

10/05/11

## Transportation Subcommittee Minutes

### Fifth Meeting

#### In Attendance:

Subcommittee Members: Anne Callison, Lindsey Love, Ralph Mossman, Tim Adams, Allen Monroe

County Staff: Curt Moore, Jay Mazalewski

Consultant Team: Darryl Johnson

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Meeting was called to order at 5:00 PM

The minutes from the previous meeting (meeting #4, 08/03/11) were approved.

CDs with pertinent transportation documents were handed out to subcommittee members.

Tim Adams summarized our agenda, which included an overview/Q&A session with Jay Mazalewski about the current Road and Bridge Department's financial and project status as well as a review of the background maps provided by Team2020.

Guest speakers will be joining our second October meeting, scheduled for the 19th, to provide further background information about transportation in and around Teton Valley.

The key points which were discussed with Jay Mazalewski were as follows:

1. The notifications that were posted on the website about the summer construction were very effective and helpful. Articles in the Teton Valley News were informative. The constraint to frequent updates is the Road and Bridge department's lack of time.
2. The Road and Bridges department receives \$80K - \$1Mill per year from ITD. These funds are proportionally distributed to each county.
3. A two-year tax levy provided another \$1 mill for 2010 and 2011. The levy will be voted on again in 2012. Half of this money was used for snowplowing.
4. Teton County is approximately 14 years behind on maintenance standards. This number accounts for maintenance of bridges as well as roads.
5. Other possible funding sources include grants such as those awarded through the STIP (Statewide Transportation Improvement Program). Each grant has a different set of conditions and requirements. The County is not as active in seeking these funds as it could be. Identifying or hiring personnel specifically for grant writing is a possible "Opportunity" that the Transportation Subcommittee will consider recommending as part of the 2020 plan.
6. Teton County does not pay competitive contractor rates, therefore it is difficult to keep employees. Employee training costs are substantial. Paying higher wages could replace retraining costs and possibly save funds in the long term.

7. Stateline Road is the boundary for road and bridge maintenance. Teton County, Idaho does not maintain or pay for Wyoming roads and bridges. However, Skihill Road is a “no man’s land,” and it is not clear who’s responsible for maintaining it. Wyoming maintenance departments will often not maintain roads if they have to pass through Idaho to access them.
8. Teton County, Idaho Department of Roads and Bridges does communicate with Teton County, Wyoming in regards to certain projects, particularly if funding can be secured through a partnership.
9. Most of the roads in Teton County are not paved. They are either chip sealed or gravel. On gravel roads, hot-dry weather is a constraint to proper maintenance. Large amounts of water must be applied very early in the morning in order to achieve an adequate moisture content for grading, which is very expensive.
10. Roads and Bridges does some pathway work when it is possible. It is Jay’s opinion that a trail connection to Ashton is a reasonable short-term goal, and paving might be possible in several years.
11. A snowmobile advisory board would ensure that money from snowmobile registrations remains within our County.
12. A small waterways vessel fund is used to improve boat ramps, signage, etc.
13. Weather stations along 33 would be very useful and improve safety within the Valley.
14. Subdivisions are all maintained privately.
15. The sub-committee would like to research how similar counties such as McCall and Sandpoint, ID plan and execute their transportation budgets and projects.

The second item on the agenda was to prepare for mapping out a “draft Framework Plan.”

The background constraint maps were confusing and it was unclear as to how best to read/use them. The iconic Transportation map page could be redesigned to show a map with a more legible scale of lines, colors, and points. Each destination needs to be named on the map, and the definition of Multi-Modal needs to be slightly revised.

The Principles, Benefits, and Opportunities lists are thorough but could be re-ordered according to priority.

The meeting was adjourned at 6:45.

Action Items: Jay Mazalewski will provide the Department’s project list for the next five years.