

EI-3064  
LD



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07/23/2007 12:42 PM

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Subject FW: Northern Columbia Basin RR Project

FYI

**From:** mcneese@nctv.com [mailto:mcneese@nctv.com]  
**Sent:** Friday, July 20, 2007 10:32 AM  
**To:** Phinney, Elizabeth  
**Subject:** Northern Columbia Basin RR Project

JULY 20, 2007

Elizabeth Phinney  
Rail Environmental Manager  
"E" Mail, [phinnee@wsdot.wa.gov](mailto:phinnee@wsdot.wa.gov)

Subject: Northern Columbia Basin Railroad Project.

After attending the showing of the proposed route of the new extension though Moses Lake, I find some problems in the making. One of these problems is the breakup of many excellent properties, which could possible law suits and many years of delay. Another is the crossing of one of the most busy streets of Moses Lake, and likely to become the most.

I would propose using the "old" railroad right-of-way, which may still be legal, on the south side of Rd 4 N.E. though the Municipal Air Port and behind the new Moses Lake Maintenance shop to the closest connecting point of the old line to the Port of Moses Lake Airport. This may be done without crossing Highway 17.

Now the thought comes, but what about the Municipal Air Port ? For years people have had a great concern about the air traffic at each end of the old runway. One end has a gas station, many business and a large concentration of people at all times of the day. The other end has been building up with a forest of new, expensive homes. I believe it is now time to remove the Air Port for it's own good as well as the publics.

What to do about relocation ? I'm sure the Rail Road has other properties that a trade could be made in an area suited for Air Operation. The buildings could be moved without a high expense. There is also the Port of Moses Lake facilities, which the BBCC uses, and has a traffic tower for control, plus an all hour fire protection system.

In taking the Rd 4 N.E. route, it seems, 3/4 to a mile of "trackage" could be saved.

I thank you for allowing us to comment on the project.

Cecil R. McNeese  
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