board (Board) authorize the abandonment of a portion of the Naches Line. The Naches line consists of approximately 11.29 miles of rail line between milepost 2.97, at Fruitvale, WA, and milepost 14.26, at Naches, WA.

The rail line was acquired by YILA from Burlington Northern and Santa Fe Railway (BNSF) in 1999 (Finance Docket No. 33719). Kershaw seeks abandonment only of that portion of the line which crosses its property which is approximately one mile. The line traverses United States Postal Service ZIP Code 98908.

The line occupies a railroad right-of-way that was granted in 1905 for railroad purposes only. (Declaration of Robert Kershaw, Exhibit A). BNSF acquired the line in 1996. BNSF took the line out of service in 1997, due to poor track conditions. The line has not been in service and has not had any local traffic on it for approximately seven years. (Declaration of Robert Kershaw, Exhibit C).

Shortly after obtaining the line YILA, received a \$516,000 loan from the State of Washington in order to rehabilitate the line. (Declaration of Robert Kershaw, Exhibit H). YILA mishandled the loan proceeds and what funds remained were not sufficient to rehabilitate the line. YILA was unable to fulfill the terms of the loan agreement and defaulted on the loan. Id.

An April 2001, study by Wilbur Smith Associates reflects a total estimated cost to rehabilitate the line of \$2,014,237. (Declaration of Robert Kershaw, Exhibit F). In addition, according to YILA's operation manager, Jerry Henderson, YILA is "well over a million dollars in debt and has no way of ever paying that debt." (Declaration of Robert Kershaw, Exhibit C, p. 33, lines 1-2). YILA has no current plans or funds to rehabilitate the line. There are currently \$750,000 in liens against the line. (Declaration of Robert

Kershaw, Exhibit C, p. 30, lines 6-16). YILA offered to quit claim the line to the State in exchange for forgiveness of the approximate \$516,000 of debt. (Declaration of Robert Kershaw, Exhibit C, p. 19, lines 13-18). The State refused. Id.

As of April 2001, YILA was liquidating its assets. (Declaration of Robert Kershaw, Exhibit C, p. 7). YILA has been “negotiating” with Yakima County and the City of Yakima regarding the line for at least two years. (Declaration of Robert Kershaw, Exhibit C, p. 14). However, no one has initiated any action before the Board and no agreements have been reached. To date, the line remains idle.

The Board will authorize abandonment of a rail line only if “the present or future public convenience and necessity require or permit” abandonment. 49 U.S.C. §10903(d). The standard for an adverse abandonment is the same standard for abandonments under 49 U.S.C. § 10903. The Board balances the potential burden on shippers and communities against the burden on the rail carrier from continued operation. The record indicates that abandonment of the line is appropriate.

The continued operation of the line by YILA is not economically justified. There has been no traffic on the line for approximately seven years. YILA lacks the resources to repair and maintain its property and cannot cure the numerous defects to bring the line up to Federal Railroad Administration (FRA) standards. Given the amount of liens and the estimated costs of rehabilitating the line, the line is not a viable candidate for any other carrier. (Declaration of Robert Kershaw, Exhibit G).

The burden on shippers and the community if the line were to be abandoned is minimal. The line's former shippers have used alternative transportation services for at least seven years. There is also motor carrier service available via State Highway 12 which is adjacent to the line. Thus, abandonment will not have any material effect on the movement of traffic because alternative transportation is available to and currently used by the former shippers.

Abandonment of the line is also consistent with the public interest. Sufficient traffic is not available to justify continued operation or further investment in the line. Moreover, the line is in disrepair and is completely covered by vegetation in areas. (Declaration of Robert Kershaw, Exhibit F, p.28, ¶ 17.2.1). The line has become a community eyesore, but also poses numerous hazards. (Declaration of Robert Kershaw, Exhibits E and F). The unchecked growth of vegetation results in a fire hazard of the track and surrounding properties and is a violation of Federal Railroad Administration (FRA) regulations. See 49 C.F.R. § 213.37. In addition, the vegetation also promotes the proliferation of noxious weeds and pests which is of particular concern in this largely agricultural area and is a violation of Washington law. (Declaration of Robert Kershaw, ¶ 12.) See RCW 17.04.010 et. seq.; Washington Administrative Code 16-750-020.

The Board has stated that "where no overriding public interest in continuing rail service in interstate commerce exists, we will not allow our jurisdiction to shield a railroad, or any party seeking relief before us, from the legitimate processes of state law."

See Modern Handcraft, Inc.--Aban., 363 I.C.C. 969 (1981) (Modern Handcraft); Kansas City Pub. Ser. Frgt. Operation--Exempt.--Aban., 7 I.C.C.2d 216, 224-226 (1990); and Chelsea Property Owners--Aban.--The Consol. R. Corp., 8 I.C.C. 773, 778 (1992), aff'd sub nom. Consolidated Rail Corp. v. ICC, 29 F.3d 706 (D.C. Cir. 1994). There is no overriding public interest in continuing service on this line. The line at issue has been in legal limbo for several years. The State of Washington refused to accept it. (Declaration of Robert Kershaw, Exhibit C, p. 19, lines 13-18). No other public or private entity has shown any interest in assuming responsibility for the line. Kershaw seeks to bring the line out of purgatory and put the land to beneficial use.

7. All correspondence should be sent to designated representative:

Velikanje, Moore and Shore, P.S.
P.O. Box 22550
405 East Lincoln
Yakima, WA 98907

8. The line traverses United States Postal Service ZIP Code 98908.

b. Condition of properties

The line is in complete disrepair. (See Declaration of Robert Kershaw, Exhibit F and I.) The line had been inoperable for several years when it was acquired by YILA and YILA has made no significant progress in rehabilitating the line. Currently, the line has numerous and substantial defects and large sections of track are missing. Id.

Cahill Inc., completed a Track Report in April 2001. (Declaration of Robert Kershaw, Exhibit F.) The inspection was limited by snow and the amount of vegetation on the line. (Declaration of Robert Kershaw, Exhibit F, p. 3). Nonetheless, the inspector noted numerous and substantial repairs would be necessary “just to make the line passable.” (Declaration of Robert Kershaw, Exhibit F, p. 3 and Appendix A). The inspector further stated that “[i]t can be said with certainty that the line has FRA Class 1 defects that are not listed in this report.” (Declaration of Robert Kershaw, Exhibit F, p. 3.) The total estimated cost to rehabilitate the line is \$2,014,237. (Declaration of Robert Kershaw, Exhibit F.)

Since the line has been out of service, vegetation on the line has been a constant problem. (Kershaw, ¶ 12). Because the line runs through apple orchards, Kershaw sprays the line with herbicides five to six times a year to reduce the prevalence of noxious weeds and other pests detrimental to the apple crop. Id. In the areas not sprayed with herbicides on a regular basis, the line is covered with thick woody vegetation. (Kershaw, ¶ 12, Exhibit J).

In addition, the line is difficult and sometimes dangerous to cross over. Portions of the line on the Kershaw property are covered with rock and debris. (Declaration of Robert Kershaw, Exhibit J.) In other places, the rail bed has eroded so completely that the ties are actually suspended by the rail. (Declaration of Robert Kershaw, Exhibit J.)

c. Service Provided

There has been no service on the line in the base year or in any year since 1997.

The lines are in disrepair and YILA has no funds with which to repair them. In addition, even if the tracks were operable, YILA does not have an operable locomotive.

(Declaration of Robert Kershaw, Exhibit C, p.15, lines 10-22).

1. No trains have operated on the line during the base year.
2. No miles of track have been operated during the base year.
3. No locomotive units have operated during the base year.
4. No tonnage or carloads of any commodity have moved on the line in the base year.
5. There has been no overhead or bridge traffic during the base year.
6. There have been no crews on the line during the base year.
7. No maintenance has been performed on the line during the base year.
8. There has been no change in train service on the line in the last two years.
9. BNSF took the line out of service in 1997 due to poor track conditions resulting in a decline in traffic.

d. Revenue and cost data.

1. Revenues and Costs for Base Year: Pursuant to its bylaws, YILA is a non-profit organization. (Declaration of Robert Kershaw, Exhibit C, p. 21, lines 6-12). There

are no revenues attributable to the line for the base year. The avoidable costs to YILA if the line is abandoned is unknown.

2. Revenues and Costs for Forecast Year: According to YILA's operation manager, Jerry Henderson, YILA is "well over a million dollars in debt and has no way of ever paying that debt." (Declaration of Robert Kershaw, Exhibit C, p. 33, lines 1-2). YILA has no current plans or funds to rehabilitate the line. There are currently \$750,000 in liens against the line. (Declaration of Robert Kershaw, Exhibit C, p. 30, lines 6-16). Therefore, there are no foreseeable future revenues, avoidable costs or reasonable returns for the Forecast year.

3. The estimated subsidy payment for the Base year, if any, is unknown.

e. Rural and community impact

1. There are no stations on the line. Based on the United States 2000 census information, the population of Yakima County is 222,581.

2. The line has been out of service since 1997. There are no significant users as defined by 49 C.F.R. § 1552.2(1).

3. There are other rail lines nearby which are currently meeting the needs of shippers in the area. State Highway 12 is adjacent to the line and is readily accessible to meet transportation needs.

4. The land may not be appropriate for other public uses. The line passes through the middle of Kershaw's property. (Kershaw, ¶ 11). On one side of the line is

apple orchard; on the other side of the line there is a warehousing operation. Id. Both activities present health and safety concerns if the land is put to public use.

First, Kershaw applies pesticides to the orchard numerous times a year. (Kershaw, ¶ 13). Under Washington law, no person, other than an “appropriately trained and equipped handler” may enter and remain in an area that has been treated with agricultural pesticides. Washington Administrative Code 296-307-12015. The timing and location of pesticide application are dependent upon numerous factors including weather and wind speed and direction. (Kershaw, ¶ 13). The logistics of restricting public access to the area during pesticide application is problematic.

Second, there are four designated rail crossings on the Kershaw property. These crossings are traversed daily by heavy machinery including forklifts, tractors, trucks and other farming equipment. (Kershaw, ¶ 14). If this land were put to public use, it would be difficult to maintain normal business operations. Id.

More importantly, with the periodic application of pesticides and the constant moving of heavy equipment, it would be extremely difficult to ensure the safety of the public. Id. There would be a greater risk of liability and markedly increased insurance costs.

In addition, the right-of-way originally granted in 1905 was for railroad purposes only. (Declaration of Robert Kershaw, Exhibit A). Kershaw holds a reversionary interest in the property. Id.

f. Environmental impact.

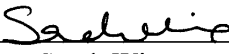
The line has not been operating for approximately seven years. An official abandonment of the line will not significantly alter the condition of the surrounding land and environment. Kershaw has submitted an environmental report pursuant to 49 C.F.R. §§1105.

g. Passenger service

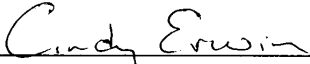
There is no passenger service on the line.

State of Washington
County of Yakima

Sarah Wixson , makes oath and says that she is an attorney with the firm of Velikanje, Moore and Shore, P.S., counsel for Kershaw Sunnyside Ranches, Inc. applicant herein; that she has been authorized by the applicant to verify and file with the Surface Transportation Board the foregoing application in STB-AB 600; that she has carefully examined all the statements in the application as well as the exhibits attached thereto and made a part thereof; that she has knowledge of the facts and matter relied upon in the application and that all representations set forth therein are true and correct to the best of her knowledge information, and belief.


Sarah Wixson

Subscribed and sworn to before me, Cindy Erwin, in and for the State and County above named, this 21st date of January, 2004.


Cindy Erwin

ENTERED
Office of Proceedings
JAN 29 2004
Part of
Public Record

SURFACE TRANSPORTATION BOARD

Adverse Abandonment Proceeding

AB Docket No. 600



YAKIMA INTERURBAN LINES ASSOCIATION - ADVERSE ABANDONMENT
in YAKIMA COUNTY, WASHINGTON

DECLARATION OF SARAH WIXSON IN SUPPORT OF
AMENDED ADVERSE ABANDONMENT APPLICATION

1. I am an attorney with the law firm of Velikanje, Moore and Shore, P.S. I make this declaration based upon on knowledge of facts to which I am competent to testify and would testify at trial.
2. Attached hereto as Exhibit A is a true and correct Geological Survey map with the Kershaw property along the line shown highlighted.
3. Attached hereto as Exhibit B is a true and correct copy of Yakima County Assessor maps showing the location of Kershaw property in relation to the rail line and legal description of the Kershaw property which is adjacent to the rail line.

State of Washington
County of Yakima

Robert Kershaw, makes oath and says that he is the President of Kershaw Sunnyside Ranches, Inc. applicant herein; that he has been authorized by the applicant to verify and file with the Surface Transportation Board the foregoing application in STB-AB 600; that he has carefully examined all the statements in the application as well as the exhibits

Declaration of Sarah Wixson in Support
of Amended Adverse Application Abandonment 1
SW/17090ce

attached thereto and made a part thereof; that he has knowledge of the facts and matter relied upon in the application and that all representations set forth therein are true and correct to the best of his knowledge information, and belief.

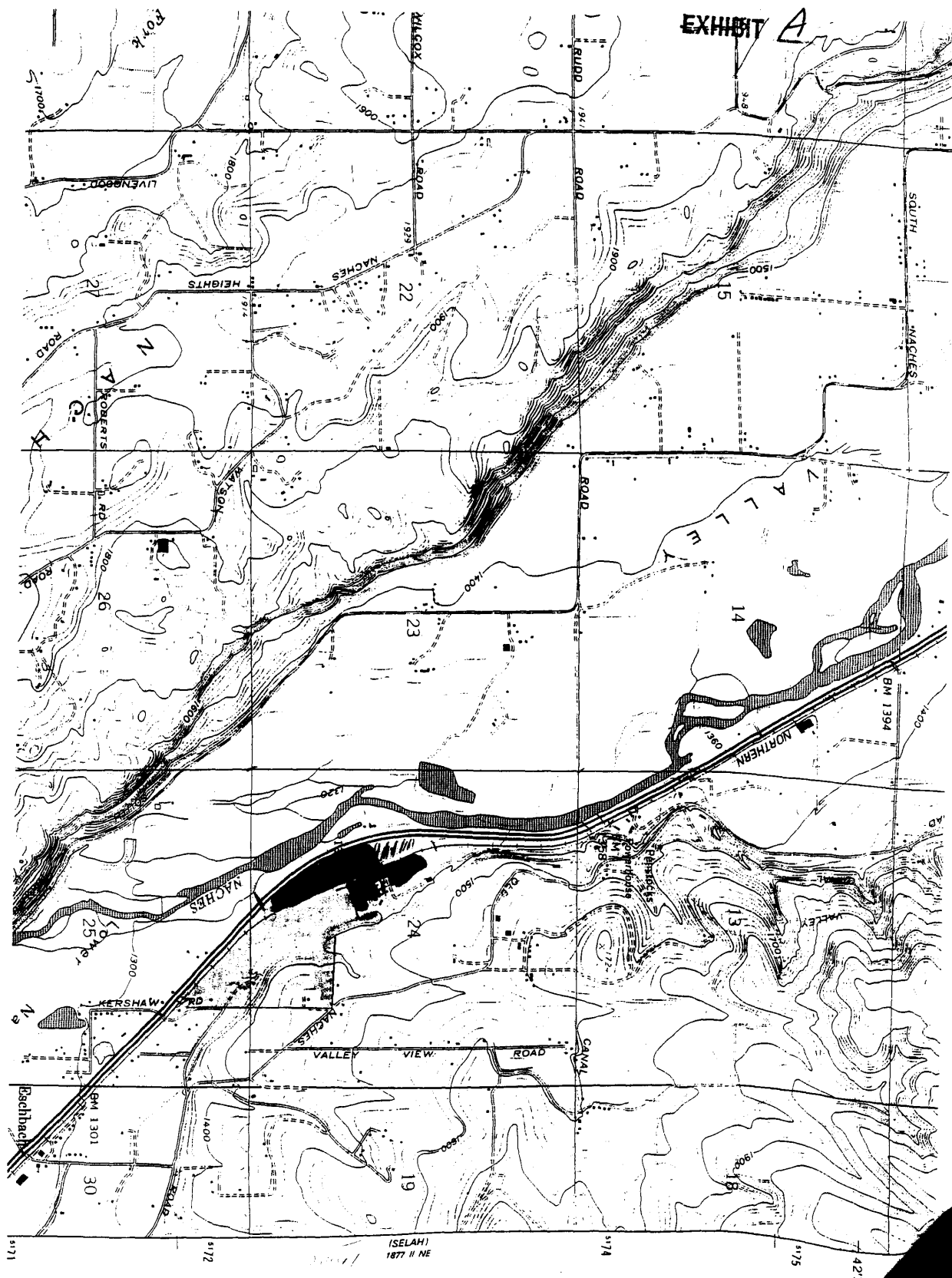
Sarah Wixson

Sarah Wixson

Subscribed and sworn to before me, Cindy Erwin, in and for the State and County above named, this 21st date of January, 2004.

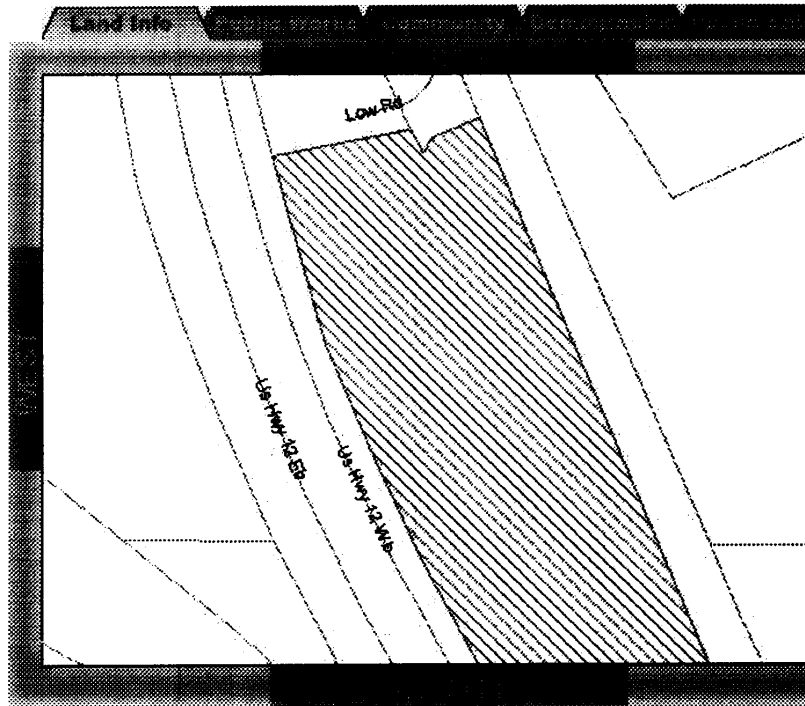
Cindy Erwin

Cindy Erwin



YAKIMA, WA Map Themes☒ City Limits☐ Contours☐ Critical Areas☐ Floodplains☐ Parcel Text☐ Plan 2015☒ Relief Map☐ Urban Areas☐ Zoning

None

**Choose Location to:**☐ Zoom in ☐ Zoom Out ☐ Pan ☒ Identify[Grandview](#) [Granger](#) [Harrah](#) [Moxee](#) [Naches](#) [Selah](#) [Sunnyside](#) [Tieton](#) [Toppenish](#) [UnionGap](#) [Wapato](#) [Yakima](#) [Zill](#)

Parcel Number: [17142431001](#)
Situs Address: 151 Low Rd
Owner Name: Kershaw Fruit & Cold Stor
Misc Codes: [315-TCA/Levy](#)
Assessed Values: 1600000-improvement value 42000-land
Parcel Size: 10.81 Acre(s)
Yakima County Zoning: VR - Valley Rural
Plan 2015: Rural Self-Sufficient
Urban Growth Area: Outside of Urban Growth Area
Jurisdiction: County
Floodplain: 100 Year Floodplain
Critical Areas:
Stream Type:
Contour Elevation: No contour lines within 10 feet of click

While this information is intended to be accurate, any manifest errors are unintentional and subject to correction. Please feel free to contact us about any errors you discover and we will try to correct them as soon as possible. Phone(509)574-1100 or jacobi@co.yakima.wa.us

If you have any questions or comments regarding zoning, contact the Planning Department at Phone(509)574-2230 or [Planning Department](#)

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Madison County Department of Property Assessments

Search	Parcel Info	Parcel Values	Parcel Legal	Parcel Sales	Appraisal	Tax Rates	Parcel Taxes	Parcel Mapping
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Parcel Number 17142431001 is active as of 1/21/04 8:02:32 AM.

Legal:

TH PT OF N1/4 SW1/4 LY WLY OF N.Y.V.&
RY R/W, E'LY OF SR-12 & S'LY OF FOL
DESC LN BEG N 05°38' E 2096.28 FT & S
78°44'22" W 87.41 FT OF SW COR E1/2
SW1/4 & E'LY R/W OF SR-12, TH N 78°44'
22° E 221.44 FT TO WLY RD R/W & END OF
SD LN ALSO TH PT OF N1/2 SE1/4 SW1/4 LY
E'LY OF SR-12 & , WLY OF N.Y.V. & RY R/W

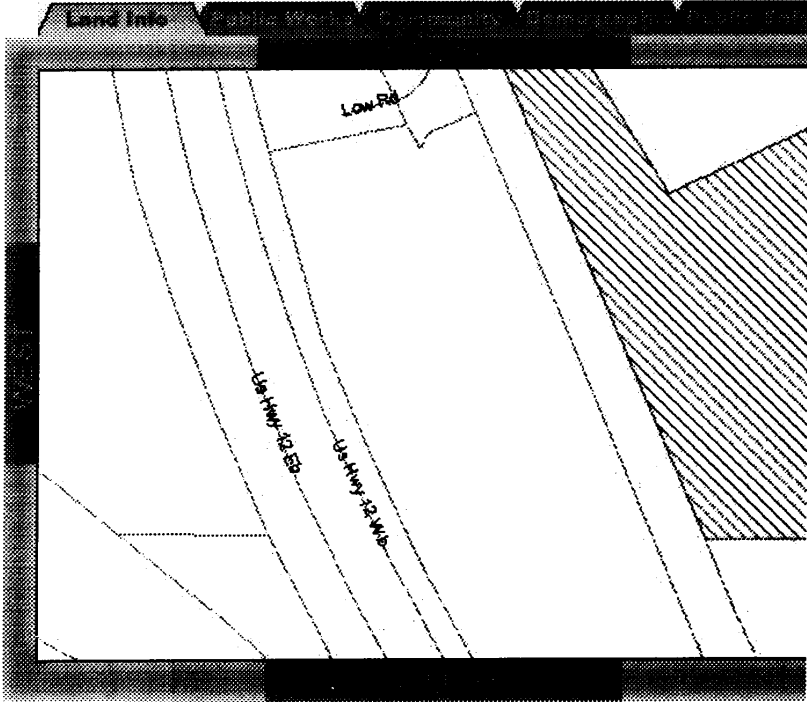


YAKIMA, WA Map Themes

- ☒ City Limits
- ☐ Contours
- ☐ Critical Areas
- ☐ Floodplains
- ☐ Parcel Text
- ☐ Plan 2015
- ☒ Relief Map
- ☐ Urban Areas
- ☐ Zoning

None

Refresh



Choose Location to:

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Parcel Number: 17142431004
Situs Address: Low Rd
Owner Name: Kershaw Sunnyside Ranches
Misc Codes: 315-TCA/Levy
Assessed Values: 79800-improvement value 33000-land
Parcel Size: 17.24 Acre(s)
Yakima County Zoning: AG - Agriculture
Plan 2015: Agricultural Resource
Urban Growth Area: Outside of Urban Growth Area
Jurisdiction: County
Floodplain: Not within floodplain.
Critical Areas:
Stream Type:
Contour Elevation: No contour lines within 10 feet of click

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Search	Parcel Info	Parcel Values	Parcel Legal	Parcel Sales	Regulation	Tax Rates	Parcel Taxes	Parcel Mapping
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Parcel Number 17142431004 is active as of 1/21/04 8:02:32 AM.

Legal:

PTN N1/2 NW1/4 AND NE1/4 SW1/4 LY E'LY OF N.YAKIMA & VALLEY RR CO's R/W, & W'LY OF GLEED DITCH, ALSO PTN OF S 400 FT OF NE1/4 SW1/4 LY E'LY OF GLEED DITCH,

EX BEG 2124.17 FT N & S 66°50'30"W 315.26 FT OF S1/4 COR, TH S 66°50'30"W 417.17 FT, TH N 24°53'25"W 459.2 FT, TH N 70°10'20"W 312.35 FT TO CEN LN OF GLEED DITCH, TH SE'LY AL SD CEN LN TO POB



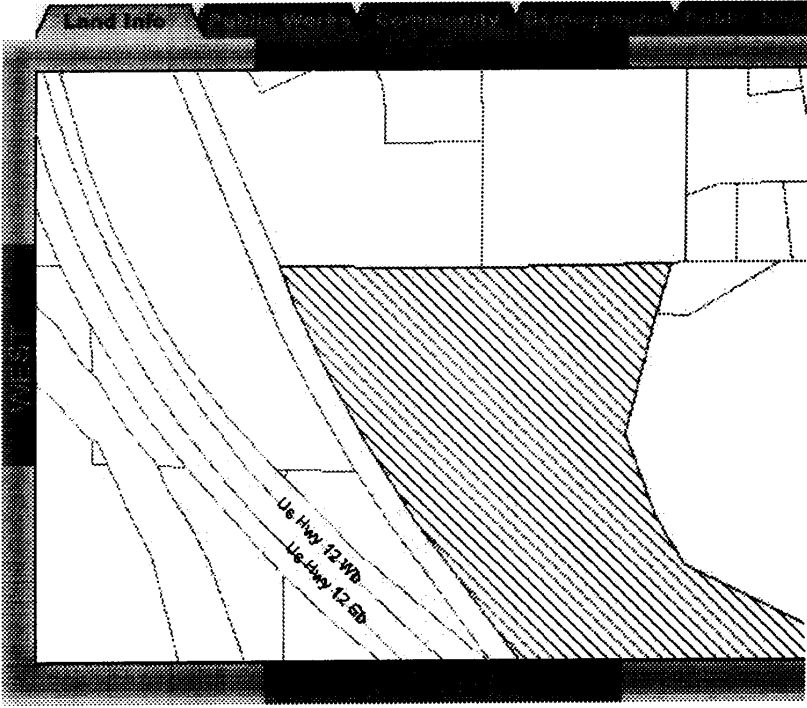
YAKIMA, WA Map Themes

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- ☐ Floodplains
- ☐ Parcel Text
- ☐ Plan 2015
- ☒ Relief Map
- ☐ Urban Areas
- ☐ Zoning

None

Refresh

Land Info



Choose Location to:

☐ Zoom in ☐ Zoom Out ☐ Pan ☒ Identify

Grandview Granger Harrah Moxee Naches Selah Sunnyside Tieton Toppenish UnionGap Wapato Yakima Zill

Parcel Number: 17142434001
Situs Address: Hwy 12
Owner Name: Kershaw Sunnyside Ranches
Misc Codes: 315-TCA/Levy
Assessed Values: 94800-improvement value 53850-land
Parcel Size: 27.45 Acre(s)
Yakima County Zoning: AG - Agriculture
Plan 2015: Agricultural Resource
Urban Growth Area: Outside of Urban Growth Area
Jurisdiction: County
Floodplain: Not within floodplain.
Critical Areas:
Stream Type:
Contour Elevation: No contour lines within 10 feet of click

While this information is intended to be accurate, any manifest errors are unintentional and subject to correction. Please feel free to contact us about any errors you discover and we will try to correct them as soon as possible. Phone(509)574-1100 or jacobi@co.yakima.wa.us

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CERTIFICATION

I am Cindy Erwin. I hereby certify under penalty of perjury of the laws of the State of Washington that the following statements are true and correct.

I am one of the employees of the attorneys for Kershaw Sunnyside Ranches in the above-entitled matter; that I am a citizen of the United States, a resident of Yakima County, Washington, over the age of twenty-one years, and not a party to said action. On the 21st day of January 2004, I caused to be deposited via First Class Mail, postage prepaid, an original and copies of the following:

1. Motion to Submit Amended Adverse Abandonment Application;
2. Amended Adverse Abandonment Application
3. Declaration of Sarah Wixson in Support of Amended Adverse Abandonment Application.

to the addresses attached to this Certification.

Dated at Yakima, Washington this 21st day of January 2004.

Cindy Erwin
Cindy Erwin

Certification
17091ce

Original and 10 copies to:

Surface Transportation Board
1925 K Street, NW
Washington, DC 20423-0001

Copies to:

Governor Gary Locke (via Certified Mail, Return Receipt Requested)
Office of the Governor
P.O. Box 40002
Olympia, WA 98504-0002

Mike Rowsell
WUTC
P.O. Box 47250
Olympia, WA 98504-7250

Stephen Anderson
WSDOT - Rail Office
P.O. Box 47387
Olympia, WA 98507-7387

Jeanne A. Cushman, Assistant Attorney General
Attorney General of Washington
Transportation & Public Construction Division
P.O. Box 40113
Olympia, WA 98504-0113

Dr. Michael Tate, Dean and Director
State Cooperative Extension Service
P.O. Box 646230
Pullman, WA 99164-6230

Theo Thomas
State Cooperative Extension Service - Yakima Office
128 North 2nd Street, Room 233
Yakima, WA 98901-2631

Federal Rail Road Administration
Attn: Joseph Pampoino
1120 Vermont Avenue, NW, 7th Floor
Washington, DC 20590

Col. John Hoffman
Military Traffic Management Command
Attn: MT-JA, RM 12N67
200 Stovall Street
Alexandria, VA 22332-5000

Tom Ross, Assistant Director
National Center for Recreation & Conservation
1849 C Street NW
Washington, DC 20240

US Department of Agriculture
Chief of the Forest Service
Dale Bosworth
P.O. Box 96090
Sidney R. Yates Federal Building
201 14th Street, SW at Independence Ave SW
Washington, DC 20250

Steven A. Bartholow, General Counsel
USRR13
844 Rush Street
Chicago, IL 60611

Transportation Trades Dept. AFL-CIO
888 16th Street, N.W. Suite 650
Washington, DC 20006

Mr. William Cooper
Railroads for National Defense Programs
MTMC Transportation Engineering Agency
720 Thimble Shoals Boulevard, Suite 130
Newport News, VA 23606-4537

Washington State Attorney General's Office
120 South Third
Yakima, WA 98901-2869

Washington Department of Fish and Wildlife
Attention: Ken Bevis
Yakima Screen Shop
3705 W. Washington Avenue
Yakima, WA 98902-1137

Washington State Department of Ecology – Water Quality
Central Regional Office
15 West Yakima Avenue, Suite 200
Yakima, WA 98902-3452

Yakima County
ATTN: Ron Zirkle
128 N. 2nd Street
Yakima, WA 98901

U.S. Fish and Wildlife Service
Mark Miller, Supervisor
215 Melody Lane, Suite 119
Wenatchee, Washington 98801

Mr. Martin Rodriguez
U.S. Soil Conservation Service
200 Cheyne Road
Zillah, WA 98953-9764

National Park Service Headquarters
Director
1849 C Street NW
Washington, DC 20240

National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, MD 20910-3282

Yakima County Assessor's Office
128 N. 2nd Street
Courthouse Room 112
Yakima, WA 98901

Mr. Clifford Villa, Assistant Regional Counsel
Region 10
Environmental Protection Agency
1200 Sixth Avenue
Seattle, WA 98101

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