

EI-3096 (D)



"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 Lake Truck Sales & Leasing, Inc.

Pete Carpenter
Moses Lake Truck Sales & Leasing, Inc.
We Lease, Buy and Sell Trucks.
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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 emphasize 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