

IDAHO DEPARTMENT OF PARKS AND RECREATION

“To improve the quality of life in Idaho through outdoor recreation and resource stewardship.”

**Teleconference Board Meeting
Director’s Regular Monthly Update**

March 6, 2014

Originating at Idaho Department of Parks and Recreation Headquarters
Boise, Idaho

Telephone Number: (208)514-2259 (port 7414)

*Consent Agenda CA

*Information Only IO

*Action Item AI

AGENDA

8:30 a.m.	Call to Order
8:30 a.m.	Roll Call
8:35 a.m.	Additions or Deletions to the Printed Agenda
8:40 a.m.	Friends of Idaho State Parks Foundation, IO (MOU, Information Request, Letter)
	FY2015 Budget, IO
	Vardis Fisher Property, IO
	John Wayne Pioneer Trail, IO
9:30 a.m.	Adjourn

Public Records Request.
December 9, 2013

Submitted By:
Friends of Idaho's
State Parks

- 1) Expenditures by fund (including fund detail – 0001, 0243, 0410, 0247.02, 0247.02, etc.), expense category (Personnel, Operating, Cap Out, T/B) and by program (Mgmt. Services, Operations, and Capital Development) for the last ten years through SFY 2013.
- 2) Revenues by fund (again by fund detail) with a breakdown showing the beginning cash balance starting each SFY, revenues/expenditures for each - and ending cash balance as of the end of each SFY.
- 3) Agency Budget Request as approved by the IDPR Board, and the Governor's Budget Requests from SFY 2005 through SFY 2015. If 2015 isn't available until after the Governor's Budget Address, we'd request this information at that time. This can be in the format presented by Leg. Budget Office that JFAC uses in its deliberations each year. That format shows the funding and expense categories. We would request this by fund and by program as indicated in the request above in #1. For the Capital Development Request, we'd request the detail showing the projects requested and funding source.
- 4) A report showing the capital outlay request detail and actual expenses on capital outlay by program over the last 5 years.
- 5) A report or list that shows the current list of back logged preventative maintenance items by park and the estimated cost. In the past this was referred to as the CIN list.
- 6) A report that shows the status of the State Parks Passport program as compared to revenues generated in the past. In other words, in the past it cost \$40 for in state residents to gain entrance for the year or pay \$5 for the day. Campers didn't pay to enter the park, but paid for camping. Now, all in state residents whether they camp or not need the passport to enter or they pay the \$5 entrance fee or they buy a \$40 annual pass. Information showing the out of state impact on the \$40 annual pass would also be requested. The Parks Passport was initiated to increase the Department's revenues knowing that the sales of annual passes would decrease. A report that shows whether this has been a success or not is the request.
- 7) A report that shows the FTPs for the Department by program for the last ten years.

- 8) A report that shows by program the staff turnover over the last 10 years. Any information regarding this in the current SFY to date would also be helpful.
- 9) A report that shows the volunteer hours each year for the last ten years by park/program.
- 10) A report showing the number of visitors to parks over the last 10 years along with the numbers of in state and out of state purchasers of annual passes, passports, and day passes. This information would be beneficial when reviewing the revenue information requested above.



Friends of Idaho State Parks • 3380 S Terra Dr • Boise ID 83709
208-362-9892 • 4idaho@gmail.com

February 26, 2014

Nancy Merrill
Director
Idaho Department of Parks and Recreation
PO Box 83720
Boise ID 83720-0065

Dear Director Merrill:

Thank you for spending time with the Friends of Idaho State Parks Board on Tuesday, February 25, 2014. We value the insights and concerns you shared and have dutifully discussed the potential conflict of interest presented by Sandra Mitchell serving on our board.

Sandra has graciously offered her resignation so that there will be no perception of a conflict of interest. We intend to further explore the legality and ethics of having a lobbyist such as Sandra on our Board, so that we clearly understand what constitutes conflict of interest. We will do this in the hope of avoiding real conflict in the future.

Thank you, too, for indicating that the Friends of Idaho State Parks can be the initial driver on drafting the MOU/MOA. It is our intention to work out an agreement that our Board and the Idaho Park and Recreation Board can support. Please let us know when we can continue to work on this with Evelyn Mason, the liaison contact you introduced to us at the February 25 meeting.

We look forward to fulfilling our Friends of Idaho State Parks mission, which is to provide education about Idaho's state parks and to work in partnership with the State of Idaho in order to maintain the viability of the system.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rick Just", is written over the printed name. The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Rick Just

President

Department of Parks and Recreation	Agency Request		Governor's Rec		Motion for Eskridge-Gibbs-Lacey-Miller				
	General	Total	General	Total	FTP	General	Dedicated	Federal	Total
FY 2014 Original Appropriation	1,332,000	33,446,900	1,332,000	33,446,900	143.50	1,332,000	27,224,900	4,890,000	33,446,900
FY 2015 Base	1,332,000	29,969,900	1,332,000	29,969,900	143.50	1,332,000	23,747,900	4,890,000	29,969,900
Benefit Costs	13,000	223,800	13,000	223,800	0.00	13,000	189,400	21,400	223,800
Replacement Items	2,790,000	3,709,100	1,600,000	2,519,100	0.00	1,600,000	919,100	0	2,519,100
Statewide Cost Allocation	6,400	10,700	6,400	10,700	0.00	6,400	2,200	0	8,600
Change in Employee Compensation	5,500	96,500	0	0	0.00	11,000	164,000	18,000	193,000
FY 2015 Program Maintenance	4,146,900	34,010,000	2,951,400	32,723,500	143.50	2,962,400	25,022,600	4,929,400	32,914,400
1. Fund Shift Personnel Costs	0	0	0	0	0.00	0	0	0	0
2. Park Ranger for Henry's Lake	0	74,500	0	74,500	0.75	0	74,500	0	74,500
3. Eagle Island Sewer Upgrade	0	400,000	0	400,000	0.00	0	400,000	0	400,000
4. Henry's Lake Camper Cabins	0	30,000	0	30,000	0.00	0	30,000	0	30,000
5. Vault Toilet for Harriman State Park	0	20,000	0	20,000	0.00	0	20,000	0	20,000
6. Eagle Island Entrance Road	250,000	250,000	250,000	250,000	0.00	250,000	0	0	250,000
Network Billing Proposal	0	0	1,000	1,700	0.00	1,400	900	0	2,300
Budget Law Exceptions	0	0	0	0	0.00	0	0	0	0
FY 2015 Total	4,396,900	34,784,500	3,202,400	33,499,700	144.25	3,213,800	25,548,000	4,929,400	33,691,200
Difference from FY 2014 Approp.	3,064,900	1,337,600	1,870,400	52,800	0.75	1,881,800	(1,676,900)	39,400	244,300
	230.1%	4.0%	140.4%	0.2%	0.5%	141.3%	(6.2%)	0.8%	0.7%

Motion: Starting with the JFAC base, include \$223,800 for benefit costs, \$2,519,100 for replacement items, \$8,600 for statewide cost allocation and \$193,000 for CEC. Include line item #1 to shift \$194,800 out of personnel costs from the Recreational Vehicle Fund to other dedicated funds. Include line item #2 for \$74,500 from dedicated funds and .75 FTPs for a park ranger for Henry's Lake State Park. Include \$400,000 in dedicated fuel tax money for the Eagle Island sewer upgrade. Include \$30,000 for #4 to add to camper cabins to the Henry's Lake campground. Include line item #5 for \$20,000 to add a vault toilet at Harriman State Park. Include \$250,000 from the General Fund to build a road at Eagle Island State Park to connect the bridge to existing roads inside the park. And lastly, include \$2,300 to fund the statewide network billing. I move to the Department of Parks and Recreation for fiscal year 2015, \$3,213,800 from the General Fund, \$25,548,000 from dedicated funds, and \$4,929,400 in federal funds for a total of \$33,691,200. The FTPs are capped at 144.25.

Discussion: This motion includes all items as recommended by the Governor. It provides General Fund support for maintenance and repairs that otherwise would go into further disrepair. It also includes \$250,000 from the General Fund to construct a road at Eagle Island State Park to connect the bridge to existing roads inside the park. Eagle Island State Park has seen an increase from 240,000 visitors last year to 262,000 in 2013. An agreement with the a snow park vendor brought in additional winter visits and made it more of a year-round park this year.

Standard Intent for an exemption to 10% rule, certain carryover: I request unanimous consent to include the attached legislative intent.

Standard Intent Language Included in IDPR budget:

10% Transfer Exception

SECTION 3. EXEMPTIONS FROM PROGRAM TRANSFER LIMITATIONS. Notwithstanding Section 67-3511(1) and (2), Idaho Code, trustee and benefit payments appropriated for grants in the Management Services Program may be transferred to capital outlay in the Capital Development Program or to capital outlay in the Park Operations Program to reflect grants awarded to the Department of Parks and Recreation for the period July 1, 2014 through June 30, 2015. Legislative appropriations shall not be transferred from one fund to another unless expressly approved by the Legislature.

Carryover

SECTION 4. REAPPROPRIATION. There is hereby reappropriated to the Department of Parks and Recreation any unexpended and unencumbered balances appropriated or reappropriated to the Department of Parks and Recreation for the Capital Development Program for fiscal year 2014 to be used for nonrecurring expenditures in that program for the period July 1, 2014 through June 30, 2015.

Brief history to connect the John Wayne Pioneer Trail along the abandoned Milwaukee Road corridor within Iron Horse State Park in the State of Washington to the “Trail of the Coeur d’ Alenes” in northern Idaho, via a nine mile “missing link” connector between the WA/ID border across the Coeur d’ Alene Tribe Reservation to Plummer, Idaho.

History of the John Wayne Pioneer Trail

In the beginning, Native Americans traveled by horseback across the Rockies and Cascade Mountain ranges from Montana to the Puget Sound, looking for food and livelihood. In 1909, an iron horse called The Chicago, Milwaukee, St. Paul, and Pacific Railroad traveled from Chicago over the same route, 2305 miles, powered by coal. It became known as the Milwaukee Road. Then in 1915, the iron horse became electrified.

By the mid 1970’s it was having financial troubles and by 1980 was bankrupt.

Ken Wilcox, founder of Backcountry Horsemen of Washington and Paul Hart spearheaded the efforts for Washington State to purchase and convert the abandoned Milwaukee Road right-of-way into a future non-motorized recreational trail that would include equestrians and horse drawn wagons use, from 1980 to 1984. In April 1981, Michael Anthony Wayne gave permission to name the proposed trail after his father, John Wayne, to State Representative, Gary Scott, who was serving in the House at that time. On December 30, 1981, the State of Washington purchased 212.9 miles of the abandoned railroad right-of-way consisting of 88.9 miles from Easton to Royal City Junction and 124 miles from Warden to the Idaho border, for 1.9 million dollars, and for an additional \$400,000 the remaining trestles and bridges that had not been torn down or destroyed were purchased. This purchase encompassed 4,024 acres. The 44 mile segment of the Milwaukee Road from Royal City Junction to Othello was purchased by private individuals and supports an active rail line. In 1989, another 36 miles from Cabin Creek to Cedar Falls was added when AT&T purchased that part of the right-of-way from Burlington Northern and deeded the land to WA State parks & Rec. for a trail with the stipulation that AT&T would have permanent easement under the trail surface for their fiber optic cable.

In the fall of 1981, Ken Wilcox told “Chic” Hollenbeck about the proposed purchase and Chic became involved. “Chic” Hollenbeck had a vision to form a group of horsemen to help purchase, promote and maintain this old Native American route, then known as the Milwaukee Road Corridor. He envisioned a “soft” not paved, recreational trail for all non-motorized trail users, including pedestrians, bicyclists, horse riders and horse/mule drawn-wagons, that would eventually extend from Puget Sound across Washington State, across the Panhandle of Idaho to Montana on the abandoned Milwaukee Road right-of-way. In early 1983, he founded a group of horsepersons known as the John Wayne Pioneer Wagons & Riders to nurture and accomplish this ambitious project. In 1984, this recreational trail was officially named the John Wayne Pioneer Trail within the Iron Horse State Park.

Since then the JWPW&R have been working with WA State Parks and WA State DNR to improve the JWPT, to establish permanent overnight trailheads and camping areas for trail users, close to the JWPT, and to make it continuous from its beginning at Rattlesnake Lake to its end at the WA/ID border.

Brief summary of my work on behalf of the JWPW&R on the proposed nine mile “missing link”

connector trail, between the WA/ID border and Plummer, ID

December 31, 1999

I read an article in *The Standard-Register* entitled “ U.S., Tribe, State Reach \$30 million superfund agreement with Union Pacific Railroad to be cleaned, converted into public trail” from Plummer, ID to Mullan, Id. Learned later that the 72 mile trail would be paved from Mullan to Harrison, and then continue as a soft trail from Harrison to Plummer.

I immediately began to research the new trail, with the hope that equestrians could ride on the “soft” trail from Plummer Junction to Heyburn State Park. From Heyburn State Park, equestrians could then ride through the woods to the St. Maries Fairgrounds then pick up the old abandoned Milwaukee Road from St. Maries to St. Joe, Calder, Avery, Lookout Pass and finally Montana. (The Milwaukee Road between Plummer and St. Maries is still in use by the St. Maries River Railroad.)

The John Wayne Pioneer Wagons & Riders had extended their Annual Ride across Washington into Idaho twice, once in 1989 and again in 1991, riding mostly on roads to the St. Maries Fairgrounds by invitation from the Idaho Centennial Committee one of those years.

February 1, 2000

Began to communicate with Jack Gunderman, Environmental Scientist, hired by the Coeur d’ Alene Tribe, to oversee the work on the new \$30 million non- motorized, 72 mile trail along the soon to be abandoned Union Pacific RR.

Purpose: to establish a soft, non- motorized, trail between the Washington/Idaho border and Plummer, Idaho across the Coeur d’ Alene Reservation, to connect the eastern most end of the John Wayne Pioneer Trail along the abandoned Milwaukee Road, within the Iron Horse State Park, to the beginning of the 72 mile, \$30 million Superfund trail, that begins in Plummer, ID and ends in Mullen, ID.

February to June, 2000

Obtained a hand drawn map of abandoned, Milwaukee Road route between the WA/ID border and Plummer, ID through Lovell Valley from Stanley Johnson, a historical expert on the Milwaukee Road routes. Also obtained very detailed survey maps of the abandoned Union Pacific RR route through the above area, from George E. Lindsey, Jr. Manager Real Estate for the Union Pacific Railroad.

July 13, 2000

Met with Coeur d’ Alene Tribe Council at their Headquarters in Plummer, ID to propose the non- motorized trail. In the absence of the regular Chairperson, the Acting Chairperson Norma Peone presided. I presented the following information: 1.) Who are the John Wayne Pioneer Wagon & Riders; 2.) Our main purpose is to complete the 286 mile, soft, un-paved John Wayne Pioneer Trail along the abandoned Milwaukee Road, eastward to eventually establish a non-motorized trail from Puget Sound to Montana; 3.) *The Standard-Register* newspaper, December 31, 1999 issue, announcement of approval of the new \$30 million, 72 mile, non-motorized trail from Plummer Junction to Harrison and on to Mullan, Idaho along the abandoned Union Pacific RR route; 4.) The proposed 9 mile “missing link” non- motorized “soft” trail along the abandoned Milwaukee Road railroad route across the Coeur d’ Alene Reservation from the end of the Milwaukee Road Trail at the WA/ID border to Plummer Junction, depicted by maps;

5.) As an example of how WA State DNR manages the Milwaukee Road Corridor Trail, I gave each of the Tribal Council Members, permit applications, fees, brochures, maps and “Rules of the Road;” 6.) Presented different examples of liability waivers;

7.) I discussed the social and economic benefits to the Coeur d’Alene Tribe that may result from the establishment of this proposed ‘missing link’ trail. In the absence of the regular Chairperson, the Acting Chairperson Norma Peone, stated it has been the policy of the Tribe to support such activities in the interest of promoting good will in the community. They decided to turn the proposal over to their Department of Natural Resources for further consideration.

I mailed copies of the Milwaukee Road route through Lovell Valley from the WA/ID border to Plummer, ID, as hand drawn for me by Stanley Johnson, author of *The Milwaukee Road In Idaho*, and also the survey maps of the Union Pacific RR route, to the Tribe’s Depart. DNR, along with other pertinent information.

Sept 11, 000

Met with their DNR Committee in Plummer, ID at the Coeur d’ Alene Tribal Headquarters, Mt. Alfred Nomee, Director/Manager presiding. He presented me with a color, computer generated map of Lovell Valley with both railroad routes, entitled “Abandoned Railroad Routes Through Lovell Valley.” After a brief discussion, it was decided the old abandoned Milwaukee Road route would indeed be best for a non- motorized “soft” trail. They voted to give preliminary approval for me to proceed and contact all the people either owning or leasing the property from the Tribe, along the proposed route. They asked me to report back to their committee with the responses from those people.

I searched through maps and files at the Benewah County Assessor Office in St. Marie, ID. Obtained names, addresses and parcel information of 14 private property owners along the old abandoned Milwaukee Road Route between the WA/ID border and Plummer, ID. Note, one more property owner was discovered later and added for a total of 15. The Coeur d’ Alene Tribe’s Land Service Depart. in Plummer, looked up the names of about 64 Tribal members who have vested trusts as landowners along the route. (Since the names of the Tribal members are all private and confidential, in October 2000, I supplied the postage and letters to the Tribe so they could use their envelopes and letterheads to mail my letters to the said Tribal members.)

March 2001

All 79 people with a legal interest in proposed trail route were mailed my letter that gave details about the proposed non-motorized, not paved, connector trail and asked if anyone would be opposed to the trail. Only two people contacted responded, and there was no opposition to trail.

April 5, 2001

Telephoned the Chairman of DNR, Alfred Nomee and told him that the Tribal Headquarters had not received any opposition to the proposed trail from the mailings of my letter. He referred me back to Jack Gunderman.

April 11, 2001

Telephoned Jack Gunderman. He said I should meet once again with the Tribal Council to give them an update. After that meeting, we should hold two public meetings about this proposed trail, one in Plummer, ID. and one in Tekoa, WA. If there is no major opposition to the trail, then hopefully the trail could be dedicated at the same time as the 72 mile trail, "Trail of the Coeur d' Alenes," either late 2001 or early 2002.

May 31, 2001

I and about one dozen John Wayne Pioneer Wagons & Riders met with the Coeur d' Alene Tribal Council in Plummer, ID. The Tribal Council Chairperson, Ernst Stensgar, was presiding over the meeting. Jack Gunderman explained to the Tribal Council, how he has been guiding me in my effort to establish a 9 mile non- motorized, trail from the WA/ID border across the Reservation along the abandoned Milwaukee Road Route to Plummer, to connect to the future "Trail of the Coeur d' Alenes." I gave a brief report about the response from the property owners along the proposed 9 mile trail route. The President and the Director of the John Wayne Pioneer Wagon and Riders both explained how this important missing trial link, would benefit thousands of people and help fulfill the vision of the Founder of our organization to establish a non-motorized trail from Puget Sound to Montana. The Tribal Council voted to approve the proposed abandoned Milwaukee Road Route as a non- motorized "soft" trail. Chairperson Stensgar said the Tribal Council would adopt and sign a Resolution to approve this trail, and he will be in touch with Jack Gunderman to write the Resolution.

June 2001

Jack Gunderman informed me that an additional extensive area of heavy metal contamination had been discovered near Harrison. This discovery ultimately led to the capping and asphaltting of the entire trail between Harrison and Plummer. Subsequently, Jack suggested an alternative route for equestrians to reach Heyburn State Park from Plummer Junction along an old, unimproved service or fire road about 4 miles long over private property.

January 2003

The Resolution had not been prepared yet because Jack Gunderman has been extremely busy overseeing the construction of the "Trail of the Coeur d' Alenes." Hopefully the new Trail Manager, Dean Chapman, recently hired, will have time to help write the Resolution soon, to enable the Tribal Council to officially sign the Resolution to adopt the 9 mile "missing link" soft trail, that that this segment can be dedicated at the same time as the new "Trail of the Coeur d' Alenes."

April 22, 2003

Dean Chapman, Trail Manager, Coeur d' Alene Tribe, arranged with Jack Gunderman, and Karen Seargent, Heyburn State Park Ranger for a walk or hike along the four mile old dirt road from Plummer Junction to Heyburn State Park boundary and onward into the park, to find out if it would be suitable for horse riders and wagons. Six members of the John Wayne Pioneer Wagons & Riders Assoc. including myself, our Wagon Master, and one of the large property owners who own part of the proposed trail, Robert Buell, were on the tour. It was decided that riders could use the trail, but not wagons nor buggies due to the steep incline.

Also on the same day we took a car tour with Dean Chapman along the 9 mile “missing link” trail from Tekoa, WA to Plummer, ID. People present were the six JWPW&Rs members and Gary Wentz, an Assistant Scoutmaster from Walla Walla, WA. Mr. Wentz was planning a nine day, 408 mile bicycle trip with some of his young Boy Scouts and a few parents, from Cedar Falls Park in North Bend, WA along the John Wayne Pioneer Trail corridor to the WA/ID border and continuing into Idaho along the 9 mile “missing link” trail to the new 72 mile “Trail of the Coeur d’ Alenes” to the Idaho- Montana border.. After the tour, we concluded most of the trail is usable with only minor repairs needed near Plummer to repair a washed out area and to cut back the brush to make the trail wide enough for wagons, etc. The Sorrento Tunnel, might have a drainage problem inside even though it has a drainage system, it would have to be checked out for safety by a structural engineer.

June 28, 2003

Five Boy Scouts and four adults from Boy Scout Troop 305 in Walla Walla made history by riding their bicycles 408 miles in nine days from North Bend, WA to Montana along the John Wayne Pioneer Trail, the Milwaukee Road Corridor and the then incomplete Trail of the Coeur d’ Alenes, under the leadership of Gary Wentz. They crossed Chatcolet Lake at Heyburn State Park on a pontoon boat. (Before the trip, Gary had contacted me for information about our annual John Wayne Pioneer Trail ride, to find out our contacts for overnight places to stay, mileage, etc. and who to contact in the Coeur d’ Alenes Tribe for permission to bicycle over the 9 mile undeveloped Milwaukee Road ROW across their Reservation from the WA/ID border to Plummer, ID to connect to the Trail of the Couer d’ Alenes.)

Spring/summer of 2003

A 4.5 mile segment of the 9 mile “missing link” trail across the Coeur d’ Alene reservation from Agency Rd. to Old Hwy 95, including the Sorrento Tunnel owned by Prairie Grain Inc. was offered for sale to the Coeur d’ Alene Tribe for \$200,000. The Tribe is interested in purchasing it for a non- motorized soft, trail, however the asking price is too high.

Dec. 12, 2005

Benjamin Gettleman, Manager of Trail Development, Western Regional Office, Rails-to-Trails Conservancy emailed me about their interest to work with us on the Milwaukee Road rail to trail between the WA/ID border and Plummer, ID

March 20, 2006

WA State Gov. Christine Gregoire signed Senate Bill 6527, with an Amendment attached by State Representative Toby Nixon, member of the House Transportation Committee.

The Amendment immediately transferred from WA State DNR to WA State Parks a segment of the abandoned Milwaukee Road Corridor from Lind to the WA/ID border. Subsequently that segment became a continuation of the JWPT within the Iron Horse State Park.

Background information on SB 6527. February of 2006, the WA State DOT asked the Senate to Introduce SB 6527 to extend their deadline for negotiation with BNSF RR for conversion of the Milwaukee Road corridor between Ellensburg and Lind back to rail use from 2006 to 2013.

I contacted State Representative Toby Nixon from my 45th District who was a member of the House Transportation Committee to find out if he would attach an Amendment to SB 6527 that would immediately turn over the segment of the Milwaukee Road Corridor from Lind to the WA/ID border from WA State DNR to WA State Parks, to prevent WA State DOT from the possibility of converting that segment back into rail use through action of the State Legislature.

The abandoned Milwaukee Road ROW from North Bend, WA to the WA/ID border is not in the federal rail banking program, and it is up to our State Legislature to determine whether the whole right-of-way is economically feasible for rail or just the Ellensburg to Lind segment.

This Amendment would also enable WA State Parks to apply for grants to make improvements on this segment of the Milwaukee Road ROW and bring it up to WA State Parks standards for use as a recreational trail. I told Toby that I would contact several people and let him know what they think of the Amendment. He said he would convince the Legislature, Parks, DNR, and DOT that supporting this Amendment is, “the right thing to do.”

Below are some of the people I contacted:

- 1.) The lobbyist for BNSF RR who told me the railroad doesn't have enough money to buy any more engines to even service a new rail line between Ellensburg and Lind, and he had seen some mitigation papers where it would cost a RR carrier hundreds of millions of dollars to mitigate the environmental impacts to construct a new railroad between Ellensburg and Lind ;
- 2.) The lobbyist for WA State Parks Commission Fred Romero finally agreed to the Amendment after I researched and found answers to several questions he had;
- 3.) WA State DNR SE Region maintenance managers Vanessa Freeman and her supervisor George Shelton of the Milwaukee Road corridor east of the Columbia River told me how much it costs to maintain that segment and they supported turning it over to WA State Parks;
- 4.) Pat Boss, director of the WA State Potato Commission regarding complaints they had with BNSF RR, for not having enough engines already to pick up their potatoes, onions and fruit on the loading docks before they begin to rot. He said the shippers/farmers want RR service from Moses Lake to Soap Lake and a pull over track in Quincy, a new rail line between Ellensburg and Lind would not help them at all;
- 5.) Margaret Pounds, Environmental Division Chief for the Military at the Yakima Firing Center, said she can't speak on behalf of the Military, however she said that area is too environmentally sensitive, Federal and State regulations much more strict now than when the Milwaukee Road was first built in 1900s, and she was concerned about security of a train crossing a military center and threat of terrorists attack;
- 6.) Telephoned Rex Derr, Director, WA State Parks, he was supportive of the Amendment to transfer the said segment of the Milwaukee Road from WA State DNR to WA State Parks; and
- 7.) I telephoned Gov. Christine Gregoire's office and left a message about SB 6527 and the Amendment to find out if she would approve the Amendment. After the Senate bill and amendment reached Gov. Gregoire's desk, Kathyeleen Drew, Gov. Gregoire's Governmental Policy Advisor, returned my call and said the Governor would sign the SB 6527 with our Amendment to transfer the segment of the Milwaukee Road from Lind to the WA/Id border over to WA State Parks, but first she just wanted to check with me to see if the Amendment was worded the way we wanted it. Ms. Drew read it to me and I told her it was just fine and to thank Governor Gregorie for signing it. I was thrilled that I was even contacted by the Governor's Office and for her support of the Amendment.

June 12, 2006

Dale Middleton, member of the Ice Age Floods Institute telephoned to tell me about the proposed

Ice Age Floods Pathway regional system of trails and roads from Missoula, MT to Astoria, OR. He said maybe his group can work with us in completing parts of our John Wayne Pioneer Trail, especially in the Rock Lake area, Hole in the Wall and other very scenic, unique areas that were created by the Lake Missoula Ice Age Floods. He wanted me to keep him informed about our progress.

June 17, 2006

Another group of members of Boy Scout Troop 305 from Walla Walla left Cedar Falls in North Bend to bicycle on the John Wayne Pioneer Trail and the completed Trail of the Coeur d' Alenes to Montana, under the leadership of Gary Wentz. (This time the converted railroad swing bridge across Chatcolet Lake was finished and is a permanent segment of this trail. They did not have to cross the lake in pontoon boat.) This time they completed their ride in eight days.

August 6, 2007

Dean Chapman emailed me of a pending meeting with Prairie Grain owners, after grain harvesting was over in two weeks, to discuss lowering the \$200,000 purchase price for their five parcels that make up their 4.5 mile segment of the Milwaukee Road ROW, even though Don Parker was not interested in lowering the price.

August 29, 2007

I telephoned Prairie Grain Co. spoke to Don Parker to find out if he had talked to Dean Chapman and Jason Brown yet to discuss a price for their 4.5 mile segment of the Milwaukee Road ROW. He said that since neither one of them contacted him about a meeting date after two weeks, he went ahead and contacted a realtor who has a "qualified buyer" from California who wants to purchase it. I had found online, who was listing the parcels and gave Jason Brown the contact information for the realtor, Tom Tagen of Sothebys realty in Idaho and told him the price had been raised to \$650,000. The Sorrento Tunnel was listed as a possible mushroom growing facility.

February 13, 2014

Since the purchase price was so unreasonable high, and out of the question for those five parcels, that are such a critical link to connect the John Wayne Pioneer Trail to the Trail of the Coeur d' Alenes, I didn't pursue looking into whether or not they had been sold until I read and began to prepare a written response to the Washington State Parks Draft Iron Horse Palouse Planning Document. It lists major improvements to the John Wayne Pioneer Trail from Malden to the WA/ID border, and since the missing 9 mile link between the WA/ID border to Plummer was mentioned, I wanted current information on what had become of those five parcels for sale and to contact the Coeur d' Alene Tribe to find out if their Tribal Elders and their DNR were still agreeable as they had been in 2001 to 2003 to allow a public non-motorized soft, not paved trail from the WA/ID border to Plummer, across their Reservation.

Thus, I telephoned the Benewah County Assessor office, Tel. 208-245-2821, to find out if those five parcels had been sold and if so to whom. The assessor's office told me that the parcels were no longer owned by the Prairie Grain Co. The current owner of all the parcels is listed as Ludy LLC, address: 7077 Minaloosa Valley Rd. Plummer, ID 83851-9753. I asked what were the sale prices and was told, no sale prices were listed.

The 2013 assessed value of the five parcels, based on fair market values of surrounding parcels was and still is:

Parcel No.	RP46NO5W 254350A	19.94	Ac	.....	\$9,995
	RP46NO5W 265150A	13.65	Ac	.....	\$6,825
	RP46NO4W 196000A	7.40	Ac	.....	\$466
	RP46NO5W 273100A	16.810	Ac	.....	\$8,405
	RP46NO4W 303000A	2.53	Ac	.....	\$1,265
Totals		60.38	acres	.....	\$26,956.00

I telephoned Ms. Lou St. John, owner of the Prairie Grain Co. with her partner Don Parker. She said Don passed away in 2010 and she couldn't run the company by herself so she sold it to a Corporative Coop and she works for that company now.

I asked her who owns the five parcels, since the Benewah County Assessor office said current owner is Ludy LLC. She said since the Prairie Grain Co. was sold, she and Mindy Parker formed a LLC and she owns the parcels. I asked her if they were still for sale and if so for how much? She said she wants to sell all five parcels for \$30,000. She said one of the adjacent farmers that owns property on both sides of her parcels wants to buy them all, but she has not "seen" his money yet. I told her I will contact Leo Hennesay in Idaho State Parks to find out if they are interesting in purchasing her parcels and give him her contact information so a representative from Idaho State P&R can contact her directly.

Hopefully someone from Idaho State Parks & Rec. will contact Ms. Lou St John ASAP to let her know they are interested in purchasing her 5 parcels before someone else does and they are gone. Her contact information is:

Email is: pragra@palousenet.com

Tel. 509-284-5806

Please let me know if Idaho State Parks & Rec. needs help with the \$30,000 to purchase the parcels. Since 1999, I have spent a lot of time and effort on this project to connect the JWPT across this 9 mile missing link to the Trail of the Coeur d' Alenes, and if necessary I will help financially towards this purchase as much as I can.

Thanks for your help,

Judy Westall, member of the John Wayne Pioneer Wagons & Riders Assoc.

Woodinville, WA Email: jwtrailandreamer@gmail.com