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**Phinney, Elizabeth**

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**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



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WSDOT RAIL OFFICE

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)

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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(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 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 look 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.sterner@dahp.wa.gov](mailto:matthew.sterner@dahp.wa.gov)

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



EI - 2992  
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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