

## **Appendix A**

### **Correspondence from Federal, State, and Local Agencies**



## **Appendix A**

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



EI-2994

CD

**Phinney, Elizabeth**

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**From:** William\_Schurger@or.blm.gov  
**Sent:** Friday, April 27, 2007 8:54 AM  
**To:** Phinney, Elizabeth  
**Subject:** STB Finance Docket No. 34936 - Northern Columbia Basin Railroad Project

Dear Ms. Phinney:

This is sent in response to your letter of April 2, 2007, concerning the Northern Columbia Basin Railroad Project. Based on the alignments shown on the map included with your letter, no federal lands or resources under the jurisdiction of the Bureau of Land Management would be affected by this project. We appreciate your notification of this proposal.

Sincerely,

William Schurger  
Realty Specialist  
Bureau of Land Management  
Wenatchee Field Office  
509/665-2100

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

From: Paul.Johnson@faa.gov [mailto:Paul.Johnson@faa.gov]

Sent: Friday, August 29, 2008 6:33 AM

To: Phinney, Elizabeth

Subject: Northern Columbia Basin Railroad Project

Elizabeth,

We have reviewed your letter dated June 27, 2008 regarding Railroad links to be constructed near Grant County Airport. The proposal should be airspaced with the FAA using the attached link and should be filed as an "not located on airport property" submittal.

<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>

Paul Johnson P.E.  
Seattle Airports District Office (SEA-631)  
(425) 227-2655

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**From:** Neils, Chandra - Spokane, WA [mailto:Chandra.Neils@wa.usda.gov]  
**Sent:** Wednesday, August 20, 2008 11:55 AM  
**To:** Spellecacy, Ronalee R.  
**Subject:** RE: Land use sheet 1 of 3

Hi Rona,

According to the Farmland Protection Policy Act, Subtitle 1, Section 2.(c).(1).(A)....."[Prime farmland] does not include land already in or committed to urban development or water storage." I will complete the form I have here and mail back to you for your records. I don't need any further information on this project. The form will go out in today's mail. I enjoyed working with you. If you need further assistance please contact me. Thanks,

Chandra Neils

FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS

<b>PART I (To be completed by Federal Agency)</b>		3. Date of Land Evaluation Request <b>7/23/08</b>	4. Sheet 1 of <u>1</u>
1. Name of Project <b>Northern Columbia Basin Railroad Project</b>		5. Federal Agency Involved <b>Surface Transportation Board / Section of Environmental Ana</b>	
2. Type of Project <b>Construction and operation of rail line</b>		6. County and State <b>Grant County, Washington</b>	
<b>PART II (To be completed by NRCS)</b>		1. Date Request Received by NRCS <b>7-30-08</b>	2. Person Completing Form <b>Chandra Neils</b>
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form)		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	4. Acres Irrigated   Average Farm Size
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: %	7. Amount of Farmland As Defined in FPPA Acres: %	
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS	

<b>PART III (To be completed by Federal Agency)</b>	<b>Alternative Corridor For Segment</b>			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	0	0	0	0
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0	0	0	0
C. Total Acres In Corridor	0	0	0	0

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>
A. Total Acres Prime And Unique Farmland
B. Total Acres Statewide And Local Important Farmland
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value

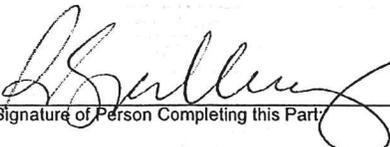
**PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)**

<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	Maximum Points	Corridor A	Corridor B	Corridor C	Corridor D
1. Area in Nonurban Use	15	0	0	0	0
2. Perimeter in Nonurban Use	10	0	0	0	0
3. Percent Of Corridor Being Farmed	20	0	0	0	0
4. Protection Provided By State And Local Government	20	0	0	0	0
5. Size of Present Farm Unit Compared To Average	10	0	0	0	0
6. Creation Of Nonfarmable Farmland	25	0	0	0	0
7. Availability Of Farm Support Services	5	0	0	0	0
8. On-Farm Investments	20	0	0	0	0
9. Effects Of Conversion On Farm Support Services	25	0	0	0	0
10. Compatibility With Existing Agricultural Use	10	0	0	0	0
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>PART VII (To be completed by Federal Agency)</b>	Corridor A	Corridor B	Corridor C	Corridor D
Relative Value Of Farmland (From Part V)	100			
Total Corridor Assessment (From Part VI above or a local site assessment)	160	0	0	0
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>0</b>	<b>0</b>	<b>0</b>

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project: <b>0</b>	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
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5. Reason For Selection:

  
Signature of Person Completing this Part

DATE **7/29/08**

NOTE: Complete a form for each segment with more than one Alternate Corridor

RECEIVED

E1-2988  
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APR 09 2007  
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United States Department of the Interior



FISH AND WILDLIFE SERVICE

*Upper Columbia Fish and Wildlife Office  
11103 East Montgomery Drive  
Spokane, WA 99206*

April 6, 2007

Elizabeth Phinney  
WSDOT Rail Office  
P.O. Box 47407  
Olympia, WA 98504-7407

Subject: Species List for the STB Finance Docket No. 34936, Northern Columbia Basin  
Railroad Project in Grant County, WA

Dear Ms. Phinney:

This responds to your recent request for a list of threatened and endangered species. For your convenience, updated countywide species and habitat listings are now available on our website at <http://easternwashington.rvvs.eov>. To view the listings in your area of concern, select "county species lists" within the ESA programs page, and then select the county of interest. The lists available on our website are compliant with Section 7(c) of the Endangered Species Act of 1973, as amended (Act), and are the most current available listings of endangered, threatened and proposed species and critical habitats in a given area. For optional consideration, the lists also contain updated candidate species.

When you submit a request for Section 7 consultation, we request that you include your downloaded species list and the date it was downloaded, as an attachment. If applicable, please also include the United States Fish and Wildlife Service reference number on your consultation request. This will document your compliance with 50 CFR 402.12 (c).

Should your project plans change significantly, or if the project is delayed more than 90 days, you should update your species lists through our website and through the above listed agencies. Thank you for your efforts to protect our nation's species and their habitats. If you have any questions concerning the above information, please contact Suzanne Audet at (509) 893-8002, or via email at [Suzanne\\_Audet@fws.gov](mailto:Suzanne_Audet@fws.gov).

Sincerely,

A handwritten signature in cursive script that reads "Suzanne Audet".

Handwritten initials, possibly "SA", followed by the word "Supervisor".



RECEIVED

APR 11 2007  
WSDOT RAIL OFFICE

STATE OF WASHINGTON

fc:

**DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION**

*1063 S. Capitol Way, Suite 106 - Olympia, Washington 98501*  
*Mailing address: PO Box 48343 • Olympia, Washington 98504-8343*  
*(360)586-3065 • Fax Number (360) 586-3067 • Website: www.dattp.wa.gov*

2991  
CP

April 10,2007

Ms. Christa Dean  
Section of Environmental Analysis  
Surface Transportation Board  
1925 K Street NW  
Washington, DC 20423-0001

In future correspondence please refer to:

Log: 041007-02-STB  
Property: STB Docket No. 34936, Northern Columbia Basin Railway Project  
Re: More Information Needed

Dear Ms. Dean:

Thank you for contacting our office. We have reviewed the materials you provided for this project. In order to complete our review we require the following material to be provided to our office:

- Could you please provide more detailed information regarding the proposed alignment construction and/or modification? By defining your area of potential effect (APE), it allows our office to officially begin the consultation process and provide you with the guidance that you require.

We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(aX4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Please feel free to contact me should you have any specific questions about our request and we took forward to receiving this material.

Please note that DAHP has developed a set of cultural resource reporting guidelines. You can obtain from our website. Thank you for the opportunity to review and comment. Should you have any questions, please feel free to contact me.

Sincerely,

Matthew Sterner, M.A., RPA  
Transportation Archaeologist  
(360) 586-3082  
matthew.stenier@dahp.wa.gov

Cc: Elizabeth Phinney, WSDOT, Rail Office, MS 47407



**DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION**

*Protect the past. Shape the future.*



STATE OF WASHINGTON

**DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION**

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501  
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343  
(360) 586-3065 • Fax Number (360) 586-3067 • Website: [www.dahp.wa.gov](http://www.dahp.wa.gov)

October 31, 2007

Ms. Christa Dean  
Section of Environmental Analysis, Surface Transportation Board  
1925 K Street NW  
Washington, DC 20423-0001

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NOV 02 2007

WSDOT RAIL OFFICE

In future correspondence please refer to:

Log: 041007-02-STB

Property: STB Docket No. 34936, Northern Columbia Basin Railway Project

Re: Archaeology - APE Concur

Dear Ms. Dean:

We have reviewed the materials forwarded to our office for the Northern Columbia Basin Railway project (STB Docket No. 34936). Thank you for your description of the area of potential effect (APE) for the project. We concur with the definition of the APE. We look forward to the results of your cultural resources survey efforts, your consultation with the concerned tribes, and receiving the survey report. We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Should additional information become available, our assessment may be revised. Please note that DAHP has developed a set of cultural resource reporting guidelines. You can obtain a copy of these guidelines from our Web site. Thank you for the opportunity to review and comment. Should you have any questions, please feel free to contact me.

Sincerely,

Matthew Sterner, M.A., RPA  
Transportation Archaeologist  
(360) 586-3082  
[matthew.sterner@dahp.wa.gov](mailto:matthew.sterner@dahp.wa.gov)

Cc: Elizabeth Phinney, WSDOT Rail Office, MS 47387



EI-9603  
CD



STATE OF WASHINGTON

**DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION**

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501  
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343  
(360) 586-3065 • Fax Number (360) 586-3067 • Website: [www.dahp.wa.gov](http://www.dahp.wa.gov)

August 20, 2008

Ms. Christa Dean  
Section of Environmental Analysis, Surface Transportation Board  
1925 K Street NW  
Washington, DC 20423-0001

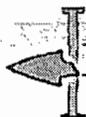
In future correspondence please refer to:

Log: 041007-02-STB  
Property: STB Docket No. 34936, Northern Columbia Basin Railway Project  
Re: Review Comments

Dear Ms. Dean:

Thank you for contacting the Washington State Department of Archaeology and Historic Preservation (DAHP) and providing a copy of the report entitled, *Northern Columbia Basin Railroad Project: Draft Cultural Resources Discipline Report*, completed by Jones and Stokes. The Northern Columbia Basin Railway project report has been reviewed on behalf of the State Historic Preservation Officer under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. The following comments represent the combined comments of myself and Mr. Russell Holter, Built Environment Compliance Reviewer for DAHP. Our combined comments on the report are presented in no particular order.

- There is no accompanying electronic data for the historic property inventory forms.
- There is no mention of the railroad alignment itself as either a historic property or an archaeological resource. The age of the line would certainly warrant its consideration as a historic resource, yet no mention was made of its eligibility or potential impacts that might result from this undertaking.
- We will not be able to entertain an effect determination until those properties that were not evaluated as part of this study are evaluated for potential effects that might result from this undertaking. Until these access issues are resolved or dealt with programmatically, we will not be able to entertain any effect determination.
- Please justify the paucity of subsurface archaeological testing for this project. Much of the proposed alignment appears to fall within undeveloped land or land under agricultural development only. Please explain why additional testing was not conducted in these areas.
- Figures located on pages 2-15, 2-17, and 2-19 have no captions, legends, or other identifying information. The figures located on pages 2-17 and 2-19 are not listed in the front matter.



**DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION**

*Protect the Past, Shape the Future*

Thank you for the opportunity to review and comment. We look forward to your continued oversight of this project and await additional information and determinations of eligibility and effect.

Sincerely,



Matthew Sterner, M.A., RPA  
Transportation Archaeologist  
(360) 586-3082  
[matthew.sterner@dahp.wa.gov](mailto:matthew.sterner@dahp.wa.gov)

Cc: Pam Trautman, WSDOT ESO, MS 47332



EI-2993  
CD

State of Washington  
Department of Fish and Wildlife

Mailing Address: 1550 Alder Street NW, Ephrata WA 98823, (509) 754-4624, TDD (360) 902-2207

April 23, 2007

WSDOT Rail Office  
Attention: Ms. Elizabeth Phinney  
P.O. Box 47407  
Olympia, WA 98504-7407

Dear Ms. Phinney

**SUBJECT: Request for Information and Preliminary Comments; STB Finance Docket No. 34936, Northern Columbian Basin Railroad Project**

The Washington Department of Fish and Wildlife (WDFW) understands that the Surface Transportation Board and Washington State Department of Transportation are proposing to both build a new rail line and improve and/or extend existing track to attract new rail dependent businesses to the Moses Lake region.

Without knowing the exact route the proposed new tracks are going to take, the comments WDFW can offer at this point are only general in nature. According to WDFW's Priority Habitat and Species (PHS) maps, the proposed new tracks between Wheeler and Parker Horn have the potential to impact wetland areas. Both temporary and long term disturbances to these wetlands will require mitigation. If the proposed new rails cross over Parker Horn, a Hydraulic Project Approval permit from the WDFW will be required.

According to the Heritage Point database, burrowing owls have been noted in the past occupying the general area proposed for the railway extension. The burrowing owl is a candidate species for the state endangered list due to their declining population numbers. The proposed railway extension route should attempt to avoid potential burrowing owl habitat and/or mitigate for unavoidable impacts.

Ms. Phinnéy  
April 23, 2007  
Page 2 of 2

If you have any questions, please contact me at 509-754-4624.

Sincerely,

*Eric D. Pentico*

Eric D. Pentico  
Habitat Program

EDP:edp



"Honsinger, Dave"  
<HonsinD@WSDOT.WA.GOV>  
V>  
05/03/2007 11:25 AM

To "Phinney, Elizabeth" <PhinneE@WSDOT.WA.GOV>, <christa.dean@stb.dot.gov>  
cc  
bcc

Subject Northern Columbia Basin Railroad Project

This email is in response to the April 2, 2007 letter from Victoria Ruston in regards to the beginning of the environmental review for the proposed rail improvement and expansion project in the Moses Lake, Washington area.

I apologize for not making your requested response date of May 2, 2007.

Regionally, WSDOT - North Central Region does not foresee any significant environmental effects that could not be either avoided or mitigated. We assume you will proceed with the standard environmental review process which will address the areas of cultural, historical, and biological issues that will be along any proposed routes. We do not foresee any negative impacts to the highway transportation system from the initial proposed routes. There could be positive impacts if any at-grade highway and railroad crossings could be eliminated.

Please keep me posted and updated on your environmental review.



**Dave Honsinger**

North Central Region:  
Transportation Planning Manager /  
Assistant Program Manager  
WA State Dept. of Transportation  
1551 N. Wenatchee Avenue  
Wenatchee, WA 98801  
ph: 509.667.2906 fax: 509.667.2940  
e-mail: honsinD@WSDOT.WA.GOV





E1-2995

CD

STATE OF WASHINGTON  
WASHINGTON STATE PARKS AND RECREATION COMMISSION

EASTERN REGION HEADQUARTERS • OPERATIONS DIVISION  
2201 N. Duncan Drive • Wenatchee, Washington 98801-1007 • (509) 662-0420  
TDD (Telecommunications Device for the Deaf): (509) 664-3162

April 24, 2007

Ms Elizabeth Phinney  
WSDOT Rail Office  
PO Box 47407  
Olympia WA 98504-7407

RECEIVED

APR 30 2007  
WSDOT RAIL OFFICE

**RE: Northern Columbia Basin Railroad Project**

Dear Ms Phinney:

The Washington State Parks and Recreation Commission (WSPRC) has no resources that will be affected by this project.

WSPRC does not have jurisdiction over any permits or approvals that will affect the project.

WSPRC would strongly encourage project proponents to coordinate with staff from Grant County and the City of Moses Lake regarding potential cooperative efforts to develop Rails with Trails, which may enhance the regional trail system in that area. Improved non-motorized transportation corridors, and additional recreation that supports healthy lifestyles, would certainly be positive environmental impacts.

Thanks for considering these comments.

Sincerely,

Jim Harris  
Region Manager

Cc: Bill Koss, Planning Program, manager  
Mark Gillespie, Parks Development Region Manager



7810 Andrews St. N.E., Suite 200  
Moses Lake, WA, USA 98837-3204

PHONE 509-762-5363

FAX 509-762-2713

E-MAIL [info@portofmoseslake.com](mailto:info@portofmoseslake.com)

WEB SITE [www.portofmoseslake.com](http://www.portofmoseslake.com)

September 16, 2008

Mr. Joseph K. Gavinski, Manager  
CITY OF MOSES LAKE  
P.O. Box 1579  
Moses Lake, WA 98837

Dear Mr. Gavinski:

This is in reference to our recent discussion regarding the "Application to Amend the Comprehensive Plan or Development Regulation" that was submitted by Mr. Odell Crittenden for property located on the south side of Road 4, NW, Moses Lake, WA. The property is identified as a portion of parcels 170542000 and 190681000. It is our understanding that approval of his request to amend the comprehensive plan would begin the process to change the land use from light industrial to residential.

We are sending this letter to go on record with the City Council that the Port of Moses Lake (Port), a municipality of the State of Washington, opposes the landowner's request and we request the City Council deny the request for the following reasons:

- 1) The Port, together with the Columbia Basin Railroad, is proposing to construct and operate a new line of rail near and across a portion of the Crittenden property. This proposed new rail will cross over the southwest portion of the property (see attached diagram). As the Council is aware, there is an ongoing regulatory proceeding before the Surface Transportation Board (STB), the Federal agency with exclusive jurisdiction over lines of rail related to interstate commerce, for a grant of construction and operational authority. The Port's plan for this rail line has been longstanding and the proposed routing has been well publicized, including a Public Open House hosted by the STB and Washington State Department of Transportation (WSDOT) on July 19, 2007; followed by a presentation to the City Council on October 23, 2007.
- 2) Reclassification of the landowner's property (which is located within the area of Segment 1 of the project) to residential is incompatible and inconsistent with the Port's plans for rail service to shippers. The purpose of the project is to provide rail service to lands designated for industrial development in the northern part of the City of Moses Lake as

*"Your Partner For Progress"*

Executive Manager: CRAIG L. BALDWIN • Commissioners: DELONE D. KRUEGER - MICHAEL B. CONLEY - DAVID J. PLATE

Page 2.  
CITY OF MOSES LAKE  
September 16, 2008

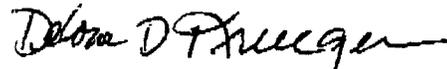
well as to the south and east of the Grant County International Airport. The Port's project thus serves an important and vital public purpose.

- 3) It would be contrary to public policy for the City Council to reclassify this land as requested by the landowner. Sound public policy suggests that areas not zoned residential should not be reclassified as residential when the City Council and planning authorities are well aware of a planned industrial use of property nearby by a governmental authority. In this instance, the Port's plans are concrete and substantial public monies have already been expended in furtherance of the project (including design and engineering, and ongoing environmental study by the STB and WSDOT). A residential use in such close proximity to planned industrial operations is clearly incompatible and should not be approved.
- 4) The Port was not given the opportunity to review the documents prior to recommendation of the City Planning Commission to the City Council. Further, the City Council at its meeting of October 23, 2007, voted to support the project, with the new route to be along the Wheeler Corridor, and keeping in mind that it would eventually remove the rail from downtown. As a follow-up, the City of Moses Lake correspondence dated February 13, 2008, supported the construction of both Segments 1 & 2 between Wheeler to Stratford Road and continuing to the east side of the Airport.

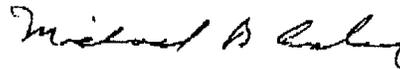
Based on the reasons above, the Port hereby urges the Council to deny the request to Amend the Comprehensive Plan or Development Regulation.

Sincerely,

PORT OF MOSES LAKE  
BOARD OF COMMISSIONERS



Delone D. Krueger, President



Michael B. Conley, Secretary



David J. Plate, Member

CC: Mayor Ron Covey  
City Council Members



GRANT COUNTY INTERNATIONAL AIRPORT  
Foreign Trade Zone #203

7810 Andrews St. N.E., Suite 200  
Moses Lake, WA, USA 98837-3204

PHONE 509-762-5363

FAX 509-762-2713

E-MAIL [info@portofmoseslake.com](mailto:info@portofmoseslake.com)

WEB SITE [www.portofmoseslake.com](http://www.portofmoseslake.com)

September 24, 2008

Ms. Victoria J. Rutson  
Chief, Section of Environmental Analysis  
SURFACE TRANSPORTATION BOARD  
395 E Street, S.W.  
Room 1106  
Washington, D.C. 20423

Mr. Andrew Wood  
WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION  
P. O. Box 47322  
Olympia, WA 98504-7322

Re: Finance Docket No. 34936, Northern Columbia Basin Railroad Project in Moses Lake, WA.

Dear Ms. Rutson and Mr. Wood:

As you are aware, the Port of Moses Lake (Port), an applicant in the above-captioned proceeding before the Surface Transportation Board, seeks authority to construct and operate a line of rail. The STB, through its Section of Environmental Analysis, and Washington State Department of Transportation are acting as co-leads in the preparation of environmental documentation for the proposed project.

The Port understands that SEA and WSDOT are considering a route with certain alternative segments for the project. It is customary for an applicant to identify a preferred routing.

The Board of Commissioners for the Port, at their meeting of September 22, 2008, unanimously voted to support Segment 1A, Segment 2 and Segment 3 as its preferred routes. While Segment 1 and 1A are similar in nature, we realize there are less wetlands associated with Segment 1A. Because of the lesser environmental impacts of Segment 1A, we feel this alternative is preferable. Segment 2 is preferred over Segment 2A because it lies on property already owned by the Port and provides preferred access.

*"Your Partner For Progress"*

Executive Manager: CRAIG L. BALDWIN • Commissioners: DELONE D. KRUEGER - MICHAEL B. CONLEY - DAVID J. PLATE

Page 2.  
STB / DOT  
September 24, 2008

We respectfully request the record the show the Port's preference on routing. Thank you for all your assistance and please do not hesitate to contact me should you have any questions.

Sincerely,

PORT OF MOSES LAKE



Craig L. Baldwin  
Executive Manager

CLB/bl  
F:\msword\bonnie\STB Rail Route Preference



6594 Patton Boulevard NE Moses Lake, WA 98837  
Ph: 509.764.6579 Fax: 509.762.5161  
www.grantedc.com

E1-2987  
CD

RECEIVED  
APR 09 2007  
WSDOT RAIL OFFICE

April 5, 2007

Ms. Elizabeth Phinney  
WSDOT Rail Office  
P.O. Box 47407  
Olympia, WA 98504-7407

RE: STB Finance Docket No. 34936, Northern Columbia Basin Railroad Project

Dear Ms. Phinney:

I am writing on behalf of the Grant County Economic Council to express our support for the development of the Northern Columbia Basin Railroad Project.

During the past ten years we have worked closely with a number of developers and clients who have required rail service for various industrial projects in the greater Moses Lake area. During that time we have seen some of those projects either go to construction or at least become vested in preparation for construction. During the same period, many of the projects have gone to other locations because adequate rail service is not available to serve the majority of the heavy industrial zoned parcels in the greater Moses Lake area.

We firmly believe that the Northern Columbia Railroad Project is needed for the future of industrial development in the Greater Moses Lake area. Today there are few available industrial use parcels with serviceable rail access. We believe that the environmental impacts of new rail construction will be no greater than those of the new SR 17 four-lane road construction currently under construction in Moses Lake between Pioneer Way and Stratford Road.

We believe that the entire, proposed Northern Columbia Basin Railroad Project will provide long term economic benefits for the community, the region and the State of Washington and therefore we fully support the project. Please contact me at the above number or via email at [tbrewer@grantedc.com](mailto:tbrewer@grantedc.com) if you have any questions regarding our organization, our mission, or our interest in this project.

Sincerely,

A handwritten signature in cursive script that reads 'Terry L. Brewer'.

Terry L. Brewer, CEcD  
Executive Director

CC: Karen Bonaudi  
Albert Anderson



6594 Patton Boulevard NE Moses Lake, WA 98837  
Ph: 509.764.6579 Fax: 509.762.5161  
[www.grantedc.com](http://www.grantedc.com)

October 1, 2008

City Council Members  
City of Moses Lake  
P.O. Box 1579  
Moses Lake, WA 98837

RE: **2008 Comprehensive Plan Amendment "Odell Crittenden Zone Change Request"**

Dear Council Member:

I am writing to express concern over the recent decision by the Moses Lake Planning Commission to recommend approval of the Odell Crittenden request for a Comprehensive Plan Amendment.

It is the opinion of the Grant County Economic Development Council that changing the Zoning of 160 acres of Light Industrial Land to R-2 (Medium Density Residential) will significantly reduce the amount of undeveloped light industrial land in the city. There is a limited inventory of light industrial land in the City of Moses Lake at this time and the rezone of 160 acres of light industrial land will lessen opportunity for the development of projects that must be situated in a light industrial zone.

Furthermore, we do not believe that it is appropriate to site residential development in the middle of an already established and partially developed light industrial zone. Residential and light industrial uses are not generally considered compatible in suburban areas and future conflicts between property owners may arise and be difficult to resolve.

We also wish to point out that according to GMA, a community must be able to substantiate population growth projections in order to increase residential designations in the UGA. Moses Lake already has an adequate amount of residentially zoned property available for development.

The Grant County Economic Development Council has a long and successful history of assisting with industrial development. We have assisted with the development of a significant number of projects in the past four years that resulted in a site plan requiring more than a few acres. The change of 160 acres of light industrial property to medium density residential property will significantly lessen the opportunities for future industrial sector development in what is already an existing industrial area.

Thank you for your consideration of our concerns.

Sincerely,

Lynn Garza  
President

# GRANT COUNTY FIRE DISTRICT 5

*Serving the Community Since 1949*

August 10, 2007

Elizabeth Phinney  
Rail Environmental Manager  
WSDOT State Rail Office

Olympia, WA 98507

RE: Northern Columbia Basin Railroad Project

Dear Ms. Phinney,

Grant County Fire District No. 5 would like to take this opportunity make comments concerning the impact on public safety and emergency response within our community as it relates to the Northern Columbia Basin Railroad Project. We were unable to attend the public meeting to comment on the matter.

We have taken a great deal of consideration in this matter and reviewed the Moses Lake Railroad Taskforce Study, July 2003, and the Northern Columbia Basin Railroad Project Study, February 2006. We have also reviewed the Segment 1 and 2 maps that you provided us with on August 9, 2007. We have the following comments/recommendations based on the current project map:

1. Recommend that WSDOT review the impact of creating multiple crossings on a single route of travel – Wheeler Road NE. This impact would be reduced by keeping the rail north of Wheeler Road. If the rail is moved south of Wheeler Road it will cause a crossing of Road L and second crossing on Wheeler Road. This will cause significant delays and route response issues for emergency vehicles trying to travel into a significant portion of our Fire District.
2. If the section of the rail is moved south of Wheeler Road, congestion will be caused at the existing access point at Wheeler and Road O NE by the movement of rail cars to a from different spurs. We already have four different crossing points within a 1 square mile area.
3. Recommend the WSDOT reconsider the recommendations made in the July 2003 Taskforce study. Recommendations in this report indicated that in Scenarios 3-5 that the main portion of the Railroad be kept north and away from traveling through the more

**11058 Nelson Road NE, Moses Lake, Washington 98837-8812**

Business (509) 765-3175 ☐ Fax (509) 765-3550 ☐ e-mail: fire5@grantcounty5.net ☐ web: www.grantcounty5.net

suburban and urban areas surrounding Moses Lake as is suggested in the current plan. There are already spur lines that service the areas addressed in the Wheeler Road industrial area. These lines could be expanded without significant impact to road systems or emergency response routes.

4. Based on the July 2003 Taskforce study, movement of the route further to north on previously established rail beds would create less crossings in already congested areas of Wheeler Road, Broadway, Road K NE and Stratford Road. By moving the main route into the Port of Moses Lake further north, it will decrease the potential for delays in access to critical infrastructure and residential communities that will be significantly impacted by traveling through the proposed areas.

Along the proposed route of Segment 1 and Segment 1 Alternate there is no rail usage for shipping or receiving that we are aware of. Most of that area is zoned for residential and commercial, not industrial. There is significant potential throughout the proposed routes for crossing heavily traveled commuter roads, both city and county. Also, it creates the potential for incidents with hazardous materials on rail cars in residential areas that could be avoided.

The study conducted by the Moses Lake Railroad Taskforce Feasibility/Cost Study suggests that moving the rail north will improve potential for connection to other systems, without direct impact on more populated areas. We support this report, especially the proposed routes in Scenarios 3 through 5. These still provide improved access to the Port of Moses Lake, while minimizing the impact of rail crossings on areas requiring greater emergency response.

We urge the WSDOT to consider the impact of such a significant number of crossings on a heavily traveled area. The movement of the existing railroad to southern area of Wheeler Road NE will significantly impact the ability of the Fire District to provide effective and efficient services to the taxpaying citizens and industries that we serve in those areas. Thank you for your consideration.

Sincerely,

*Sent without signature to avoid delay.*

Roger Hansen  
Fire Chief

cc: Board of Commissioners, GCFD#5

E1-2990  
CD

**Phinney, Elizabeth**

---

**From:** Derek Pohle [dpohle@co.grant.wa.us]  
**Sent:** Monday, April 09, 2007 11:32 AM  
**To:** Phinney, Elizabeth  
**Subject:** Northern Col. Basin RR Proj.

Elizabeth,

I am responding to your request for prelim comments for NEPA/SEPA. Currently our only concerns are, extending rail further into the port will require another crossing on Randolph road, and the new alignment from Wheeler to Parker Horn will add 4 new county road crossings. We are concerned that the cost of the new crossings does not fall on the county and that they are constructed to widths of our choice. The proposed new crossings would be on roads and at locations of higher ADT than the current locations proposed to be abandoned. The effect of the new rail lines would be to decrease traffic efficiency on the county road system north of Moses Lake, but the overall benefit to the region is positive.

Derek Pohle, P.E.  
Director of Public Works/County Engineer  
509-754-6082

4/9/2007

CITY OF MOSES LAKE  
W A S H I N G T O N



City Manager .....	766-9201	Municipal Serv.....	766-9217
City Attorney .....	766-9203	Municipal Court .....	766-9201
Community Dev .....	766-9235	Parks & Rec.....	766-9240
Finance Dept.....	766-9249	Police Dept .....	766-9230
Fire Dept.....	765-2204	Fax.....	766-9392

September 12, 2007

Andrew Wood  
Deputy Director  
Rail and Marine Freight Systems Division  
Washington State Dept. of Transportation  
P. O. Box 47300  
Olympia, WA 98504-7300

RE: Northern Columbia Basin Rail Project "Request for Comments"

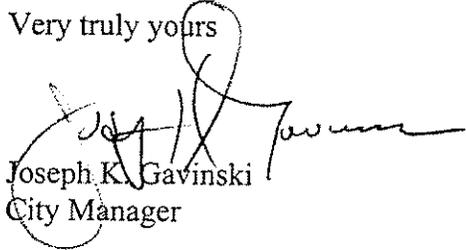
Dear Mr. Wood

At the Moses Lake City Council's regular meeting held on August 28, 2007, the Council considered route options for the Northern Columbia Basin Rail Project.

After a considerable amount of discussion, it was the consensus of the Council that a letter be written and sent to the Washington State Department of Transportation regarding the Northern Columbia Basin Rail Project, stating that the City of Moses Lake would like the Washington State Department of Transportation and the Surface Transportation Board to consider a northern route, the route north of Wheeler Road for the rail project rather than the currently proposed segment 1 route that is south of Wheeler Road.

If there are any questions with regard to the city's position, please do not hesitate to contact me.

Very truly yours

  
Joseph K. Gavinski  
City Manager

JKG:jt

cc: Al Anderson, Port of Moses Lake, 7810 Andrews NE, Suite 200, Moses Lake, WA  
98837

EI-3210<sub>CD</sub>

CITY OF MOSES LAKE  
W A S H I N G T O N



City Manager .....	766-9201	Municipal Serv.....	766-9217
City Attorney.....	766-9203	Municipal Court .....	766-9201
Community Dev.....	766-9235	Parks & Rec.....	766-9240
Finance Dept.....	766-9249	Police Dept.....	766-9230
Fire Dept.....	765-2204	Fax.....	766-9392

October 16, 2007

Andrew Wood, Deputy Director  
State Rail and Marine  
Wash. State Dept. of Transportation  
P. O. Box 47300  
Olympia, WA 98504-7300

RE: Northern Columbia Basin Rail Project "Request for Comments"

Dear Mr. Wood

In response to your letter of September 21, 2007, the City Council's position for a new rail line is one that will follow the former Northern Pacific Railway route. The Council took the position it did, because it wished the line to be as far removed as possible from the city's current population centers now and as they are intended to exist in the future.

Since the Council elected to provide its comment, further discussions have been held with the Mayor and other Council members about a new route. After hearing from you at the October 23, 2007 City Council meeting, the Council may have further discussion and provide further comment with regard to its suggestions for a railroad route.

I hope this information provides you some additional guidance as to the City Council's position. I, city staff, and City Council look forward to hearing from you on October 23, 2007.

If you have any questions or comments, please do not hesitate to contact me.

Very truly yours,

Joseph K. Gavinski  
City Manager

JKG:jt

cc: Al Anderson, Port of Moses Lake, 7810 Andrews NE, Suite 200, Moses Lake, WA 98837

CITY OF MOSES LAKE  
W A S H I N G T O N



City Manager.....	766-9201	Municipal Serv.....	766-9217
City Attorney.....	766-9203	Municipal Court.....	766-9201
Community Dev.....	766-9245	Parks & Rec.....	766-9848
Finance Dept.....	766-9246	Police Dept.....	766-9230
Fire Dept.....	766-9247		766-9382

February 13, 2008

FEB 14 2008

IND. PARK \_\_\_\_\_  
MAINT. \_\_\_\_\_ FILE \_\_\_\_\_

Craig Baldwin  
Executive Manager  
Port of Moses Lake  
7810 Andrews Street NE, Suite 200  
Moses Lake, WA 98837

RE: Railroad

Dear Mr. Baldwin

The City of Moses Lake would like to go on record as supporting the Port of Moses Lake's efforts to improve railroad service to the industrial properties on the Port of Moses Lake's property. In order to provide improved railroad service to the Port of Moses Lake's industrial area, the city supports the construction of the "Segment 1" rail line between Wheeler to approximately Stratford Road, and the "Segment 2" rail line to the east side of the Grant County International Airport as set forth in the Northern Columbia Basin Railroad Project.

The construction of Segment 1 and Segment 2 of the project is important not only to the Port of Moses Lake but also to the City of Moses Lake inasmuch as it will provide improved rail service to the Port of Moses Lake and enhance the possibilities of industrial development on Port property but will also allow for the abandonment of the railroad line through the City of Moses Lake. The abandonment of this line will improve safety in the City of Moses Lake because it will reduce the number of railroad crossings at grade over city streets.

Very truly yours

Handwritten signature of Ronald C. Covey in black ink, enclosed in a large, hand-drawn oval.

Ronald C. Covey  
Mayor

Handwritten signature of Joseph K. Gavinski in black ink, enclosed in a large, hand-drawn oval.

Joseph K. Gavinski  
City Manager

RCC:JKG:jt

October 20, 2008



321 S. Balsam St.  
P.O. Box 1579  
Moses Lake, WA 98837-0244  
Phone: (509) 766-9214

Andrew M. Wood, Deputy Director  
Rail and Marine  
State Rail and Marine Office  
Wash. State Dept. of Transportation  
310 Maple Park Avenue SE  
P. O. Box 47407  
Olympia, WA 98504-7407

RECEIVED  
OCT 22 2008  
WSDOT RAIL OFFICE

RE: Northern Columbia Basin Rail Project

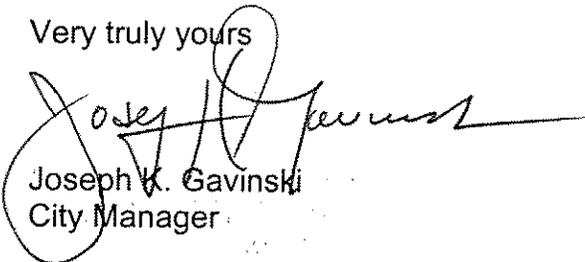
Dear Mr. Wood

On October 23, 2007 you made a presentation to the Moses Lake City Council with regard to the Northern Columbia Basin Rail Project. At that time you discussed the different routes that were proposed for the project and indicated that the northern citizen option did not meet the goals of the proposed project and would not be carried forward in the environmental assessment. If you will recall, the City of Moses Lake preferred the northern route, which would have followed the old Northern Pacific Railroad route.

There was discussion by the City Council following your presentation and because you indicated that the citizen option or northern route would not meet the goals of the proposed project and would not be carried forward in the environmental assessment, the City Council agreed that the alignment proposed by the Washington State Department of Transportation, which followed a route south of Wheeler Road was a reasonable option under the circumstances. With that in mind, the City Council endorsed that proposed alignment.

If there are further questions with regard to the City Council's position on the proposed alignment of the Northern Columbia Basin Rail Project, please do not hesitate to contact me.

Very truly yours

  
Joseph K. Gavinski  
City Manager

JKG:jt

E1-3093

CP



"Phinney, Elizabeth"  
<PhinneE@wsdot.wa.gov>  
08/09/2007 06:39 PM

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

cc

bcc

Subject FW: RE:

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

From: Robbie Mason [mailto:rmason@mlsd.wednet.edu]  
Sent: Thursday, August 09, 2007 3:21 PM  
To: Phinney, Elizabeth  
Subject: Re: RE:

Dear Ms. Phinney,

Thank you.

I look forward to hearing from the OL presenter in our area.

I am pleased to read that the WSDOT and STB will be reviewing their route decision. I believe it would be in the best interest of our school, our students, and the surrounding neighborhood to establish a different route to support and encourage increased rail traffic.

Our school has been well-supported by the WSDOT, specifically with the award of a Safe Routes to School grant to help improve travel conditions for our students (on the north side of our grounds). I am confident that your organization truly cares about the well-being of our children and local residents, and know that the decision reached will be made with them in mind.

Sincerely,

Robbie Mason

On Aug 9, 2007, at 1:37 PM, Phinney, Elizabeth wrote:

> Dear Ms. Mason,

>

> Thank you for your comments. We very much appreciate hearing from the  
> community about the impacts that the proposed rail project will have  
> on neighborhoods, schools, and residents.

>

> I passed on the need for Operation Lifesaver (OL) presentations for  
> your school. Carolyn Simmonds said that she has notified the OL area  
> coordinator that presentations are needed for Longview Elementary,  
> even if the proposed rail project does not get approved by the STB.

>

> Because so many community members have voiced opposition to the  
> proposed route, both WSDOT and the STB are looking at whether an  
> alternate route should be examined more thoroughly. That decision has

> not been made yet.

>

> I am looking forward to talking with you.

>  
> Sincerely,  
>  
> Elizabeth Phinney  
> Rail Environmental Manager  
>  
>  
> -----Original Message-----  
> From: Robbie Mason [mailto:rmason@mlsd.wednet.edu]  
> Sent: Tuesday, August 07, 2007 6:21 PM  
> To: Phinney, Elizabeth  
> Subject:  
>  
> Dear Ms. Phinney,  
>  
> My name is Robbie Mason. I am the principal at Longview Elementary in  
> Moses Lake. I have received a few phone calls from community members  
> with concerns about the Northern Columbia Basin Railroad Project. My  
> understanding is that this project includes (or may include) making  
> improvements to the existing railroad that runs directly behind our  
> elementary site. This railroad also runs alongside a neighborhood,  
> which includes several school-aged children who attend our school. If  
>  
> information shared with me is correct, rail traffic could increase  
> significantly over the course of time due to the proposed Columbia  
> Basin Railroad Project. Understandably, I would have concerns about  
> children crossing the tracks and their safety, not only during school  
> hours, but after our operating hours and on weekends as well. Our  
> school playground is the only place neighborhood children have to come  
>  
> and play - there are not parks or playgrounds within safe walking or  
> biking distance for area children, thus, the families that live behind  
>  
> our school (across the tracks), frequently cross the tracks to get to  
> our playground and school. We also have classrooms only yards away  
> from the railroad tracks, train traffic during school hours would  
> certainly be a disruption to learning.  
>  
> If this railroad project will result in increased traffic so close to  
> our school and neighborhood, is there an alternate route that can be  
> looked at?  
>  
> I will also try to contact you by phone.  
>  
> Sincerely,  
> Robbie Mason, Principal  
> Longview Elementary  
>



Steve Chestnut, Ed.D. Superintendent  
schestnut@mlsd.wednet.edu  
920 West Ivy Ave.  
Moses Lake, WA 98837

Barb Keilman, Exec. Assistant  
bkeilman@mlsd.wednet.edu  
(509) 766-2450  
Fax (509) 766-2678

8/9/07

To Whom It May Concern:

The Moses Lake School District supports the idea of upgrading and expanding rail service in Moses Lake. However, the district does not support the proposed route. Our paramount concern is student and staff safety. It does not seem prudent to increase the frequency and length of trains on a route that passes right by Longview Elementary School including the playground and parking lot. The route crosses the primary pedestrian route to the school. The route also passes through existing residential neighborhoods and as Moses Lake grows, more residential growth is expected along that portion of the proposed route. We have just completed a project providing a safe walking route to Longview Elementary School and increasing rail traffic on that portion of your proposed route will undermine our efforts.

We are also concerned about the impact of increased rail traffic on student learning. More frequent and longer trains undoubtedly mean more noise. One railroad crossing is very near the school and another is within a few blocks. The noise of the whistle, locomotive and trains cars is likely going to disrupt learning during the school day.

Our preference would be a route that would bypass the Longview Elementary School area entirely. However, if the proposed route is chosen and eventually built, we would expect that the design would address those concerns that we are expressing, including student and staff safety and noise abatement. It seems only reasonable that the railroad construction address the issues that it is creating. At a minimum, we would expect some sort of pedestrian bridge to the school and some mitigation to address vehicular traffic and noise.

Sincerely,

Steve Chestnut, Ed.D.  
Superintendent

EI - 2992  
CD



April 18, 2007

Ms. Elizabeth Phinney  
WSDOT Rail Office  
PO Box 47407  
Olympia, WA 98504-7407

**RE: STB Finance Docket No. 34936, Northern Columbia Basin Railroad Project**

Dear Ms. Phinney:

I am writing on behalf of TransCo, a recently formed transportation coalition of more than 80 citizens dedicated to advancing mobility in Central Washington, in reply to the request for input on the impacts of the above project.

Grant County is being called the "darling of economic development" in the State of Washington. Grant County and the central communities of Moses Lake, Ephrata, Quincy, Soap Lake and Warden are experiencing unprecedented growth with the locating of alternative fuel, ag support and information technology industries as a result of the successful recruitment efforts of the Quincy, Ephrata, Moses Lake and Warden Port Districts and the Grant County Economic Development Council.

The industrial property around the Port of Moses Lake and the other industrial parcels served by this project are of prime value to businesses seeking relocation to this growing area as well as current businesses wishing to remain and grow. The improvement of rail transportation especially will have positive impacts on the economic environment of the city of Moses Lake, Grant County and all of Central Washington. We can see no negative environmental effects of this project; alternatives have been explored, making this proposed route the most reasonable.

If I can provide any further information, please don't hesitate to contact me at 509/765-8845.

Respectfully,

A handwritten signature in black ink that reads "Karen Bonaudi". The signature is written in a cursive, flowing style.

Karen Bonaudi  
Chair

Cc: TransCo partners