

✓ Gen Aife sent 6/30/04 ✓ To BB ✓ To Commms  
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**Jean Jewell**

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**From:** Ed Howell  
**Sent:** Tuesday, June 29, 2004 10:06 AM  
**To:** Jean Jewell; Ed Howell; Gene Fadness; Tonya Clark  
**Subject:** Comment acknowledgement

WWW Form Submission:

Tuesday, June 29, 2004  
9:05:57 AM

Case: Case No. GNW-R-04-1  
Name: Trelawny J. Bruce  
Street Address: 2266A Harmony Heights Road  
City: Orofino  
State: Idaho  
ZIP: 83544-9642  
Home Telephone: (208) 476-0292  
E-Mail: tjbruce@orofino-id.com  
Company: Great Northwest Railroad, Inc.  
mailing\_list\_yes\_no: yes  
Comment description: Sir,

The website noted below provides a list of some of the research reports that Dr. Kenneth Casavant has worked on with regard to Agriculture and Transportation. Through his work, Dr. Casavant played a key factor in preserving the railroads in eastern Washington State for transportation of agricultural articles of trade.

The example of his research should be used when deciding the outcome of the proposed abandonment of the Konkolville to Jaype line. Dr. Casavant recommended we look at reports 6 and 8. I recommend looking at report 7 as well.

Also, provided below is a short bio on Dr. Casavant as a "Distinguished Faculty Address Presenter."

T.J.

----- Original Message -----  
From: "Ken Casavant" <casavantk@wsu.edu>  
To: <tjbruce@orofino-id.com>  
Sent: Friday, June 25, 2004 3:50 PM  
Subject: try this time

> >>>Maybe this will be useful. For several of the reports you talked about go to  
http://www.sfta.wsu.edu/research/reports/research\_papr.htm.  
> >>>Numbers 6 and 8 should be helpful. Ken  
>

Washington State University Home

Kenneth L. Casavant, a Washington State University faculty member and researcher in its College of Agricultural, Human, and Natural Resource Sciences, will present the 2004 Distinguished Faculty Address at 7 p.m. April 7 in the Samuel H. Smith Center for Undergraduate Education, Room 203.

Casavant is known nationally as one of the leading transportation economists in the country. He was chosen a keynote speaker at the last three (1994, 1999 and 2001) national agricultural transportation summits hosted by the U.S. Department of Transportation and the U.S. Department of Agriculture. His research productivity has drawn millions of dollars in grants and contracts from a number of agencies, including the USDOT, USDA, the Department of Commerce and the National Science Foundation.

He has published more than 100 articles and given some 300 presentations, many internationally. As a speaker, he is sought after locally and internationally. His research has guided legislation and policy within Washington state and the nation, leading

to his being asked to serve on transportation and policy commissions for the USDA, NSF, the governor's office and the Pacific Northwest Power Planning Council. Casavant's national prominence has led to a number of discipline-based consultancies and testimonies with the Burlington Northern Railroad, OICD (Office of International Cooperation and Development)-USDA, Washington attorney general, Interstate Commerce Commission, U.S. Army Corps of Engineers, the National Research Council and other task forces and committees.

Casavant has a reputation for being an outstanding teacher. He grew the introductory agricultural economics course from 18 attendees to the peak enrollment of nearly 200 students per semester. His reputation and performance has resulted in teaching awards at every level. He was selected a Fellow of the National Association of Colleges and Teachers of Agriculture, won a NACTA Western Regional Outstanding Teacher Award and an Outstanding Teacher Award from the American Agricultural Economics Association, was a featured teacher of the WSU College of Agriculture and Home Economics (now the College of Agricultural, Human, and Natural Resource Sciences) four times and won an R.M. Wade Award. In 1990, Casavant was named the WSU Faculty of the Year based largely on his exceptional teaching and student advising.

He has authored two books and six articles that deal with teaching and the use and applicability of teaching evaluations. He previously developed and implemented Colleague Aided Evaluation, a tool still used by WSU, Purdue, Penn State, North Dakota State University and others. His scholarly work in undergraduate education focuses on gender and economic learning, the dynamics of a classroom and maturity and economic learning. Casavant has been a major professor to 15 doctoral students and 23 master's students.

Additionally, Casavant maintains a strong commitment to community service. His activities include serving as president of the Pullman Chamber of Commerce, president of Sacred Heart Church, a member of the Pullman City Council and a board member for the Pullman-Moscow Airport Board. He also designed the first Pullman transit system. Casavant was elected chair of the WSU Faculty Senate and president of the Western Agricultural Economics Association the same year, and has served as associate director of the Washington State Transportation Research Center. He was an interim vice provost of both research and academic affairs at WSU and serves as the president's faculty athletic representative. He was also president of the Pac-10 Conference two years ago.

Casavant came to WSU in 1967, where he served as a graduate research assistant in agricultural economics until becoming an instructor with the department in 1969. He earned a doctorate from WSU in 1971 and master's and bachelor's degrees from North Dakota State University in 1967 and 1965, respectively.

The first award created at Washington State University to recognize faculty excellence, Casavant is its 70th recipient.

2004 Distinguished Faculty Address Presenter  
Kenneth Casavant  
Professor and Agricultural Economist  
Department of Agricultural and Resource Economics

Previous Award  
Winners

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Washington State University, Pullman, WA, 99164 USA

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**Jean Jewell**

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**From:** Ed Howell  
**Sent:** Tuesday, June 29, 2004 2:14 PM  
**To:** Jean Jewell; Ed Howell; Gene Fadness; Tonya Clark  
**Subject:** Comment acknowledgement

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WWW Form Submission:

Tuesday, June 29, 2004  
1:14:13 PM

Case: STB Docket No. AB-872  
Name: Clearwater County Commissioners  
Street Address: PO Box 586  
City: Orofino  
State: Idaho  
ZIP: 83544  
Home Telephone: 208-476-3615  
E-Mail: commissioners@clearwatercounty.org  
Company: Great Northwest Railroad  
mailing\_list\_yes\_no: yes  
Comment\_description: This letter was written to the Board of County Commissioners and we thought it was important to pass it along.

Thank you for your consideration  
Board of County Commissioners  
Clearwater County, Idaho

May 4, 2004

The Honorable Stan Leach  
Chair, Clearwater County Commissioners  
P.O. Box 586  
Orofino, ID 83544

Re: Konkolville-Jaype Spur Structures- Abandonment

Dear Commissioner Leach:

With reference to Watco's April 3, 2004 announcement in the Lewiston Morning Tribune to abandon the Konkolville-Jaype spur of the Great Northwest Railroad, we urge Clearwater County to request through Watco's environmental review that the salvage process include the removal of all existing rail line structures along the spur. As the Clearwater County Project Impact Flood Committee and your flood mitigation advisory group, we believe that non-maintained rail line structures on the Konkolville- Jaype spur pose a real and serious flood mitigation issue on Orofino Creek and a threat of life and property to Clearwater County.

Clearwater County experienced major flood events in 1933, 1948, 1964/65 and 1996. The majority of devastation occurred as the result of high-water events on Orofino Creek. With the Orofino Creek Master Plan for Flood Mitigation/Stream Restoration, the County set in motion a plan for mitigation on the lower 4.5 miles of the creek and is now developing projects and seeking funding. This is very positive; however, the County must continue to work on minimizing threat by looking at ALL potential threats. The non-maintained rail structures in the middle Orofino Creek watershed are a tremendous threat.

Concern for this issue became evident during the high-water event of January 2003 when Clearwater County staff observed what was happening to two of the lower trestles on Orofino Creek and video taped their observations. At the request of our committee, the stream restoration engineer working on the Orofino Creek Master Plan for Flood Mitigation/Stream Restoration walked several miles up Orofino Creek during April 2003.

The following is an excerpt from Section 2.3.5 of the Orofino Creek Master Plan where the engineer addresses the threat:

Railroad trestles with numerous, closely-spaced piers present an especially dangerous scenario. The middle watershed is said to possess as many as 20 railroad trestle stream crossings. During a site visit to the middle watershed following a flood event, debris jams were observed at all three railroad trestles visited. The debris jams had forced water above and around the bridge and caused extensive scour as noted by the newly-formed downstream depositional bars and freshly-eroded banks. Since the railroad is abandoned and not maintained, the effects of debris jams and ice jams are likely to contribute excess sediment to the lower watershed and potentially generate surges of flood water, debris, sediment and ice as they become dislodged.

Prior to the sale of the railroad to Watco, this committee worked with you to address the maintenance issue with Camas Railnet and supported your efforts in addressing the County's flood mitigation concern in your October 27 and October 29, 2003 letters to Camas Railnet. This prompted Camas Railnet to conduct maintenance on the line. At that time, Camas Railnet could not reach some of the structures because of the poor condition of the rail line. Then, the committee opened dialogue with Kevin Spradlin, Camas Railnet at the December 17, 2003 Project Impact Steering Committee meeting. As initially planned at the December 17th meeting, a tour of the rail line never occurred between Camas Railnet, the County and the City of Orofino due to the weather and the change in rail line ownership. The Flood Committee's diligence has not yet satisfactorily addressed this issue.

Although this committee has been unable to identify the exact numbers and types of rail line structures involved, we believe as many as forty structures may exist along the Konkolville-Jaye rail line. The Idaho Department of Lands has record that eleven (11) trestles and twelve (12) culverts exist on state land. As we understand the abandonment process, the maintenance responsibility for these structures shall reside with property owners. If the structures are not removed, the costs and liability shall impact many landowners over many years to come. The maintenance or removal costs for these structures will be costly and difficult to accomplish. Realistically, how well will structures be maintained if they are of little or no use to the property owner? What kind of costs will the property owner incur to remove the structures?

In this 120-day abandonment process, we urge you to act quickly and take a strong position on the rail line abandonment by requesting that all structures, including trestles, concrete box culverts, corrugated metal and arch pipe types, or any other appurtenance that affects the flow of water into Orofino Creek, be removed in the Konkolville-Jaye rail line salvage process. If you need our assistance in addressing this flood mitigation issue or in gathering more documentation, please let us know.

Sincerely,  
The Clearwater County Project Impact Flood Committee

Transaction ID: 6291314.13  
Referred by: <http://www.puc.state.id.us/scripts/polyform.dll/ipuc>  
User Address: 207.141.14.66  
User Hostname: 207.141.14.66

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**Jean Jewell**

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**From:** Ed Howell  
**Sent:** Wednesday, June 30, 2004 12:59 PM  
**To:** Jean Jewell; Ed Howell; Gene Fadness; Tonya Clark  
**Subject:** Comment acknowledgement

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WWW Form Submission:

Wednesday, June 30, 2004  
11:59:23 AM

Case: GNW-R-04-01  
Name: Neal A Johnson  
Street\_Address: P O box 788  
City: Orofino  
State: Id  
ZIP: 83544  
Home\_Telephone: 2084767340  
E-Mail: nealjohnson@orofino-id.com  
Company: Great North West RR  
mailing\_list\_yes\_no: yes

Comment\_description: I am opposed to the abandonment of this line of RR from Orofino to Pierce. Clearwater Co. has been in a depressed economy for the past 5 years, this does not help when you remove infrastructure. With the Healthy Forest Initiative, theres a good chance we will see increase Forest health timber removal and a viable profit can be made from this line.

When we had the flood of 96-97 the RR didn't even apply for assistance from FEMA to repair the damage. Looks like to me they had a plan to abandon then. Please deny the request.

Transaction ID: 6301159.23  
Referred by: <http://www.puc.state.id.us/scripts/polyform.dll/ipuc>  
User Address: 12.18.239.8  
User Hostname: 12.18.239.8