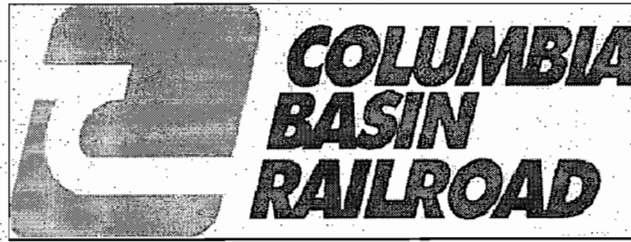


E1-15766
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October 7, 2008

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

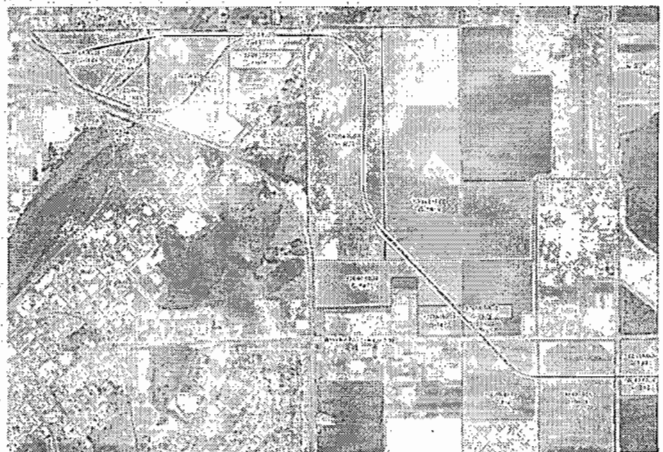
I am writing to you on behalf of Columbia Basin Railroad in support of the Port of Moses Lake's recent letter to the City of Moses Lake opposing Mr. Odell Crittenden's "Application to Amend the Comprehensive Plan or Development Regulation" for parcels 170542000 and 190681000, which are located on the 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.

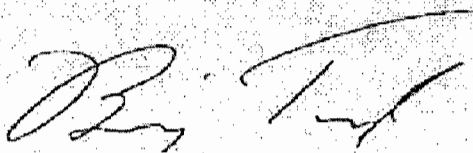


- 2) The Port of Moses Lake's plans have been well known, and significant public dollars (nearly \$2 million) have already been expended for the design, engineering, and environmental assessment by the STB and WSDOT for this project. It would be contrary to public policy for the City of Moses Lake to 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