Kootenai Metropolitan Planning Organization
2024 Budget and FY 2023 Final

October 1 - September 30
KMPO Board Approved September 14, 2023

Revenue Budget (2024 and 2023)					
	2024 Funding Forecast	2023 Amended	Grant Funds	Local Match	Total Funds
Revenues:			**92.66%**	**7.34%**	
CPG FY 2023 **KN22106 Carry-over**	$208,485		$208,485	$16,515	$225,000
2024 Consolidated Planning **KN 22439**	$358,021		$358,021	$28,360	$386,381
Regional Traffic Mgmt Center **KN20637**	$0	$370,640	$370,640	$29,360	$400,000
ITD Inrix Street Analytics funding 2023					
Consolidated Planning Grant **KN22106**		$649,030	$649,030	$51,412	$700,442
KMPO Local Contribution 2024	$54,721	$54,721			
KMPO Local Carry over after Local Match	$68,412	$68,412			
subtotal	$ 689,639	$ 1,142,803			
Grand Total	**$ 689,639**	**$ 1,142,803**			

Expenditure Budget (2024 and 2023)					
Personnel	**2024**	**2023 Final Revision**	**Current**	**92 % Year**	**% To Date**
Salaries	$287,757.47	$275,366.00	$269,542.00	**$256,877**	95%
Social Security	$17,841	$17,073	$16,712	**$15,926**	95%
Medicare	$4,172	$3,993	$3,908	**$3,724**	95%
Retirement (PERSI)	$34,358	$32,879	$32,183	**$30,289**	94%
Medical Insurance	$45,120	$45,120	$45,120	**$38,730**	86%
Vison/Dental Insurance	$2,700	$2,870	$2,700	**$1,892**	70%
Short/Life/AD&D	$3,240	$3,531	$3,240	**$3,203**	99%
Workmans Compensation ISF	$1,169	$1,169	$1,169	$0	0%
Unemployment Insurance	$567	$567	$567	**$486**	86%
Personnel Subtotal	$396,925	$382,567	$375,142	**$351,128**	**92%**
Maintenance and Operations	**2024**	**2023**		**92% year**	**% To Date**
Utilities	$900	$900		**$718**	80%
Ops. Software Updates and Maint	$5,000	$5,000		**$3,711**	74%
Ops. Supplies, Copying, Postage	$3,200	$3,200		**$1,900**	59%
Professional Services (Legal Financial)	$15,000	$15,000		**$6,700**	45%
Contractual Services/Training	$200,000	$540,000	$550,000	**$406,098**	75%
Telephone/Internet	$2,500	$2,500		**$2,220**	89%
Travel	$13,170	$13,170		**$7,543**	57%
Advertising	$2,100	$2,100		**$750**	36%
Rent	$21,000	$21,000		**$15,736**	75%
Property Liability Insurance	$3,617	$2,782		$0	0%
Equipment Maintenance	$1,500	$1,500		$0	0%
Registrations	$500	$500		**$135**	27%
Dues, Subscriptions, Membership	$8,000	$8,000		**$7,999**	100%
Office Furniture/Equipment/Software	$4,000	$4,000		$0	0%
Subtotal	$280,487	$619,652		$453,510	**73%**
Total Expenditure Budget	**2024**	**2023**		**92% Year**	**% To Date**
Personnel	$396,925	$382,567		$351,128	91.8%
Maintenance, Operations & Contracts	$280,487	$619,652		$453,510	73.2%
Grand Total	**$677,412**	**$1,002,219**		**$804,638**	**80.3%**

City of Coeur d' Alene
City of Post Falls
City of Hayden
City of Rathdrum
Coeur d' Alene Tribe
East Side Highway District
Idaho Transportation Department
Kootenai County, Idaho
Lakes Highway District
Post Falls Highway District
Worley Highway District

Cooperatively Developing a Transportation System for all of Kootenai County, Idaho

KMPO Board Meeting
June 8, 2023 1:30 pm
Post Falls City Council Chambers, Post Falls City Hall, 1st Floor
408 N. Spokane Street, Post Falls, Idaho

AGENDA

1. **Call to Order – Rod Twete, Chair**
2. **Changes to the Agenda and Declarations of Conflicts of Interest – Action Item**
3. **Approval of April 12, 2023, Meeting Minutes** – **Action Item**
4. **Public Comments** (limited to non-agenda items 3 minutes)
5. **KCATT Recap & Recommendations – Kevin Jump**
   a. Recap of Activities – March/April/May 2023
   b. KRTMC Concept of Operations Final Report Recommendation to Accept – **Action Item**
6. **Administrative Matters**
   a. April 2023 KMPO Expenditures – **Action Item**
   b. May 2023 KMPO Expenditures & Financial Report – **Action Item**
   c. KMPO Draft 2024 Budget – **Action Item**
   d. DRAFT FY 2024 Unified Planning Work Program (UPWP) Discussion
   e. KMPO 2023-2029 Transportation Improvement Program (TIP) Amendment Requests:
      1. #4 Request to Increase Funding in the FY 2023 Program Year
      2. #5 Request to Increase Funding in the FY 2023 Program Year
      3. #6 Request to Increase Funding in the FY 2023 Program Year
      4. #7 Request to Increase Funding in the FY 2023 Program Year
      5. #8 Request to Increase Funding in the FY 2023 Program Year
      6. #9 Request to Increase Funding in the FY 2023 Program Year
      7. #10 Request to Increase Funding in the FY 2023 Program Year
      8. #11 Request to Increase Funding in the FY 2023 Program Year
      9. #12 Request to Increase Funding in the FY 2023 Program Year
7. **Other Business**
   a. Critical Arterial Corridor Policy Update - Discussion
   b. PTV Travel Demand Model Update, Final Report – Ali Marienau
8. **Public Transportation (Informational Items Provided to KMPO)**
   KMPO is not the Designated Recipient of FTA Funding for the provision of transit Service in Kootenai County. These presentations and informational items are provided as a service to the public and to local jurisdictions. Questions related to service, schedules, or concerns should be directed to Kootenai County or the Coeur d' Alene Tribe.
   a. Kootenai County Transit Report – Kootenai County Public Transportation Staff
   b. Coeur d'Alene Tribe Rural Transit Report – Alan Eirls
9. **Director's Report** (written report included in Board packet)
10. **Board Member Comments**
11. **Next Meeting – July 13, 2023**
12. **Adjournment**

For special accommodation/translation services, call 1.208-930-4164, 48 hours in advance. KMPO assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, and Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act.

MEETING MINUTES

Kootenai Metropolitan Planning Organization
Regular Board Meeting
June 8, 2023
Post Falls City Council Chambers, Post Falls City Hall, 1st Floor
408 N. Spokane Street, Post Falls, Idaho

Board Members in Attendance:

Rod Twete, Chair	Lakes Highway District
Graham Christensen, Vice Chair	East Side Highway District
Dan Gookin	City of Coeur d'Alene
Damon Allen	Idaho Transportation Department, District 1
Jim Kackman	Coeur d'Alene Tribe
Vic Holmes	City of Rathdrum
Corinne Johnson	Worley Highway District
Jeff Tyler	Post Falls Highway District
Bruce Mattare	Kootenai County

Board Members Absent:

Lynn Borders	City of Post Falls
Sandra White	City of Hayden

Staff Present:

Glenn Miles	Executive Director
Ali Marienau	Transportation Planner
Kelly Lund	Executive Secretary

Attendees:

Terry Werner	Citizen
Bill Brizee	Citizen
Rachelle Ottosen	Citizen
Carey (illegible)	Citizen
Michal Bennett	Kootenai RMO
Kim Bugler	Citizen
Linda Sutton	Citizen
Sarah (illegible)	Citizen
Bill Green	Citizen
Kenny Moore	Citizen
Rhonda Sand	Citizen
Nicole Barnett	Citizen
Tony Wisniewski	Citizen
Jenny Holmes	Citizen
Hari Heath	Citizen
Khara Ripley	Citizen
Nina Beesley	Citizen
Luke Sommer	Citizen
Jade Huguenot	Citizen
Kevin Jump	City of Rathdrum
Chad Ingle	Kootenai County
Michael Lenz	Post Falls Highway District

1. Call to Order – Rod Twete, Chair

The regular meeting of the Kootenai Metropolitan Planning Organization Policy Board was called to order by Chair Rod Twete at 1:30 p.m. He welcomed the attendees and asked those who wished to provide a public comment on the KRTMC Concept of Operations, to form a line.

2. Changes to the Agenda and Declarations of Conflicts of Interest – Action Item

Mr. Jim Kackman moved to approve the agenda. Mr. Vic Holmes seconded the motion, which passed unanimously. No conflicts of interest were declared.

3. Approval of April 12, 2023 Meeting Minutes – Action Item

Mr. Jim Kackman moved to approve the April 12, 2023 meeting minutes. Vice Chair Christensen seconded the motion, which passed unanimously.

4. Public Comments (limited to non-agenda items 3 minutes)

Mr. Miles noted the KMPO Board had recently removed the "non-agenda" restriction.

William Le, Coeur d'Alene, provided the KMPO Board a handout and highlighted the "Question" portion of the document; he asked the Board if they had stated the problem they were trying to address. He commented on the reduction of traffic in North Idaho during the winter months, why a TMC and video were necessary in resolving traffic problems, possible alternatives, and privacy. Mr. Le asked who would pay for, operate, and maintain custody of the data being collected. If a system is needed, he recommended the use of "legal entities" that can already monitor traffic.

Nicole Barnett, Hayden, commented on a January 2023 KXLY report on the number of traffic tickets issued by red light traffic cameras at specific intersections. The report compared the number of tickets issued during the same time period in 2021 and 2022; with the addition of traffic cameras, tickets increase year over year. Cameras alone do not change the driving habits of people. Ms. Barnett noted the exorbitant expense of fiber, cameras, and storage of data. If the Board was looking for ways to improve traffic, there are other, more cost-effective ways to do so.

Lynn Berschell, Post Falls, remarked that she was certain the Board was aware of all the cameras along US-95. She recounted an incident that happened last spring when their daughter, who lives in a different state, received a photo of them (she and her husband) stuck in traffic on US-95 with an "SOS" message. Ms. Berschell voiced her concerns about the current camera technology having the ability to take a photo, connect specific cell phones, and send a picture to their daughter with a message. If the TMC has these new technologies, there will be even more of this. Ms. Berschell concluded by saying, she felt this was an invasion of privacy.

Rachelle Ottosen, Rathdrum, remarked that we live in America, where we do not live under communist rule. The people of Kootenai County do not want to be surveilled – it adds to the stress of life. She asked the Board to vote against the TMC.

Jim Plause, Rathdrum, stated that he was opposed to the concept of the TMC. He questioned the purpose for it and the belief that they would help change traffic patterns – or relieve traffic congestion. Mr. Plause recommended the use of reader signs placed at various locations warning drivers of traffic incidents. There is already technology to assist drivers in making better travel decisions. The federal funds are not needed – even if it is "free" and no local match is required. Mr. Plause asked the Board to say no the "feds."

Pam Kimball commented that citizens already have nosey neighbors – and enough covenants in their neighborhoods and the country. Citizens have been taxed enough and do not need to pay more for the federal government to spy on them. Ms. Kimball finished by saying the funds need to be spent at the border.

Teresa Roth, Dalton Gardens, commented that she was associated with Stop Smart Cities; the group has many concerns about TMCs. She noted that she had read the draft TMC Con Ops document and wanted to address the issue of traffic light synchronization. She did not believe this type of upgrade would benefit North Idaho citizens. Ms. Roth expressed concern about ITD's plans to upgrade the regional traffic lights by providing Active Transportation and Demand Management (ATDM), noting the federal government's definition indicates traffic flow is managed and traveler behavior influenced to achieve operational objectives – including safety. She interpreted that the planned updates were not just intended to make it easier to travel – but designed to change the use of the network forcing travel behavior that the government thinks is beneficial. Ms. Roth noted that Iteris' draft report discussed a range of signal control systems from fixed-schedule to fully responsive systems. She understood the current system was a fixed scheduled traffic optimization signal system, which does not attempt to influence travel behavior. Ms. Roth finished by saying North Idaho citizens do not want smart traffic lights, intelligent transportation systems (ITS), dynamic resource allocation, 24/7 surveillance, 15-minute cities, or federal control of our transportation system.

Jen Noelle, Hayden, provided the Board a copy of the article from The Liberty Lake Splash; she had referenced the article during the April KMPO Board workshop. The Liberty Lake Police Department openly stated that they are taking pictures of license plates and storing the information for 30 days. Although KMPO is promising the Board, and residents, that no information will ever be stored, the best-intentioned policies/laws can change. During the April workshop, the Iteris representative, George Genner, agreed that storage of the TMC data was possible. Ms. Noelle said this was a major concern for her. Also, during the workshop, Board member Sandra White asked Mr. Miles if the KMPO meetings could be recorded. Ms. Noelle recounted that Mr. Miles' response was that most Board members were elected officials. He was concerned that their words could be held against them. She said Mr. Miles' response was concerning as these elected officials who would be voting on matters of privacy and surveillance – and to a higher extent, collection of data, license plate readers, and facial recognition capabilities. Ms. Noelle commented that elected officials should be aware that their words are always on the record; she questioned why there was concern about the elected officials' privacy but little concern for the privacy of North Idaho residents.

Mr. Miles denied Ms. Noelle's recollection of his comment(s) and explained that it was important to provide context.

Chair Twete asked that those giving public comment to be respectful and refrain from making derogatory comments toward KMPO staff.

Ms. Noelle responded that her comment was not derogatory – as those were his words.

An unidentified speaker explained that she would like to read an excerpt from the article, "How to Stop Cities from Becoming Surveillance Cities," dated September 17, 2018; the article was written by the ACLU. The article also discussed the need for laws which ensure the protection of the citizens' constitutional rights. The speaker remarked that laws and policies can change – giving residents no real protection. She encouraged the KMPO Board to hold townhalls and inform the residents about the proposed TMC – providing a platform that allows for an exchange and questions from the public. If the public says they do not want to be tracked and have their data collected, in the name of safety, the KMPO Board needs to reflect the residents' decision.

Bill Brizee, Kootenai County, noted that he had attended the last few KMPO Board meetings – and the April Board workshop. He read a definition of the term "workshop," noting it provides for "intensive discussion." However, that did not take place during the recent workshop as "they" were shut down when the discussion process began. Mr. Brizee commented that he felt the three-minute public comment limit, provided by the Board agenda, was inadequate. Commenting

on workshop scheduling and processes, he noted that he has been on both sides of the conversation. He reminded the Board that they were elected officials and said, those in attendance want their voices heard.

Thomas Stephens, Coeur d'Alene, commented that he was the state's newest "state national" and to surveille him, a warrant would be needed. He mentioned several items including the COVID-19 vaccines, the Constitution, and the Organic Act of 1871. Mr. Stephens commented on his God-given rights and the actions that would be taken if those were deprived.

Ty McCamly, Hayden, provided, based on the KMPO Board's approval of the TMC and the wide-spread use of cameras, a "dystopic" view of the future, citing COVID-19, mandated stay at home orders for climate change, and the consequence of exceeding a 15-minute minute city. He commented on the use of license plate readers, the Patriot Act following 9/11 and the rights provided by the constitution. The Board was asked to consider how technology is weaponized against the people (e.g., China's social credit system and Zero COVID Policy and the rollout of 15-minute cities). Mr. McCamly asked the Board to consider their actions, noting they have the opportunity to provide our children a future of liberty and freedom.

Amy McCamly, Hayden, questioned the day and time of meeting, noting most people are not able to attend during the day. If the TMC was for their safety, why would the Board not hold the meeting when more people could attend? The scheduling of the meeting – and that it was not live-streamed, were red flags for her. She commented on the pandemic and impact that followed. She remarked that they will find a way to have the traffic cameras legally removed.

Nina Beesley, Rathdrum, commented that she opposed smart cities, the TMC, and surveillance cameras. She shared two examples of government encroachment; one involved the Census Bureau and the other, the IRS's request for biometrics. She had spoken to Senator Crapo about the issue involving the IRS; he has assured her that he is doing everything he can to oppose the use of biometrics and protect the citizens' privacy. She asked the KMPO Board to do the same thing – protect them from government encroachment and protect their privacy. Ms. Beesley noted they were elected officials and asked them to do the right thing and vote "no" on the TMC.

Rebecca, Hayden, commented that she recognized that, as elected officials, they have a lot of responsibility and have much to consider. She thanked the Board for not only hearing them – but for listening. She remarked that many have come to North Idaho for freedom; if the TMC is allowed, it would provide the latest technology to monitor and track the citizens. Noting no "opt-out" button, this violates their right to privacy. She voiced concerns about artificial intelligence (AI) technology and preparation for the social credit score; this will impact everyone. If the TMC was put to a vote, the majority of Kootenai County citizens would not want it. She asked the Board not to be swayed; the citizens want their freedom – not government money.

Henry, Coeur d'Alene, with "In the Know Idaho," a group focused on educating young people on their freedoms and rights. He commented that he did not see a lot of happy faces, which was of concern to him. The speaker asked for a show of hands of those who were for and against the cameras, commenting that the citizens want the elected officials to be an accurate representation of what the people want. He encouraged anyone who wanted to speak with him to do so after the meeting.

Unidentified speaker, Post Falls, noted he had been a resident of Post Falls for three and a half years and had never been in City Hall; however, this was important enough for him to attend. He remarked that he did not want asset managers (e.g., BlackRock, Vanguard, – or those who hold the majority shares of Iteris), to know, share, advertise to or sell his travel data. He commented that he did not believe the citizens had an "opt-out" option. If the Board was interested in ending

the traffic problems in Kootenai County, they should be smarter with zoning and stop building high density residential areas.

Jade Huguenot, Post Falls, remarked that her primary concern was how they are going to protect the privacy of minors. Her secondary concern was the scheduling of the meeting at 1:30 p.m. in the afternoon so she could voice her concerns to the KMPO Board; Ms. Huguenot was aware of several mothers who complained about the scheduling of the Board meetings and questioned the Board's motives. She echoed others who commented that they did not want the TMC and reiterated her concern for the privacy of minors and future of their country.

Dana Lu Cummings, resident, commented on those providing public comment, noting some had made very valid points. She remarked that, as elected officials, it was the Board's duty to listen to the citizens. Ms. Cummings noted that she had worked in federal law enforcement for 30 years and wanted to provide a different perspective. She was proud of the job she had done but saw things that she did not agree with continue to increase. Although the Board may say the TMC will not be used for nefarious reasons – or against the citizens, she has seen things like this happen before. Ms. Cummings noted that she had spent 15 years working sex crimes against children. She questioned the privacy of their children and said she hoped the Board understood the gravity of their decision. She asked the Board to listen to their constituents and keep the Constitution and their privacy intact.

Rhonda Sand, Rose Lake/Cataldo area, noted she was a native of Coeur d'Alene. She affirmed the comments that had been given. Noting the number of attendees in attendance, she remarked that people are coming to the realization of how they can hold leaders accountable, in the event something like the TMC is enacted. Noting her frequent travel to Saudia Arabia, she explained that people there live under surveillance and fear they will be penalized financially and socially. She questioned who was funding the TMC. Ms. Sand noted there were several great resources coming out of the community and encouraged the Board to listen.

Joe Alfieri, Idaho Legislature House Representative, Coeur d'Alene, questioned if the Board had read the books, 1984 or a Brave New World. The books specifically address what they are discussing today – an invasion of privacy and control by a federal government. He commented, if the government is giving them money, there are strings attached. If they so choose, the federal government will find a way to surveille each of them. Mr. Alfieri commented on his experience with public meetings like this; despite unanimous opposition, as evidenced by the number of people attending, the Board will likely approve the matter anyway. He assured the Board that when the legislature convenes in January, they will do everything in their power to stop the TMC.

Unidentified speaker, Post Falls, commented that, despite having several children and being a homeschool mom, she felt it was important to attend this meeting. She noted the previous speaker who had asked for a show of hands of those in favor of the TMC; not one person indicated support. She remarked that those in attendance were the voice of the community and those concerned about direction of this community – and the country. The leaders are entrusted to be the authority and advocates for the people – safeguarding their voice. No matter how well intentioned, the community is not interested in federal dollars – or surveillance cameras that could be used to control and induce harm on the community. The speaker recognized that the Board was likely facing pressure but asked that they stand up and speak for them.

Tony Wisniewski, Idaho Legislature House Representative, remarked that if the TMC was a bond measure, financed by the people of Kootenai County, it would fail miserably. He commented on the use of federal funding, questioning the Board and attendees if they knew what their obligation was to pay off the national debt today. Without adding any more debt, each individual taxpayer owes $248,000; that amount has increased $10,000 since last year; similar to county and income tax, this money is that is owed. Mr. Wisniewski commented on the issue of providing these types

of services for “safety.” He shared an experience he and his wife had while going through customs and machines that collected biometric data. He noted his parents were first generation Americans who left a country under Nazism, which later was given over to communism. Those who have lived under such conditions will say our country is headed in that direction.

Karen, noted no one had discussed 5G networks; many countries, doctors, and citizens know it causes harm – health problems, including cancer, vision, and heart issues. She provided some background on the frequency technology, and its uses, noting it was a danger to everyone. Karen said she hoped the Board understood the gravity of what they could be doing, commenting that it was unconstitutional; they do not have the right to surveille the citizens without a warrant.

Chair Twete asked that the next speaker be the last to provide public comment.

An unidentified speaker thanked the Board for their service and allowing the citizens to speak about their concerns on this important issue. While listening to the speakers and leaders involved in the process – and future implications, he considered history and writings, including The Constitution, the Declaration of Independence, Bill of Rights, etc., noting our country was based on spiritual principles. He asked the Board to look back on history, noting the government was not instituted to give rights but rather to protect rights as given by God. Integrity, spiritual beliefs, mutual respect were among those things the speaker identified as those making a free society work. He thanked the Board for their attention and service, and challenged them to ask how they can, today, do the right thing.

5. KCATT Recap & Recommendations – Kevin Jump

a. Recap of Activities – March/April/May 2023

KCATT Chair Kevin Jump provided an update on the April and May meetings, noting, due to the lack of business before the committee, the March meeting had been cancelled. The April meeting did not include any items that were to be presented to the KMPO Board. During the May meeting, the committee discussed the update to the Critical Arterial Corridor Policy; noting development has cumulative impacts on the overall performance of a corridor, KMPO is recommending a corridor Travel Time Level of Service (TTLOS) standard, which will provide a more holistic view of the region. Mr. Jump noted the committee also discussed the FY 2024 Unified Planning Work Program, which is also on the KMPO Board agenda.

b. KRTMC Concept of Operations Final Report Recommendation to Accept – **Action Item**

Mr. Jump noted KCATT was given the opportunity to discuss the Traffic Management Center (TMC) and provide feedback on those items they felt were pertinent to its operational capabilities; site selection was also discussed. KCATT, as a group, provided a recommendation that the KMPO Board accept the final draft Concept of Operations (ConOps) Report.

Mr. Miles thanked those in attendance, saying he appreciated those who had provided public comment and said he felt they did good job of expressing their concerns. He addressed the comment made by one of the speakers who recounted a comment he had made during the April KMPO Board workshop regarding the recording of that meeting. Mr. Miles stated that he wanted to clarify the reason he elected not to record the workshop and said “context is everything.” From a historical standpoint, the workshops are intended to be an open and free space for the Board members, the majority of whom are elected officials, to use that time as an opportunity to learn about transportation related topics; free to ask questions regardless of how simple they may be – without fear of later being ridiculed by sound bites of a recording. Mr. Miles said, nevertheless, if it is the Board’s desire, he would be happy to record them in the future. He noted the request to stream the meetings and explained that he was looking into the cost; it will be brought before the Board during the next meeting.

Mr. Miles commented on the TMC, noting the consultant, ITERIS, was selected, and put under contract as part of the Unified Planning Work Program (UPWP), by the KMPO Board last year. The consultant has several deliverable items, which are, per the contract, presented individually. KCATT reviewed, accepted, and recommended the KMPO Board accept the final draft ConOps Report. The Board is not approving the TMC. Although there have been several questions related to the implementation of the TMC, the action before the Board today is simply acceptance of the final draft Concept of Operations Report. Mr. Miles noted that KMPO is a planning agency – not an implementing agency. The Facilities and Operations Plan was pursued at the request of the KMPO Board and is expected to reveal whether a TMC is advisable. Mr. Miles explained that a TMC would require the development of a joint-powers agreement between ITD and the participating local jurisdictions. KMPO is not implementing – but facilitating the TMC study. The consultant is under contract to provide three more reports; based on the public comments, the more germane reports are the financial plan and the benefit cost analysis. Although the Board received a lot of good feedback regarding the implementation of the TMC, the matter before them was the acceptance of the consultant's report – per the contract. Noting the scope and lump sum contract, approved by the KMPO Board, Mr. Miles said, unless the Board decides to sever the contract, the consultant is under contract to provide the remaining deliverables.

Mr. Tyler noted the $400,000 in federal funding used for the TMC Facilities and Operations Plan and questioned what would happen to the remaining funds if the Board severed the contract.

Mr. Tyler commented that he had approached the TMC with an open mind, which is why he agreed to the study. However, earlier in the meeting, by a show of hand, he did express his view against the TMC. He noted his involvement in politics and said he was aware of Agenda 21, Agenda 2030, and the globalism happening around the world. America is a constitutional republic and is supposed to be run by the people; surveillance by the federal government is not needed. He remarked that, as elected officials, they work for the people and hoped the Board would do the right thing in considering this project; this is about the people who elected them. He commented on the April Board workshop, learning about the TMC and the capabilities of the cameras; he also learned that ITD already had several cameras installed. Mr. Tyler noted that he had contacted the sheriff and asked for his thoughts on the TMC; the sheriff had not studied the matter but was pleased with the number of license plate readers for law enforcement. He noted that the Board had not heard anything about the cost of the TMC. Noting estimated costs for the facility, hardware, and fiber optic connections, Mr. Tyler had doubts surrounding the cost-benefit and said he would likely be against it just based on the estimated costs. He referenced the ConOps Report – capabilities of the cameras, collection of data and traffic light synchronization. Noting signal upgrades planned for US-95, Mr. Tyler said, although this has nothing to do with the TMC, ITD is finding a way to address traffic issues. Current services, including 911, the 511 system, and GPS, are already available to help address traffic issues. As mentioned in the ConOps report, they may want to consider dynamic signage. He noted the TMC coalition will create a new government agency funded through contribution by member agencies – the tax paying citizens. Mr. Tyler noted the ConOps report defines the document as a "living document," which can change; he expressed concern about opening the door to the cameras and the technology. Mr. Tyler finished by saying, it was time to reverse the growth of government.

Mr. Mattare commented on the number of people who were in attendance. He noted he was new to the Board and stepping into the process mid-stream. The comment by Representative Wisniewski suggesting they treat this like a bond measure – giving the citizens something they want – not what they do not want, stood out to him. A number of people have approached him over the past several weeks and asked that he not allow the TMC to go through. Mr. Mattare said, although, the TMC may be a consequence of unrestricted growth throughout the area, he recognized both the benefit and encroachment of a TMC. He felt the Board should not make a decision today but put the matter on hold until they have all the information. Noting they were

elected by the citizens, Mr. Mattare commented that for them to obtain legitimate feedback and really hear from the citizens, he believed it would be important to hold townhall meetings throughout the county.

Mr. Gookin thanked those in the audience for attending. As they had heard from the people, he felt the Board was prepared to make a decision. He commented that each time this has been discussed, he has asked what the cost would be; the city is not prepared to make any financial commitment without first knowing the cost. He noted the report would be presented to the Board in two parts – a common practice that he does not agree with. Although he did not take issue with the first portion, the ConOps Report, it does not provide the financial information he needs to make a decision. He stated his concern about creating a new government agency that will grow and become a burden to the taxpayers of the community. He said he would like to halt the study now and hoped they could get their money back. Mr. Gookin said he would like to know the return on investment. As noted by previous speakers, traffic conditions are available on various cell phone apps. He noted the Board had not heard from law enforcement and/or first responders. Mr. Gookin completed his comment by saying this would be a "hard sale" for him.

Mr. Vic Holmes remarked that all he has ever done is vote for the betterment of the community. The matter before the Board was acceptance of the ConOps Report, which had been completed and delivered by the consultant. Mr. Holmes said he would like to see all of the report – and know the financial implications, prior to making a decision; with only a portion of the information, he felt it would be a mistake. The City of Rathdrum would not want to pay a lot of money for this as they only have three traffic signals.

In response comment from the audience, Chair Twete asked that audience to be respectful.

Ms. Corinne Johnson commented that she was not averse to accepting the final ConOps Report; without all the reports, the Board has not seen a complete view of the TMC.

Mr. Miles explained, that as a contractual document, he was not required to bring the ConOps report before the Board – but felt it was important for them to have a clear understanding of the TMC's functions, which was based on feedback from the jurisdictions and sets the groundwork for determining the financials and benefit cost analysis.

Mr. Gookin commented on the term "sunk cost fallacy" and questioned when a Board would ever say no to a report. The term describes the mindset of paying so much money that they might as well go ahead and continue; it was prevalent in government.

Chair Twete opened the matter up for a motion, and again, asked the audience to be respectful.

Mr. Tyler remarked that he understood KCATT had unanimously supported the recommendation. Noting the division and opposing views, he recognized that there were elected officials and public employees, who depend on government paychecks, involved in the process. He was not making disparaging comments about their public employees, all of which do a great job, but felt they often align with bigger government; it is up to the elected officials to strive for a smaller government.

Ms. Corinne Johnson moved to accept the KCATT recommendation. Mr. Vic Holmes seconded the motion.

Chair Twete/Mr. Miles requested roll call be taken.

Dan Gookin (City of Coeur d'Alene) – Negative
Vic Holmes (City of Rathdrum) – Aye
Jim Kackman (Coeur d'Alene Tribe) - Yes
Graham Christensen (East Side Highway District) – Aye
Damon Allen (ITD) – Aye
Bruce Mattare (Kootenai County) – Nay
Jeff Tyler (Post Falls Highway District) – Nay
Corinne Johnson (Worley Highway District) – Aye
Rod Twete (Lakes Highway District) – Aye

Aye – 6
Nay – 3

In response to a question from Mr. Gookin, Mr. Miles noted the final TMC Facilities and Operations Plan was due in September.

As a point of order, Mr. Vic Holmes confirmed that the Board did vote and accept the final draft of the TMC Concept of Operations (ConOps) Report. He noted the Board had discussed terminating the effort to complete the TMC Facilities and Operations Plan; although it was not on the agenda, he was not opposed to a motion – to stop or continue the effort.

Mr. Miles explained that KMPO has been advised that a matter cannot be acted upon – unless it is on the agenda as an "action" item; it can be added to a future agenda for action.

Mr. Bruce Mattare moved that the matter be added to the next agenda; they will decide whether to continue this project or not. Mr. Dan Gookin seconded the motion, which passed unanimously.

Following the conclusion of the TMC discussion, several citizens began leaving the Council Chambers. Chair Twete called for a recess to allow the room to clear.

6. Administrative Matters

a. April 2023 KMPO Expenditures – **Action Item**

Mr. Jim Kackman moved that the Board approve the April 2023 KMPO expenditures. Mr. Bruce Mattare seconded the motion, which passed unanimously.

b. May 2023 KMPO Expenditures & Financial Report – Action Item

Mr. Vic Holmes moved that they meet their May 2023 expenditures and obligations. Ms. Corinne Johnson seconded the motion, which passed unanimously.

c. KMPO Draft 2024 Budget – **Action Item**

Mr. Miles noted the Board packet included a memo related to the draft Fiscal Year (FY) 2024 budge. He outlined the status of the FY 2023 budget, which is below forecasted expenditure levels. With no major contracts expected in FY 2024, the budget it is significantly less than what was presented in FY 23. A 4.5 percent cost of living increase was proposed, pursuant to Board policy; it is subject to Board discussion. Mr. Miles noted budget increases, which included the office lease rate and insurance premiums; all FY 2024 grant funding has been secured.

Mr. Vic Holmes made a motion that the Board accept the FY 2024 Budget as presented. Vice Chair Graham Christensen seconded the motion, which passed unanimously.

d. DRAFT FY 2024 Unified Planning Work Program (UPWP) Discussion

Mr. Miles noted that he was putting together the draft FY 2024 Unified Planning Work Program (UPWP). He asked the Board to let him know if there were any topics they would like addressed in the upcoming program, noting the Traffic Management Center was one brought up over the years. This year, the Program will include work to analyze the performance of corridors and how to address major developments and their impact. KCATT has also been asked to provide input.

e. KMPO 2023-2029 Transportation Improvement Program (TIP) Amendment Requests:
   1. #4 Request to Increase Funding into FY 2023 Program Year
   2. #5 Request to Increase Funding into FY 2023 Program Year
   3. #6 Request to Increase Funding into FY 2023 Program Year
   4. #7 Request to Increase Funding into FY 2023 Program Year
   5. #8 Request to Increase Funding into FY 2023 Program Year
   6. #9 Request to Increase Funding into FY 2023 Program Year
   7. #10 Request to Increase Funding into FY 2023 Program Year
   8. #11 Request to Increase Funding into FY 2023 Program Year
   9. #12 Request to Increase Funding into FY 2023 Program Year

Mr. Miles provided an overview of the Transportation Improvement Program, noting each of the administrative amendments; no action is required by the Board.

7. Other Business

a. Critical Arterial Corridor Policy Update - Discussion

Mr. Miles said, in 2019, the local jurisdictions had put together the Critical Arterial Corridor Policy, with the intent of identifying and protecting critical arterials from the growth that is occurring throughout the area. Identified corridors include Seltice Way, Lancaster Road, Prairie Avenue, Poleline Avenue, SH-41, and the state highway system. The intent was that, as development occurs, adjacent jurisdictions would have the opportunity to weight in and collectively discuss possible impacts. Shortly after the Policy was implemented, the City of Coeur d'Alene and Lakes Highway District worked together in addressing access to a new school on Prairie Avenue. Mr. Miles commented on the Post Falls Highway District's Prairie Avenue five-lane widening project between SH-41 and Meyer Road; the City of Post Falls had annexed a portion of the project area and was working with developers to grant roadway access, resulting in two roundabouts a quarter mile apart. If developers do a traffic study, it typically focuses on how a development impacts access at the location/intersection – not the corridor. He stressed the value of managing corridors as part of a system and noted signals along US-95 lacked interconnection – which causes delay throughout the corridor. The practice of corridor management is moving toward setting a level of service (LOS) based on free-flow travel time. With this measurement, a developer will need to show how the corridor will stay within the set LOS. This will be the intent of the Policy. Mr. Miles noted that he is still working through the UPWP activity.

Mr. Tyler commented on the District's Prairie Avenue widening project and the City of Post Falls' roundabout projects along the same section of Prairie Avenue, which has been identified as a critical arterial. He commented on the guidelines set forth in the 2019 Policy and voiced concern about the roundabouts at that location, adding that he understood the roadway would be closed for several weeks this summer to accommodate the construction of the roundabouts. As stated in a previous meeting, Mr. Tyler remarked that he was bothered to have learned about the roundabout projects in the newspaper.

Mr. Miles noted that the City of Post Falls does have a master distribution list for zone changes, major developments, and annexations; he understood the Post Falls Highway District was

included on that list. He commented that he felt it would have been helpful to have had a dialogue during the annexation discussion.

b. PTV Travel Demand Model Update, Final Report – Ali Marienau

Ali Marienau provided a PowerPoint presentation discussing various stages of the model update including data collection, distribution of forecasted land use, and forecasting future conditions. The model calibration and validation were completed by PTV. Forecast models showing future conditions were reviewed and current activities discussed. The Board had no questions.

8. Public Transportation (Informational Items Provided to KMPO)
KMPO is not the Designated Recipient of FTA Funding for the provision of transit Service in Kootenai County. These presentations and informational items are provided as a service to the public and to local jurisdictions. Questions related to service, schedules, or concerns should be directed to Kootenai County or the Coeur d' Alene Tribe.

a. Kootenai County Transit Report – Kootenai County Public Transportation Staff

Mr. Chad Ingle reviewed ridership for the fixed route, Paratransit, and Ring-A-Ride services. He provided an update on the bus stop improvement projects at Huetter Road/Seltice Way and Atlas Road near Panhandle Health, noting full completion of the shelter engineering plans are expected by the end of June. Phase 2 of the Riverstone Transit Center is expected to wrap up soon. Progress on the procurement of the Paratransit buses was reported.

b. Coeur d' Alene Tribe Rural Transit Report – Alan Eirls

Mr. Ingle noted that Mr. Eirls was not able to attend but had no updates to report.

9. Director's Report (written report included in Board packet)

The Director's Report was included the Board packet; Mr. Miles had nothing additional to report.

10. Board Member Comments

Mr. Damon Allen reported that ITD was just notified of a $36 million federal grant award for the SH-53/Pleasant View Road interchange; construction is expected in 2025. He commented on the Bridging the Valley project addressing at-grade railroad crossings in the Spokane and Kootenai County areas. ITD will seek to advance, and companion, the SH-53 projects with the interchange project. He thanked those who had supported ITD on the project over the past four years, noting the City of Post Falls, Post Falls Highway District, KCATT, and the KMPO Board.

Chair Rod Twete reported that Lakes Highway District had received additional funding to complete the safety project on Cape Horn Road.

Mr. Jeff Tyler noted Mr. Allen's comments regarding the funding for the SH-53/Pleasant View Road interchange project; the Highway District will pay $2 million toward the project. He commented on current roadway projects, noting they were a challenge for drivers.

11. Next Meeting – July 13, 2023

With no further business before the Board, and without objection, Chair Rod Twete adjourned the June 8, 2023 meeting.

The regular meeting was adjourned at 4:02 p.m.

Recording Secretary

Kootenai MPO

City of Coeur d' Alene
City of Post Falls
City of Hayden
City of Rathdrum
Coeur d' Alene Tribe
East Side Highway District
Idaho Transportation Department
Kootenai County, Idaho
Lakes Highway District
Post Falls Highway District
Worley Highway District

Cooperatively Developing a Transportation System for all of Kootenai County, Idaho

KMPO Board Meeting
September 14, 2023 1:30 pm
Post Falls City Council Chambers, Post Falls City Hall, 1st Floor
408 N. Spokane Street, Post Falls, Idaho

AGENDA

1. **Call to Order – Rod Twete, Chair**
2. **Changes to the Agenda and Declarations of Conflicts of Interest – Action Item**
3. **Approval of August 10, 2023, Meeting Minutes** – **Action Item**
4. **Public Comments** (limited to 3 minutes per person)
5. **KCATT Recap & Recommendations – Kevin Jump**
   a. Recap of Activities – August 2023
   b. FY 2024 Unified Planning Work Program Approval – **Action Item**
6. **Administrative Matters**
   a. August 2023 KMPO Expenditures & Financial Report – **Action Item**
   b. FY 2023 Year Budget Amendment – **Action Item**
   c. ICRMP Joint Power Agreement – **Action Item**
   d. KMPO 2023-2029 Transportation Improvement Program (TIP) Amendment Requests:
      1. #18 Request to Increase Funding in the FY 2023 Program Year
      2. #19 Request to Increase Funding in the FY 2023 Program Year
      3. #20 Request to Increase Funding in the FY 2023 Program Year
      4. #21 Request to Increase Funding in the FY 2023 Program Year
7. **Other Business**
   a. 2024-2030 Draft Transportation Improvement Program – Status
      1. Prairie Trail Underpass of Prairie Avenue $1,700,000 Carbon Large Urban - **Action Item**
8. **Public Transportation (Informational Items Provided to KMPO)**
   KMPO is not the Designated Recipient of FTA Funding for the provision of transit Service in Kootenai County. These presentations and informational items are provided as a service to the public and to local jurisdictions. Questions related to service, schedules, or concerns should be directed to Kootenai County or the Coeur d' Alene Tribe.
   a. Kootenai County Transit Report – Kootenai County Public Transportation Staff
   b. Coeur d'Alene Tribe Rural Transit Report – Alan Eirls
9. **Director's Report** (written report included in Board packet)
10. **Board Member Comments**
11. **Next Meeting – October 12, 2023**
12. **Adjournment**

For special accommodation/translation services, call 1.208-930-4164, 48 hours in advance. KMPO assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, and Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act.

MEETING MINUTES

Kootenai Metropolitan Planning Organization
Regular Board Meeting
September 14, 2023
Post Falls City Council Chambers, Post Falls City Hall, 1st Floor
408 N. Spokane Street, Post Falls, Idaho

Board Members in Attendance:	
Rod Twete, Chair	Lakes Highway District
Dan Gookin	City of Coeur d'Alene
Damon Allen	Idaho Transportation Department, District 1
Lynn Borders	City of Post Falls
Graham Christiansen, Vice Chair	East Side Highway District
Vic Holmes	City of Rathdrum
Phil Cooper	Worley Highway District
Jeff Tyler	Post Falls Highway District
Sandra White	City of Hayden
Bruce Mattare	Kootenai County
Board Members Absent:	
Jim Kackman	Coeur d'Alene Tribe
Staff Present:	
Glenn Miles	Executive Director
Ali Marienau	Transportation Planner
Attendees:	
Kevin Jump	City of Rathdrum KCATT Chair
Chad Ingle	Kootenai County Public Transportation
Terry Werner	LHTAC
Teresa Roth	Citizen
Michael Lenz	Post Falls Highway District

1. Call to Order – Rod Twete, Chair

The regular meeting of the Kootenai Metropolitan Planning Organization Policy Board was called to order by Chair Rod Twete at 1:30 p.m.

2. Changes to the Agenda and Declarations of Conflicts of Interest – Action Item

Mr. Graham Christiansen moved to approve the agenda. Mr. Lynn Borders seconded the motion, which passed unanimously. No conflicts of interest were declared.

3. Approval of August 10, 2023 Meeting Minutes – Action Item

Mr. Lynn Borders moved to approve the meeting minutes from August 10, 2023. Mr. Vic Holmes seconded the motion, which passed unanimously.

4. Public Comments (limited to non-agenda items 3 minutes)

Mr. Terry Werner, on behalf of the Local Highway Technical Assistance Council (LHTAC), informed the Board that LHTAC would be having their annual Funding Workshop in District 1 on Tuesday, September 26, 2023, immediately following the KCATT meeting at ITD District 1 Office. The meeting would be from 9:30 a.m. until 12:30 p.m.

5. KCATT Recap & Recommendations – Kevin Jump

a. Recap of Activities – August 2023

KCATT Chair Kevin Jump provided a recap of their August meeting, where jurisdictions and agencies gave updates for their projects; reviewed the draft 2024-2030 Transportation Improvement Program; had a roundtable discussion on the use of CARBON funds and agreeing with the KMPO Staff that funding the Prairie Trail Underpass would be a good use for those funds; and finally, a final review of the 2024 Unified Planning Work Program (UPWP).

Mr. Jump indicated that KCATT has unanimously recommended approval of the 2024 UPWP to the Board.

Board member Gookin indicated in the past the UPWP has contained language related to studying the connection of transit service between Spokane and Coeur d' Alene, and he didn't notice it in this year's work program. Mr. Miles indicated that work task language has been removed from the work program at the request of Kootenai County.

Mr. Vic Holmes moved to approve the FY 2023 Unified Planning Work Program. Mr. Lynn Borders seconded the motion, which passed unanimously.

6. Administrative Matters

a. August 2023 KMPO Expenditures and Financial Report – **Action Item**

Mr. Miles noted the expenditures for the month of August, which included two invoices from iteris for the months of June and July and offered to answer any questions from the Board on the expenses.

Mr. Vic Holmes motioned the Board meet their expenditures and liabilities for the month of August 2023. Mr. Lynn Borders seconded the motion, which passed unanimously.

b. FY 2023 Budget Amendment – **Action Item**

Mr. Miles noted the expenditures for the FY 2023 budget remain largely the same as presented to the KMPO Board in June; however, there is a slight increase anticipated in personnel towards the end of the year, as a result of the last pay period in September. An updated budget sheet was provided in the Board packet indicating the requested changes to the FY 2023.

A motion was made by Mr. Lynn Borders to approve the amendment to the FY 2023 KMPO Budget. Mr. Vic Holmes seconded the motion, which as unanimously approved.

c. ICRMP Joint Powers Agreement - **Action Item**

Mr. Miles informed the Board that ICRMP (KMPO insurance carrier) had provided an updated Joint Powers Agreement that would need to be approved by the KMPO Board as part of the FY 2024 renewal process. The agreement updates roles and responsibilities, with ICRMP taking a more active role in claims prevention and claims process. This agreement will need to be signed by all members of ICRMP moving forward into the new fiscal year.

Ms. Sandra White asked if KMPO has considered a different insurance carrier in the past. Mr. Miles indicated that it was several years ago; however, it is generally accepted that ICRMP provides good coverage for local jurisdictions and would be difficult to find a better product in the commercial insurance market.

Mr. Gookin asked if approving the agreement would in any way place a potential liability on the City of Coeur d' Alene. Mr. Miles informed member Gookin that since KMPO is created under a joint powers agreement, making it a standalone agency, the insurance coverage is for KMPO and not associated with the insurance or liabilities associated with member agencies.

Mr. Jeff Tyler indicated that he has not seen KMPO's attorney while he has been a member of the Board, and asked if KMPO has an attorney. Mr. Miles indicated the Witherspoon-Kelly has been the firm retained by KMPO since 2011, which recently merged with Hawley-Troxel. Since the merger, KMPO's assigned attorney has subsequently retired and staff is working to identify who the new attorney from that firm would be. If one cannot be identified, KMPO will go out for a Request for Services to identify a new firm.

A motion was made by Mr. Vic Holmes to approve the ICRMP amended Joint Powers Agreement. Mr. Lynn Borders seconded the motion, which as unanimously approved.

d. KMPO 2023-2029 Transportation Improvement Program (TIP) Amendment Requests:

1. #18 Request to Increase Funding into FY 2023 Program Year
2. #19 Request to Increase Funding into FY 2023 Program Year
3. #20 Request to Increase Funding into FY 2023 Program Year
4. #21 Request to Increase Funding into FY 2023 Program Year

Mr. Miles provided an overview of the Transportation Improvement Program, a six-year program, and provided an overview of each of the amendments and projects involved.

7. Other Business

a. 2024-2030 Transportation Improvement Program Update – Glenn Miles.

Mr. Miles noted that KMPO advertised the draft FY 2024-2030 Transportation Improvement Program for a thirty (30) day public comment period; it was posted on the KMPO website and advertised in the Coeur d'Alene Press. An Open House was held on September 13 at the KMPO Office. The public comment period closes on September 25th, and the Board can expect a recommendation for approval at the October 12, 2023 meeting.

1. Prairie Trail Underpass of Prairie Avenue $1,700,000 Carbon Funding– **ACTION ITEM**

KMPO received notification of the availability of Federal CARBON funds. These funds are intended to support projects that will reduce carbon emissions from vehicles. There are a wide range of eligible uses of the funds. With this one-time opportunity (2022-2024) for available funding and after conversations with jurisdictions at KCATT, it was the general consensus the funds should be used to develop a pedestrian underpass of Prairie Avenue in conjunction with two current projects, the Prairie Avenue Widening and the continuation of the Prairie Trail, which uses the old Union Pacific Right of Way that was recently acquired by local agencies and ITD.

Ms. Sandra White expressed some concerns about the safety of a pedestrian underpass. Mr. Jeff Tyler informed the Board he had talked to the school district to see if they would have safety and/or security concerns. Mr. Tyler indicated the school district's suggestions were to install good lighting and cameras to create a safer environment for the users. He also indicated there will be a developer sponsored connection to Meyer Road at Prairie, which could be used as another route for individuals to cross Prairie Avenue while using the trail.

Mr. Graham Christiansen motioned to approve the use of CARBON funds for the Prairie Trail Underpass of Prairie Avenue, which was seconded by Mr. Vic Holmes. The motion passed with Ms. Sandra White voting Nay.

8. Public Transportation (Informational Items Provided to KMPO)
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a. Kootenai County Transit Report – Chad Ingle

Mr. Chad Ingle reviewed ridership for the fixed route, Paratransit, and Ring-A-Ride services, noting driver shortages continue for the Ring-a-Ride service. He provided an update on the bus stop improvement projects at Huetter Road/Seltice Way and Atlas Road near Panhandle Health.

Coeur d' Alene Tribe Rural Transit Report – Alan Eirls

Mr. Ingle noted that Mr. Eirls was not able to attend again; he did not have an update from Mr. Eirls.

9. Director's Report (written report included in Board packet)

Mr. Miles noted the FY 2023 Financial Audit is scheduled for the week of October 25th. KMPO will be wrapping up the FY 2023 fiscal year on September 30th. Mr. Miles also wanted the Board to know the letter of recognition for Ms. Kelly Lund that he sent was not solicited by her, but solely on his part to recognize her work over the years.

10. Board Member Comments

Ms. Sandra White commented on the Board's decision last month, to provide only an audio recording of the KMPO Board meetings to be erased after the minutes are adopted, should be reconsidered, as she felt this would add to the level of accountability and transparency. Ms. White remarked that the work KMPO does is important and felt the citizen would appreciate a video recording of the meetings.

Mr. Miles indicated that he has been in discussions with Kootenai County, City of Coeur d' Alene and City of Post Falls regarding both audio recording and the potential for video recording the meetings. There are some additional questions that still need to be answered and those should be completed by next month. He recommended that since the KMPO meetings for 2023 have already been advertised, any change in venue would best be done in January.

Mr. Tyler commented that after having a controversial meeting last month on the traffic management center study, he was concerned about the recent article in the Coeur d' Alene Press, in that it expressed the TMC in a positive light despite people attending the meeting being very much opposed. He also expressed concern about who is the Kootenai Metropolitan Planning Organization.

Chairman Twete requested Mr. Glenn Miles respond to Mr. Tyler's comments. Mr. Miles indicated there was additional public outreach conducted after the June 8, 2023 KMPO Board meeting, based on Mr. Mattare's suggestion during the meeting. The additional activities were developed in coordination with Mr. Mattare, the Chair and Vice Chair, after which that information was communicated to the Board members. There were no objections received to conducting the additional public outreach, which was to conduct two open houses and the online survey.

The two public open houses were held in Post Falls and Coeur d' Alene on August 3, 2023 from 4:30 p.m. to 7:30 p.m. The online survey was developed and administered by the Idaho Transportation Department, District 1 staff, which ran for 3 weeks and received 1,657 responses. An independent review of the responses by Moore Information Group recommended 288 be terminated, as they were artificially manipulated. The results showed 62% support for a traffic management center. Mr. Miles also commented that he does not have control over what the Coeur d' Alene Press chooses to write about, nor how they write their articles.

Mr. Miles also responded to the question of who is KMPO. Mr. Miles reminded the Board the KMPO is a voluntary stand-alone agency, created through a joint powers agreement signed by the participating agencies. The participating agencies/jurisdictions appoint individuals from their respective agencies/jurisdictions to represent the agency/jurisdiction on the KMPO Policy Board. The KMPO Board appoints the Executive Director, who serves under the direction of the Board. The Executive Director hires employees of KMPO and carries out the duties and obligations of KMPO as expressed in the annual work program and budget approved by the KMPO Board. Mr. Miles indicated that he believes KMPO is the collective work of everyone involved.

Mr. Vic Holmes reported that he will not be running again for Mayor of Rathdrum. Several members of the Board expressed their appreciation for his service over the years.

Chair Twete thanked everyone for their participation.

11. Next Meeting – October 12, 2023

Without objection, Chair Twete adjourned the September 14, 2023 meeting.

The regular meeting was adjourned at 2:06 p.m.

Glenn J Miles

Recording Secretary