

### East Side Highway District - Sub-District 2

	John W Boothe	Les Vawter
<b>1.</b> What is your name, what office are you running for and why are you running for this position?	John W. Booth East Side Hwy Dist. Commissioner I was asked by several members of the Highway district during a campaign to clarify the property boundaries of a park that my great grandfather donated to them in 1964. I've always been interested in road construction and heavy equipment, so since I was nearing retirement, I thought it would be a great way to give back to the community.	My name is Les Vawter. I am running for Eastside Highway Sub-district 2 road commissioner position. I am running for this position because the incumbent commissioner whom I feel has done a very good job is not seeking re-election. I wish to represent Sub-district 2 in the best possible way I can to improve our roads in a fiscally responsible manner.
<b>2.</b> How could the Highway District be improved? Please provide your top 2-3 ideas.	I would like to see Boothe park developed into a nice public use facility as it's fallen into a condition of disrepair over the years and I know my great grandfather wanted it to be enjoyed by the citizens of Kootenai county.  More efficient appropriation of tax payer dollars in current and future projects.	The highway district can be improved the most by improving the surface composition of as many roads as possible. Having fewer gravel roads in the long run decreases maintenance cost. Seal coating the asphalt roads we do have and using magnesium chloride on repaired gravel roads will extend their life and lower yearly costs.
<b>3.</b> What is your philosophy regarding how growth should be managed?	Kootenai county faces a lot of challenges due to a large influx of residents moving into the area. I have personally witnessed new landowners blocking access to our national forests and contesting public road easements that have been in effect since early times. This practice needs to stop.	Growth is a reality for Kootenai County. I believe in individual property rights. I think that growth and its management has abandoned the individual and created an environment that only deep pocketed developers can navigate. I think the four-split rule after 1972 should be revamped and the Community Development Departments ideology needs a working over.
<b>4.</b> Do you believe the highway district should be prioritizing constructing new roads or improving existing roads? Please explain your reasoning.	Maintenance of existing roads has always been the Highway District's priority. New county roads generally require a complex and predestined process that needs citizen support as a component of planning. The Commissioner, as a servant to the community, must act in the best interests and at the whim of his constituents.	Eastside Highway District's priority has and will be improving existing roads. Unlike the west side of the county the situation and topography is different. Here growth creates driveways accessing existing roads.
<b>5.</b> What is your opinion on how growth should be paid for?	Revenue generated by holding the property developers accountable during new construction projects.  State and federal grants play a large part in project funding and should be utilized whenever possible.	Costs associated with growth should be passed along to those creating the growth as much as possible through one-time fees and city transfer revenue. Increases in property taxes for new growth also contributes but that revenue comes after the fact. How it should be paid for and how it is, isn't how the system is designed.
<b>6.</b> What are your plans to increase public involvement in the highway district?	Effective communication with the public is essential to get information out where it can be assessed and then, of course, listening to the citizens concerns and ideas about issues.	Eastside Highway District has a good website that the public can see what construction projects are scheduled near and far. I would like to see if direct mail and the media can drive more public traffic to the website and get a database of digital contact information from the district constituents. Reason is that a large portion of the budget comes from the state legislature each year and has to be voted on every year. Squeaky wheel gets the grease.

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<b>7.</b> Do you believe the highway district should be acquiring land to expand the existing road system? What areas do you believe need to be expanded?	<p>If the circumstances of new road development require the acquisition of non-public land then said acquisition should be evaluated in a case by case manner.</p> <p>There are opportunities to expand public access to public lands.</p>	I am not aware of any needs of the Eastside Highway District to acquire or expand existing roads.
<b>8.</b> Under what conditions do you believe the Highway District should recommend the utilization of eminent domain and why?	<p>The constitutional laws that regulate the enforcement of eminent domain have been challenged by many private landowners in the past. I view these laws as a necessary evil that should only be enforced when all other avenues have proven futile.</p> <p>Educating private landowners of their rights during the unfortunate process of enforcing eminent domain rules could alleviate much of the stress during the process.</p>	Public safety could be a viable reason to utilize eminent domain. However, if someone is forced to sell their property, they should receive greater than fair market value.
<b>9.</b> What should be the role of the highway district in working with local governing authorities (county commissioners, city planners, etc.) and why?	The highway district employs engineers and road construction professionals who are willing and able to offer advice when needed.	The highway district does and should continue to work with local governing authorities providing input and management on current issues and future comprehensive plans.
<b>10.</b> Do you feel that the highway district has enough funds to cover the growth that is occurring, or should it seek additional funds? Please explain your reasoning.	The Highway District does the best they can with what they have. There could always be more, but I've found economy to always be a better option than taxation.	There is never enough money. Funding comes in waves. It isn't constant, but maintenance costs and growth are. People think the district is funded primarily through property taxes. As growth increases property taxes increase to offset the growth is the logic. The reality is it doesn't. While important, this funding is in arrears and is the one-line item we want to try not to increase. Other sources like fuel tax and sales tax sharing are key contributors. The state general fund is a big source as is house bills that are voted on each year and are everchanging. Project grants are a huge component of maintenance decisions and growth expense. These non-property tax sources of funds need to be maximized to cover the growth.

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<b>11.</b> What changes do you believe need to be made to the current design standards and why?	The reduction of sedimentation that reaches our lakes could be improved through conscientious planning and implementation. Effective placement of drainage culverts around our waterways need attention. Clearcutting of private and public forests bordering lakes and streams should be regulated and strictly enforced.	I don't have a basis of knowledge about the design standards.
<b>12.</b> What is your background and why do you feel it qualifies you for this position?	I've spent 42 years as a Radiation Control Technician in the private sector of nuclear power energy production. My intimate exposure to the many regulatory agencies have given me a vivid awareness of how they operate and how they can be influenced. When I wasn't traveling during work periods, I was developing our family property. I own several pieces of heavy equipment, so my awareness of maintenance and repair costs is apt. I'm a fast learner and I love challenge.	I am a graduate of the University of Idaho and have lived in the Eastside Highway Sub-district 2 for the past 30 years. I owned and operated a gas/convenience store in the same for 25 years. I have an understanding of road construction and maintenance, and the equipment needed to do so. I know finances and personnel management. I am fiscally and socially conservative.