Please edit this paragraph away; I’m unsure of my facts and it might be a bit soppy. Together, Idaho Department of Fish and Game (IDFG) and the Idaho Transportation Department (ITD) have a long list of successful projects that have required close and careful collaboration to improve human mobility, driver and wildlife safety through the reduction of wildlife-vehicle collisions, and wildlife connectivity on Idaho roads. As sister state agencies, IDFG and ITD have worked together over the decades to meet seemingly distinct missions for drivers and wildlife along roadways; the creation of a Memorandum of Understanding in 1987 (??) initiated work to bring those missions closer under a united cause to protect drivers and wildlife under the umbrella of a single effort, project by project. Today, ITD has provided funding for a Transportation Specialist, housed within IDFG, to act as the liaison, primary contact, and conveyor of wildlife and ecological perspective as it relates to road systems. A brief history of projects that are the result of such collaborations are below. (I think now this can be a bulleted list with year(s) of work or completion, goal of the project, short summary of positive outcome??? Is it easy enough to make each bullet clear, full sentences? Maybe a nice closing paragraph after the list of what impact these projects have had at the state level??)

* First MOU signed in 1987?? Subsequent in 1993, 2004 and 2015??
* Copeland wildlife underpasses – 3 on highway 95 north of Bonners Ferry
* Ongoing (still ongoing?) construction of underpass on 95 south of Silverwood
* Moscow line of sight alert system for wildlife crossing
* Highway 21 wildlife underpass for wildlife
* I -15 - 7 miles of fence on both sides of highway for wildlife
* Fish Creek Summit – 15 miles of fence repair and maintenance for existing underpasses for wildlife
* Fish passage at Targhee Creek in the Upper Snake on SH – 87
* Copeland – Eastport/highway 95 - crossing and movements, deer, elk, bear
* Barn Owl mortality/I-84 – 2007-08 study, 2013 study
* Wildlife Vehicle Collision data and assessment/statewide – 2013 study
* Lolo Pass/highway 12 – wildlife crossing and movements
* Idaho ground squirrel/highway 95 – populations status and movements and environmental assessment (Can’t wait to hear about this study!)
* Snowville/I-80 – mule deer and elk use of underpasses and crossings
* Map wildlife linkage and crossings/statewide – workshops, GIS data layers, prioritization
* Blaine county/highway 75 – animal movements and crossings
* Boundary county/95 – road crossing and linkage assessment
* Island Park/highway 20 – elk, deer, moose linkage and movement to and from Yellowstone (don’t think deer are a part of this…?)
* Carey-Arco/highway 20 – antelope movements and migration (this was a large partner collaboration, which will be nice to brag about: WCS, Craters of the Moon/NPS, Lava Lake Institute, BLM, I’m sure I’m forgetting someone)
* The main addition might be the bridges work now in progress in the Upper Salmon, etc.  You heard about that in Salmon. (Yes, all bridges will be lengthened and taller [not sure if that was for wildlife, though; perhaps just a nice side-benefit], 3 of them will get wildlife fencing [paid for by IDFG], bat roosting locations are proposed to be included)
* And of course our agreement and your hire since then.  The new MOU, etc in terms of non-construction.
* You can also include the roadkill database and its # of records, our web services providing data to ITD for their projects.