

EI-3073



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

*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 carving up the*

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

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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 part of ML/Airport property. This would eliminate most unsafe conditions in the proposed <sup>route</sup>. 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 part 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.