

Watchmen Voter Guide for Post Falls Highway District - Subdistrict 3
*** Click on each candidate's name to see their completed questionnaire ***

	<u>Glen E. Heape</u>	<u>Lynn Humphreys</u>
1. What is your name, what office are you running for and why are you running for this position?	My name is Glen Heape. I am a candidate for the Post Falls Highway District Subdistrict 3 Commissioner. It has been almost four years since I retired from the U.S. Army, and I feel a strong calling to serve again, but this time I'll focus on my local Idaho community. I think my prior training and experience would be an asset to the highway district. Also, I want to do all I can to support efforts to minimize government and to protect each citizen's God-given right to Life, Liberty, and the pursuit of Happiness.	Lynn Humphreys. Post Falls Highway District Commissioner. To continue and finish the work I started and to make the district the best that it possibly can be. Also, to offer and dedicate the years of experience that I have compiled.
2. How could the Highway District be improved? Please provide your top 2-3 ideas.	My research reveals thus far that the Post Falls Highway District seems be well resourced and equipped to maintain safe roadways of our current system. As growth in the region continues, I'm interested in assessing whether our current systems and processes can withstand the inefficiencies that growth can produce. Post Falls has the highest growth rate of all cities in the county with an estimated population of 102,561 by 2040. 1. I would offer to the board that we need to conduct internal strategic planning for growth and put systems in place to continuously update our budget, plans, and objectives. Our district needs to be in a proactive posture to ensure capacity to maintain a safe and effective secondary road network. 2. Trash along highway I90 is an ongoing eye sore and personal pet peeve. Quite frankly, the trash situation is the worst I have seen among all the places I have lived during my Army career. Although I90 is outside the PFHD scope of responsibility. I aim to influence the state to make cleanliness of our portion of I90 that runs through Post Falls a higher priority and collaborate with all involved to change the apathetic attitude officials have about keeping our area clear of debris and trash.	The district could improve by working more closely with the other entities and cities of the county to coordinate growth and development.
3. What is your philosophy regarding how growth should be managed?	We have to have a proactive view regarding growth. We can't allow our operation to be overcome by the momentum of change. If an organization is allowed to have a reactive footing towards change and fast growth, operations will erode resources and funds quickly and will lose capacity to do routine things, much less needed expansion work.	There has to be some type of regulations put in place to limit the run-away expansion that we currently have in Kootenai County. Infrastructure needs to be determined and put in place before the growth can be permitted.

	<u>Glen E. Heape</u>	<u>Lynn Humphreys</u>
4. Do you believe the highway district should be prioritizing constructing new roads or improving existing roads? Please explain your reasoning.	Ideally, the Highway District needs to achieve simultaneity between the two tasks. The commissioners need to do all they can to ensure the District staff has all the resources and time they need to accomplish both effectively.	The Highway District has to be flexible and balance new road construction with keeping existing roads maintained so that existing roads don't lose their integrity and deteriorate and are lost. The people of the district have invested millions in the existing roadways. We cannot let their condition worsen.
5. What is your opinion on how growth should be paid for?	Firstly, I would evaluate the proposed growth and assess which person and/or group benefits from the growth. A thorough review of all relevant information and local public opinion will be key. In the end, the entity or group proposing growth should bear the largest portion of its costs.	Growth needs to be paid for by the developer that is doing the expansion. Major collectors need Federal, State, and local contributions.
6. What are your plans to increase public involvement in the highway district?	Active communication is always key to get cooperation from all stakeholders. The commissioners need to set the example and encourage maximum involvement. I would leverage all available means to let the public know the agenda as well as when and where they can come to participate in the process. Excellent collaboration will lead to better outcomes for all.	Through education of what the Highway District does, and the needs the district has. We need to try to provide better answers to questions that are asked & continue to work to find funding for upcoming projects.
7. 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?	Obviously, every situation is different and needs to be evaluated in detail for its affect on public safety and quality of life for all the residents involved. Situations where private property is involved should be treated with the utmost seriousness and respect. The Fifth Amendment of the United States Constitution applies to acquiring land, so I feel it should be the option of last resort.	Funding again will be the most difficult part in acquiring land for existing road expansion. We don't have large pots of money to just go out and purchase land. Any area that is experiencing large development needs the roads to be expanded.
8. Under what conditions do you believe the Highway District should recommend the utilization of eminent domain and why?	As I stated above, the Fifth Amendment of the United States Constitution applies to acquiring land through imposing eminent domain, so I feel it should be the option of last resort. The benefits of the acquisition would have to be truly significant in regards to improved safety and enhanced quality of life writ large before I evaluated and considered the matter.	Eminent domain should only be used as a last resort to gain only the necessary lands to complete the road project. It should be the last tool used if all else has failed.
9. What should be the role of the highway district be in working with local governing authorities (county commissioners, city planners, etc.) and why?	Collaboration with all relevant entities is paramount to the district's success. I would owe it to the public to be highly involved with other officials and organizations to anticipate future requirements, provide input, advocate for the constituents, and take advantage of opportunities to save money and/or make improvements.	The Highway District needs to be involved with all local governing authorities to help plan and coordinate for the existing and future growth.

	<u>Glen E. Heape</u>	<u>Lynn Humphreys</u>
10. What changes do you believe need to be made to the current design standards and why?		The current standards are constantly being reviewed and updated by the boards and staff of all the departments of the county and updated as needed.
11. What is your background and why do you feel it qualifies you for this position?	<p>I'm a husband of 32 years and a father of eight children. I spent the majority of my professional life as an U.S Army Officer and Army Aviator. My military career led my family and I to move and live in multiple locations around the globe, 14 change of station moves overall. I served as an Operations Officer, or as a Battalion Commander, and an Apache Helicopter pilot in both Iraq and Afghanistan. After graduating in 2015 from the National Defense Univ., Washington D.C., I served as a deputy director in the Office of the Assistant Secretary of Defense for Readiness in the Pentagon. During that assignment, my wife, Laura, and I decided to look for a beautiful place to retire where we can raise our children. A place that had limited government and valued conservative ideas. We found all those qualities in North Idaho. We purchased a property in Kootenai County in late 2016 and we moved the family here in 2017. I went on to serve two more years in Alaska, and retired from the Army in 2019.</p> <p>My many years of training and real-world experience of leading people through complex situations to achieve a goal will be of great benefit, I believe, to the Post Falls Highway District operations. Also, my successful military career should provide voters confirmation of my high-level of integrity, work ethic, and commitment to duty.</p>	I have been a Highway District Commissioner for the last 28 years serving as Chairman for the district 22 of those 28 years. I have been President of the Associated Districts of Kootenai County. I have served on the State Association of Highway Districts governing all 64 districts of the state for a total of 14 years serving as Vice President for 4 years, and President for 2 years. I have worked with the counties, cities and the state along with many legislators on bills that have to do with road business. I run our own successful business and understand the workings of business and the district in the day-to-day operation as well as the leadership role I have taken in administration.