



County Hopes Plan Settles Air-Quality Issue

By WILLIAM L. SPENCE

The Daily Inter Lake Newspaper, Kalispell, Montana



Hoping to resolve a \$29,000 air-quality violation, Flathead County mailed a draft “road dust action plan” to the Montana Department of Environmental Quality last week.

The action plan outlines several options available to landowners who want to take responsibility for controlling road dust in front of their homes. It also identifies various short- and long-term measures that the county could take to address the issue.

“I feel pretty good about where we’re going,” said County Administrator Mike Pence. “We really want to start communicating about this issue.”

Public outreach is a major piece of the action plan, he said. The county wants people to know that it will work with them, either by creating rural special-improvement districts to take care of the problem or by grading gravel roadways before homeowners have them oiled.

“A lot of people are willing to take the initiative — and in most cases, I think that’s what’s going to have to happen,” Pence said.

The action plan also indicates that the Flathead County Road Department will identify high-volume gravel roads, as well as other roads with significant dust problems. Once identified, it will look for ways to mitigate the situation, either through speed limits, signs, restrictions on the type of vehicles that can use a road, or other procedures.

The Flathead County Planning Office will develop pro-

grams to prioritize which areas might benefit most from paving, and to predict dust and emissions levels based on characteristics such as types of road surfaces, traffic volume and speeds, and types of vehicles.

For example, when gravel and paved roads intersect, Planning Director Jeff Harris said, cars frequently pick up dust along the gravel road and drop it onto the paved road, where it gets stirred up again and again by passing vehicles.

If the county can identify where this is happening, he said, it might be possible to pave a segment of the gravel road, so dust gets dropped there, rather than on the busier paved road.

The plan doesn’t specify deadlines for completing any of these steps, and it doesn’t commit the county to spending money on paving or other dust-mitigation efforts.

The plan was prompted by a Jan. 11 violation notice, in which the state alleged that Flathead County had failed to take “reasonable precautions to control emissions of airborne particulate matter” on its gravel roads, as required by state law.

It’s the first time any Montana county has been cited for a violation of this type.

The fine brought to light the somewhat casual approach to

Continued on Page 2...

In This Issue...

<i>County Hopes Plan Settles Air-Quality Issue.....</i>	<i>Cover Page & Page 2</i>
<i>Changes at ITD.....</i>	<i>Page 2</i>
<i>New Member At LHTAC.....</i>	<i>Page 2</i>
<i>LHTAC/T2 Newsletter News.....</i>	<i>Page 3</i>
<i>Interstate Trivia.....</i>	<i>3</i>
<i>It's Income Tax Time For Americans.....</i>	<i>Page 4 & 5</i>
<i>The 'REAL' Cost Per Gallon.....</i>	<i>Page 5</i>
<i>It's Tick Season.....</i>	<i>Page 6</i>
<i>Good Quiz For The Mind.....</i>	<i>Page 6 & 7</i>
<i>A Load of Rubbish.....</i>	<i>Page 7</i>
<i>A Dramatic Entrance.....</i>	<i>Page 7</i>
<i>Calendar of Events.....</i>	<i>Back Page</i>

LHTAC COUNCIL MEMBERS

Association of Idaho Cities

Thomas Limbaugh, Chairman
Mayor, City of Fruitland

Stan Davis,
Mayor, City of Salmon

Shawn Larsen
Mayor, City of Rexburg

Idaho Association of Highway Districts

Clark Kauffman, Vice-Chairman
Commissioner, Filer Highway District

Ralph Gant,
Commissioner, Nampa Highway District

Dick Edinger,
Commissioner, East Side Highway District

Idaho Association of Counties

J.R. Van Tassel, Secretary/Treasurer
Commissioner, Nez Perce County

R. Tad Hegsted
Commissioner, Jefferson County

Lan Smith
Commissioner, Gem County

Ex-Officio Members

Tony Poinelli, Deputy Director,
Idaho Association of Counties

Stuart Davis, Executive Director,
Idaho Association of Highway Districts

Ken Harward, Executive Director,
Association of Idaho Cities

LHTAC Staff

Joseph K. Haynes, P.E.
Local Highway Administrator

Lance Holmstrom, M.U.P.
Deputy Administrator

Gerald H. Flatz, P.E.
Federal-aid Manager

Michael Moffett,
Assistant Federal-aid Manager

Cindy Stewart,
Publication/Council Manager

Jim Zier,
Asset Manager

Christine D. Tippin
Financial Manager

Vicki Courtois
Secretary/Receptionist

Continued from front page...

dust complaints here: During the past few years, DEQ mailed at least a dozen informal warning letters to the Flathead County Road Department. However, the letters were basically just shoved in a drawer. A formal warning letter and violation letter probably suffered the same fate.

“I think the view was that the state has been sending us these letters for years, so what’s different? They keep sending us letters, we keep ignoring them, so why stop now? We don’t have the money to cure the problem, so we just put the letters in a drawer and do what we can,” said Chief Deputy County Attorney Jonathan Smith, during a January interview.

Larry Alheim Jr., an environmental enforcement specialist with the DEQ, said Monday that he hasn’t seen the draft action-plan yet, but that he has spoken with Pence and Commissioner Joe Brenneman about the road-dust problem.

“They told me they weren’t just putting together a plan to satisfy this enforce-

ment issue,” Alheim said. “They said they wanted a long-term solution to the problem. That made us happy, because that’s what we’re looking for.

“It was a very productive meeting. They gave me the impression that they were taking this seriously, that they realized they had a problem and want to do what they can to fix it.”

When he receives the draft action plan, he’ll determine whether it meets state requirements. He hopes to have an answer for the county within 30 days.

The state previously offered to suspend \$18,200 of the fine if the county took certain steps, such as developing a dust action plan. Alheim said whether the remainder of the fine will be forgiven is unclear; however, the county might be able to spend the money on a local pollution-mitigation project, rather than just send a check to the state.

Reporter Bill Spence may be reached at (406) 758-4459 or by e-mail at bspence@dailyinterlake.com

Changes At ITD And FHWA

Idaho Transportation Department (ITD)

Pamela Lowe, P.E., appointed Director, *January 2007*

Scott Stokes, P.E., appointed Deputy Director, *February 2007*

Darrell Manning, appointed Board Chairman, *January 2007*

John McHugh, Board Member, Retired *January 2007*

R. James Coleman, appointed Board Mem-

ber, District 1, *February 2007*

Federal Highway Administration (FHWA)

Peter Hartman, appointed FHWA Division Administrator, *April 2007*

Stephen Moreno, Division Administrator, *Retired February 2007*



New Member At LHTAC



Welcome!

We would like to welcome our new member that will be serving on the Local Highway Technical Assistance Council (LHTAC).

Lan Smith, Gem County Commissioner, has been appointed by the Idaho Association of Counties.

LHTAC would like to thank Tom Kerr, Valley County Commissioner, for his time served on the Council.

We look forward to working with all of our council members, and to an exciting year.

LHTAC/T2 Newsletter News

LHTAC and the Idaho T² Center are merging together our Newsletters to produce a combined Newsletter titled: *Idaho Technology Assistance Newsletter*, with the first edition being published in late September, 2007. Below is a *draft* of our new look.



Interstate Trivia

- The Federal Aid Highway Act of 1956 was signed by President Dwight D. Eisenhower on June 29, 1956.
- On October 15, 1990, the Interstate Highway System, all 46,722 miles of it, was officially named the Dwight D. Eisenhower System of Interstate and Defense Highways.
- Interstates comprise only one percent of the total road mileage in America, yet carry more than 20 percent of our traffic.
- The last stoplight on an interstate was removed from an intersection along I-90 in Wallace, Idaho, in 1991. Residents threw a gala funeral putting the stoplight in a coffin and ushering it away in a horse-drawn hearse accompanied by bagpipes and a 21-gun salute.
- The longest interstate is I-90 running for 3,020 miles from Seattle to Boston.
- The shortest two-digit interstate is North Carolina's I-73 running for 12 miles between Emery and Greensboro.

Reference: Nevada Milepost • Fall 2006

Idaho Technology Assistance Newsletter		
LHTAC / LTAP	FIRST EDITION, SEPTEMBER 2007	VOL. 1, No. 1
		
Local Highway Technical Assistance Council		

Local Rural Highway Investment Program

LHTAC is happy to say that we are gearing up for another round of the Local Rural Highway Investment Program (LRHIP) applications! This round of applications will be for fiscal year 2009 grant funds.

The applications will be mailed to the qualifying Local Highway Jurisdictions **mid September and will be due back mid November, 2007.**

Here are some helpful hints for completing a successful application: 1) Complete and mail your application early so that you don't miss the deadline. 2) Make sure the application includes the proper signatures. 3) Be sure to include all attachments and copies requested.


In This Issue...

LHTAC 2009 LRHIP Information.....
T2 Training Classes

Idaho Technology Transfer Center (T²) Center

The Idaho Technology Transfer Center (T²) offers many training classes throughout the State. Listed below are three classes that were offered during June 2007.

DRAFT





*** In an effort to reduce paperwork and cost, LHTAC is offering to provide this publication in a digital format. If you would prefer a digital copy of this publication instead of a printed copy please notify us by letter or E-mail. Also, please notify us if you have mailing label updates. Please send your request to Cindy Stewart, 3330 Grace Street, Boise, Idaho 83703, or E-mail her at: cstewart@LHTAC.org.***

IT'S INCOME TAX TIME FOR AMERICANS

And It's Time for the Entire World to Lower Income Taxes and Raise Environmental Taxes

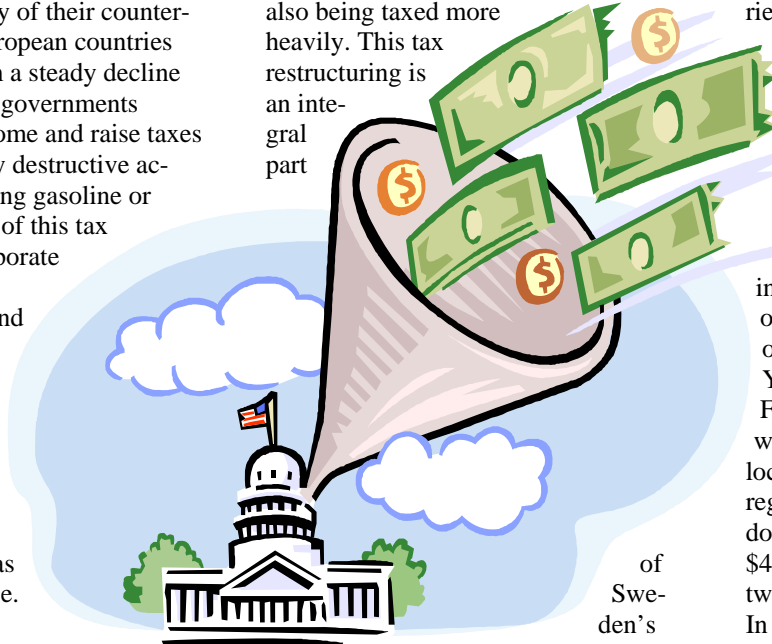
Lester R. Brown

As Americans are filing their income taxes, many of their counterparts in several European countries are benefiting from a steady decline in income taxes as governments lower taxes on income and raise taxes on environmentally destructive activities—like burning gasoline or coal. The purpose of this tax shifting is to incorporate the environmental costs of products and services into the market price to help the market tell the environmental truth. This rewards environmentally responsible behavior such as reducing energy use.

Among the various environmentally damaging activities taxed in Europe are coal burning, gasoline use, the generation of garbage (so-called landfill taxes), the discharge of toxic waste, and the excessive number of cars entering cities. Germany and Sweden are the leaders among the countries in Western Europe that are shifting taxes in a process known there as environmental tax reform. A four-year plan adopted in Germany in 1999 systematically shifted taxes from labor to energy. By 2001, this plan had lowered fuel use by 5 percent. It had also accelerated growth in the renewable energy sector, creating some 45,400 jobs by 2003 in the wind industry alone, a number that is projected to rise to 103,000 by 2010.

In 2001, Sweden launched a bold 10-year environmental tax shift designed to convert 30 billion kroner (\$3.9 billion) of taxes from income to environmentally destructive activities. Much of this shift of \$1,100 per household is levied on cars and trucks, including substantial hikes in

vehicle and fuel taxes. Electricity is also being taxed more heavily. This tax restructuring is an integral part



of Sweden's plan to be oil free by 2025. Among the other European countries with strong tax reform efforts are Spain, Italy, Norway, the United Kingdom, and France.

There are isolated cases of using taxes to discourage environmentally destructive activities elsewhere. The United States imposed a stiff tax on chlorofluorocarbons to phase them out in accordance with the Montreal Protocol of 1987 and its subsequent updates. When Victoria, the capital of British Columbia, adopted a trash tax of \$1.20 per bag of garbage, the city reduced its daily trash flow 18 percent within one year.

Cities that are being suffocated by cars are using stiff entrance taxes to reduce congestion. First adopted by Singapore some two decades ago, this tax was later introduced by Oslo, Melbourne, and, most recently, London. The London tax of £5, or nearly \$9 per visit, first enacted in February 2002 by Mayor Ken Livingstone, was raised to £8, more than \$14, in July 2005. The resulting revenue is being used to im-

prove the bus network, which carries 2 million passengers daily. The goal of this congestion tax is a restructuring of the London transport system to increase mobility and decrease congestion, air pollution, and carbon emissions.

While some cities are taxing cars that enter the central city, others are simply imposing a tax on automobile ownership. New York Times reporter Howard French writes that Shanghai, which is approaching traffic gridlock, "has raised the fees for car registrations every year since 2000, doubling over that time to about \$4,600 per vehicle—more than twice the city's per capita income." In Denmark, the steep tax on an energy-inefficient new car doubles the price of the car.

An excellent model for calculating indirect costs is a 2001 analysis by the U.S. Centers for Disease Control and Prevention (CDC), which calculated the social costs of smoking cigarettes at \$7.18 per pack. This not only justifies raising taxes on cigarettes, which claim 4.9 million lives per year worldwide (more than all other air pollutants combined), but it also provides guidelines for how much to raise them. In 2002, 21 U.S. states raised cigarette taxes. Perhaps the biggest jump came in New York City, where smokers paid an additional 39¢ in state tax and \$1.42 in city tax—a total increase of \$1.81 per pack.

If the cost to society of smoking a pack of cigarettes is \$7.18, how much is the cost to society of burning a gallon of gasoline? Fortunately, the International Center

Continued on page 5....

Continued from page 4....



for Technology Assessment has done a detailed analysis, entitled “The Real Price of Gasoline.” The group calculates several indirect costs, including oil industry tax breaks, oil supply protection costs, oil industry subsidies, and health care costs of treating auto exhaust-related respiratory illnesses. The total of these indirect costs centers around \$9 per gallon, somewhat higher than those of smoking a pack of cigarettes. Add these external costs to the average price of gasoline in the United States—just over \$2 per gallon in 2005—and gas would cost \$11 a gallon. For Americans, this is shockingly high, but it is not that much higher than the \$7 per gallon that Dutch motorists paid briefly in late 2005 or the \$6 per gallon that British, German, French, and Italian drivers now regularly pay for gasoline.

Asia’s two leading economies—Japan and China—are now considering the adoption of carbon taxes. For the last few years, many members of the Japanese Diet have wanted to launch an environmental tax shift, but industry has opposed it. China is working on an environmental tax restructuring that will

discourage fossil fuel use. According to Wang Fengchun, an official with the National People’s Congress, “Taxation is the most powerful tool available in a market economy in directing a consumer’s buying habits. It is superior to government regulations.”

Environmental tax shifting usually brings a double dividend. In reducing taxes on income—in effect, taxes on labor—labor becomes less costly, creating additional jobs while protecting the environment. This was the principal motivation in the German four-year shift of taxes from income to energy. Reducing the air pollution from smokestacks and tailpipes reduces the incidence of respiratory illnesses, such as asthma and emphysema—and thus overall health care costs.

Some 2,500 economists, including eight Nobel Prize winners in economics, have endorsed the concept of tax shifts. Harvard economics professor N. Gregory Mankiw wrote in *Fortune*: “Cutting income taxes while increasing gasoline taxes would lead to more rapid economic growth, less traffic congestion, safer roads, and reduced risk of global warming—all

without jeopardizing long-term fiscal solvency. This may be the closest thing to a free lunch that economics has to offer.”

Accounting systems that do not tell the truth can be costly. Faulty corporate accounting systems that leave costs off the books have driven some of the world’s largest corporations into bankruptcy. The risk with our faulty global economic accounting system is that it so distorts the economy that it could one day lead to economic decline and collapse.

If we can get the market to tell the truth, then the world can avoid being blindsided by faulty accounting systems that lead to bankruptcy. As Øystein Dahle, former Vice President of Exxon for Norway and the North Sea, has pointed out: “Socialism collapsed because it did not allow the market to tell the economic truth. Capitalism may collapse because it does not allow the market to tell the ecological truth.”

Reference: Earth Policy Institute



The ‘REAL’ Cost Per Gallon

Just a little humor to help ease the pain of your next trip to the gas pumps.



You Think A Gallon Of Gas Is Expensive? Knowing this makes one think and puts things in perspective:

- ◆ Diet Snapple 16 oz \$1.29 — \$10.32. per gallon
- ◆ Lipton Ice Tea 16 oz \$1.19 — \$9.52 per gallon
- ◆ Gatorade 20 oz \$1.59 — \$10.17 per gallon
- ◆ Ocean Spray 16 oz \$1.25 — \$10.00 per gallon
- ◆ Brake Fluid 12 oz \$3.15 — \$33.60 per gallon
- ◆ Vick’s Nyquil 6 oz \$8.35 — \$33.60 per gallon
- ◆ Pepto Bismol 4 oz \$3.85 — \$123.50 per gallon
- ◆ Whiteout 7 oz \$1.39 — \$25.42 per gallon
- ◆ Scope 1.5 oz \$0.99 — \$84.48 per gallon ... and this is the REAL KICKER.....
- ◆ Evian water 9 oz for \$1.49 —\$21.19 per gallon, \$21.19 FOR WATER!.....and the buyers don’t even know the source.

So, the next time you’re at the pump, be glad your car doesn’t run on water, Scope, or Whiteout, or God forbid, PEPTO BISMOL or NYQUIL!!!!



GOOD QUIZ FOR THE MIND

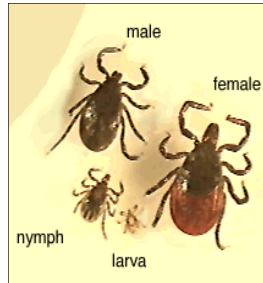
Don't cheat....the answers are on Page 7

This is a quiz for people who know everything! I found out in a hurry that I didn't. These are not trick questions. They are straight questions with straight answers.

1. Name the one sport in which neither the spectators nor the participants know the score or the leader until the contest ends.
2. What famous North American landmark is constantly moving backward?
3. Of all vegetables, only two can live to produce on their own for several growing seasons. All other vegetables must be replanted every year. What are the only two perennial vegetables?
4. What fruit has its seeds on the outside?
5. In many liquor stores, you can buy pear brandy, with a real pear inside the bottle. The pear is whole and ripe, and the bottle is genuine; it hasn't been cut in any way. How did the pear get inside the bottle?
6. Only three words in standard English begin with the letters "dw" and they are all common words. Name two of them.
7. There are 14 punctuation marks in English grammar. Can you name at least half of them?
8. Name the only vegetable or fruit that is never sold frozen, canned, processed, cooked, or in any other form except fresh.
9. Name 6 or more things that you can wear on your feet beginning with the letter "S."

It's Tick Season

Due to the warm winter and high humidity this spring the risk has heightened for contracting Lyme disease. A "tick check" is recommended after being outdoors. To support the Lyme disease cycle in nature you need ticks, deer, and mice.



Lyme disease is primarily transmitted to humans through deer ticks, frequently found in grassy, brushy and wooded areas between May and July. Ticks can also be carried by animals into lawns and gardens and into houses by pets.

In 2005, 29 cases of Lyme disease in humans were reported in the state of Vermont, for a total of 101 cases from 1999-2005. (In Idaho, 27 cases were reported from 1999-2005)

Tick Facts:

- Ticks only crawl, they do not jump or fly.
- Ticks search for host animals from the tips of grasses and shrubs, not from trees.
- Ticks are slow feeders. A complete blood meal can take several days. As they feed, their bodies slowly engorge.
- Ticks typically take more than 24 hours to transmit the disease.

Tick Prevention:

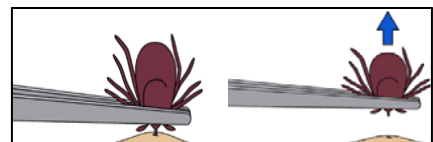
- Avoid tick-infested areas. Walk in the center of trails to avoid contact with overgrown grass, brush, and leaf litter at trail edges.
- Use insect repellent on clothes and exposed skin containing a 20-30% concentration of DEET. Use 10% DEET for children. Always follow the manufacturer's instructions when

applying any repellents.

- Wear protective clothing. Long pants and long sleeves help keep ticks off your skin. Light-colored clothing will help you spot ticks more easily. You can tuck pant legs into socks or boots and shirt into pants to keep ticks on the outside of clothing. Tape the area where pants and socks meet so that ticks cannot crawl under clothing.
- Perform daily tick checks. Be sure to check all folds and creases of your body, because ticks can bite you anywhere. Ticks must usually be attached for at least a day before they can transmit the bacteria that cause Lyme disease, so early removal can reduce the risk of infection.

Tick Removal:

- To remove ticks, grasp the embedded tick with **tweezers** close to the skin, gently tugging it out with a steady motion pulling the tick body away from the skin. Avoid crushing the tick's body. Do not be alarmed if the tick's mouthparts remain in the skin. Wash the affected area with antiseptic.
- DO NOT use petroleum jelly, gasoline and matches, nail polish, or other products. These methods can actually agitate the tick and make it spit up fluid, which could help spread the infection.



Lyme disease often manifests itself with flu-like symptoms, fatigue, malaise, fever, and joint and muscle pain. In severe cases, it can spread to the nervous system or the heart.

For more information about Lyme disease visit: <http://www.cdc.gov/ncidod/dvbid/lyme/index.htm>

Reference: Vermont Local Roads, June 2006

A Load Of Rubbish

Police in Scotland are trying to put the squeeze on unlicensed drivers—literally.

If you're caught driving without a valid driver's license or proof of insurance in Scotland, the police can now have your car crushed at a scrap yard.

According to a new Serious Organized Crime and Police Act, a police officer can request to see all required driving documents if he or she has "reasonable cause" to believe the driver is unlicensed or uninsured. If the documents cannot be produced, the officer can then issue a seizure notice on the spot. If the driver cannot produce valid documents in the next seven days, his or her vehicle can be flattened or condensed into a small cube.

The authorities justify this by pointing to recent studies that indicate 5% of all drivers are uninsured, and 30% of young drivers have driven without in-

surance at one time. These uninsured drivers are six times more likely to drive an unroadworthy vehicle and up to nine times more likely to be involved in an accident. If you believe "studies."



Reference: ROADS & BRIDGES, January 2007

A Dramatic Entrance

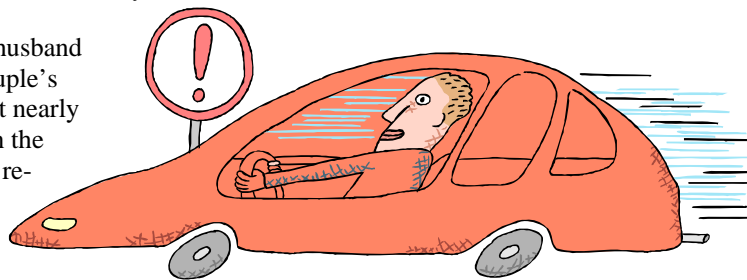
We all know how dangerous driver distraction can be, but what happens when the distraction is the birth of your own child?

This was the dilemma facing Jerome Tauer as he raced his wife, Lisa, to the hospital. The couple thought they had plenty of time, but just minutes into their drive, Lisa's water broke and the baby was on its way.

With her husband driving the couple's Dodge Neon at nearly 100 mph down the highway, Lisa reclined the passenger seat and began pushing. With one hand on the wheel and one hand guiding the baby's head, Jerome was able to assist

with the birth without even slowing the car.

Once safely checked into the hospital, the couple were able to reflect on the miracle they had just been a part of. An act of God is truly the only explanation for a Dodge Neon doing 100 mph.



Reference: ROADS & BRIDGES, May 2007

Reference: Anonymous

1. The one sport in which neither the spectators nor the participants know the score or the leader until the contest ends . . . Boxing
2. North American landmark constantly moving backward . Niagara Falls (The rim is worn down about two and a half feet each year because of the millions of gallons of water that rush over it every minute.)
3. Only two vegetables that can live to produce on their own for several growing seasons . . . Asparagus and rhubarb.
4. The fruit with its seeds on the outside . . . Strawberry.
5. How did the pear get inside the brandy bottle? It grew inside the bottle. (The bottles are placed over pear buds when they are small, and are wired in place on the tree. The bottle is left in place for the entire growing season. When the pears are ripe, they are snipped off at the stems.)
6. Three English words beginning with dw Dwarf, dwell and dwindle.
7. Fourteen punctuation marks in English grammar . . . Period, comma, colon, semicolon, dash, hyphen, apostrophe, question mark, exclamation point, quotation marks, bracket's, parentheses, braces, and ellipses.
8. The only vegetable or fruit never sold, frozen, canned, processed, cooked, or in any other form but fresh lettuce.
9. Six or more things you can wear on your feet beginning with "s" : Shoes, socks, sandals, sneakers, slippers, skis, skates, snowshoes, stockings, stilts.

Answers To Quiz:



Local Highway Technical Assistance Council
 3330 W. Grace St.
 Boise, Idaho 83703

Prsrt Std
 U.S. Postage
 PAID
 Boise, ID
 Permit No. 767

VOLUME 12, No. 4

LHTAC NEWSLETTER

JUNE 2007

CALENDAR OF EVENTS

July 10-11, 2007	Coaching, Mentoring & Team-Building Skills for Supervisors, Managers & Team Leaders	Boise, ID
July 11, 2007	Criticism & Discipline Skills for Managers and Supervisors	Boise, ID
July 13, 2007	Idaho Boundary Law and Adjoining Landowner Disputes	Boise, ID
August 6, 27, 29, 2007	Excel Basics	Boise, Pocatello, Twin Falls, ID
August 10, 2007	How to Successfully Manage Multiple Locations	Boise, ID
September 14, 2007	Local Highway Technical Assistance Council Meeting	Boise, ID
September 16-21, 2007	Idaho Association of Counties (IAC) Annual Conference	Moscow, ID
November 13-14, 2007	Idaho Association of County Engineers & Road Supervisors Annual Convention	Boise, ID
November 14-16, 2007	Idaho Association of Highway Districts 79th Annual Convention	Boise, ID

If you are interested in additional information regarding any of the above referenced meetings and/or training sessions, please contact LHTAC at 1-800-259-6841 or 1-208-344-0565.