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WASHINGTON DEPARTMENT OF TRANSPORTATION
FREIGHT SYSTEMS DIVISION
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We would like to thank you for the opportunity on July 19th to participate in a discussion regarding the Northern Columbia Basin Railroad Project. With the recent and projected increase in business in Moses Lake, now is a good time to update the existing rail system and to consider expansion of the rail for future use.

Zip Truck Lines, Inc. has been a contributing business to the Columbia Basin for over 35 years. In June of this year, we moved into a new facility that we constructed on Road N, just south of Wheeler Road. We believe the future of our business will be tied into the future of the rail system. A successful rail system would not only be beneficial to us, but the entire business community in Moses Lake.

In response to the items discussed during the meeting, we would like to suggest the following alternative alignments and possible environmental and community impacts that we believe should be considered for the project to be successful:

1. **The proposed rail crossing on Wheeler road is too close to the SR-17 highway.** Along with the current major traffic flows, additional volumes are expected when the widening of SR-17 is completed. Because Wheeler road provides the primary access route to many of the larger business in the area, the rail crossing at the proposed location would not only interfere with the flow of traffic along Wheeler road, but also the intersection of Wheeler and SR-17.

2. **The proposed rail line parallel to Wheeler road is too costly.** Not only would this line interfere with future use of the land bordering the south side of Wheeler road (land that is potentially attractive to future business expansions), but it would place a heavy burden on Grant County by having to relocate the County service facilities, currently located near the intersection of Wheeler road and Road L. Can we afford to lose the value of this land in future decades by placing a rail road on it?
3. **The proposed rail line does not address the forecast of business expansion accurately.** Historical trends indicate that the land along the Wheeler corridor is favored for business expansion. Currently, there are several plots of land northwest of Road N that is very attractive to any large businesses seeking opportunities in Moses Lake. Any future rail system should address this potential for growth.
4. **The rail system should include a re-commission of the Adrian line.** This abandoned rail line can be used to connect businesses near the Grant County Airport to the Wheeler corridor without interfering with Wheeler road businesses, traffic flows, and residential areas. This line would connect to the existing crossing of Wheeler road (near the east end of the corridor) and head north to Road 5 NE, then west across Road L NE (north of the waste way), angle down the side of the hill to the lower plateau (near Crab Creek), cross Stratford road and connect to the existing rail system there. This route would also be cost-effective as some of it already exists, no structures require relocation, and future land value along the Wheeler corridor would not be jeopardized.

These issues are important factors that will affect the future of how and where current and future businesses operate. We need to look ahead 50 years from now in order to make the decisions we need to make now in order to ensure success of the rail system in Moses Lake.

Thank you for your time and attention to this matter. We look forward to future discussions or feedback from with you regarding the rail system. If there is anything we can do to help with the project, please feel free to contact me at any time at 509-765-9531.

John Wright
President
Zip Truck Lines, Inc.