

### Worley Highway District – Sub-District 2

	Corinne Feely Johnson	Shane Macaulay
<b>1. What is your name, what office are you running for and why are you running for this position?</b>	<p>My name is Corinne Feely Johnson and I am running for a 3rd term as Commissioner for Worley Highway District, Sub Dist. 2. I am 5th generation to live at Valhalla, overlooking Swede Bay on Lake Coeur d' Alene in the Worley Highway District. My Great Grandfather came from Sweden in 1895 and homesteaded at Valhalla, the name he gave his homestead and means "Heaven" in Scandinavian. My generational family was just featured on the front cover of the April issue of the Lake Coeur d'Alene Neighbors magazine.</p> <p>This is a community I love, work hard to protect, and I live in the home I plan on staying in forever.</p> <p>I grew up traveling the roads in the Worley Highway District as a child, teenager and adult. I know our roads like the back of my hand. As your commissioner for the past 8 years, I believe I have done an exceptional job and am committed to continually help maintain our roads for safety, and improve them as the budget allows.</p>	<p>Shane Macaulay. I am running for Worley Highway District (WHD) Commissioner. WHD provides great service but it does take the maximum allowed annual 3% tax increase every year. I believe I may be able to help the district find ways to provide the same or better service while diminishing the amount of tax increases. If we can accomplish this, it will be a win for the taxpayers and for users of the roads.</p>
<b>2. How could the Highway District be improved? Please provide your top 2-3 ideas.</b>	<p>I am a firm believer that there is always room for improvement. A large part of our job as Commissioners is COMMUNICATION with our excellent staff and road crew, our constituents, state legislators, and several other Kootenai County entities we continually work with to improve our District. This helps us to learn and "think outside the box"; looking for alternative ways to reach a solution to a problem as well as save money. We pride ourselves in working as a team and listening to our constituents. We recently had a group within our District come to us concerned about the timing of replacing a culvert in their area. Their concerns were safety issues due to increased summer traffic because of the lake. We were able to resolve the problem to their satisfaction by working as a team.</p> <p>Transparency and Communication is always key. Continued communication working with other counterparts outside of our district is also key to helping improve our Highway District.</p>	<p>The other 3 highway districts in Kootenai County have been able to slow or even reduce their taxation of district citizens in recent years. For example, Post Falls Highway District created health insurance coverage options that reduced healthcare benefit spending without reducing plans or benefits, in a win for both employees and taxpayers. Adopting best practices from these other highway districts may help WHD provide the same highway services at a lower cost to taxpayers.</p> <p>Another issue of increasing concern in recent years has been the increased frequency and severity of wildfires and increasing loss of life from these fires. I would want to assure that any road or bridge repair closures during fire season would be coordinated in advance with fire resources, to guarantee rapid access for firefighting resources and rapid egress for residents including notice of evacuation routes in case of fire.</p>

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<b>3.</b> What is your philosophy regarding how growth should be managed?	Growth is going to happen, whether we want it or not. Tax dollars pay for growth and developers share in the cost for growth for major sub-divisions; land owners pay fees for minor sub divisions. This helps us to continue maintaining our roads to Highway District standards due to increased traffic.	Most growth management decisions within the WHD boundaries are made cooperatively between Kootenai County, the CDA Tribe and affected citizens. The WHD is not tasked with controlling growth as above, although it does work with homeowners, farmers and developers to facilitate connection to the public roadways, and to advise developers on road construction standards that they must meet if they anticipate eventually converting their private roadways into publicly-maintained roads.
<b>4.</b> Do you believe the highway district should be prioritizing constructing new roads or improving existing roads? Please explain your reasoning.	Improving existing roads. We have 193 miles of roads in our district, and not all of them are paved due to lack of funds. However, we continue to move forward. I remember riding the school bus on Kidd Island Road as a kid, which at the time was one of the worst roads in our district and prone to many accidents in inclement weather. It was nothing more than a graveled wagon trail. Due to a large Federal Grant we applied for, we now have a paved and improved safe road. We continue to move forward in improving roads in our district as funds allow. We have come a long way. We are pleased to say we have several groups of constituents who continually show their appreciation for our road maintenance and upgrade efforts, by providing lunch for our road crew and staff at our district office. This happens several times a year. We are extremely pleased that we rarely receive a complaint. Yes, a complaint does happen now and then....but rarely. We receive many more kudos than complaints!	The primary need is maintenance and improvement of existing roads rather than the construction of new roads. Although growth is certainly occurring within WHD, it is nothing like that occurring north of I-90. About half the road miles in WHD are unpaved, and progress on paving those roads would be a priority as well.
<b>5.</b> What is your opinion on how growth should be paid for?	Growth needs be paid for from tax dollars and fees charged to a developer for sub divisions. Remember that some of these roads were built over 100 years ago when we were a very rural farming community and road standards did not yet exist. Sometimes we have candidates running for election , who say they want to lower the property taxes from the standard 3% we traditionally take annually, to only 2%. Someday, we may be able to do that, depending on growth in our district. We are one of the 2 smallest highway districts in Kootenai County. If we take a 2% property tax now, we wouldn't have funds for any improvements, or equipment upgrades. This past year, we were able to purchase a new, much needed chip sealer and a "new to us" used water truck in excellent condition. These purchases have proven to be a huge savings in time and man hours allowing our crew to work on other needed maintenance in the district.	Most people, myself included, believe that new growth should primarily be paid for by the developers or the new users rather than by those who have been paying for the existing roads and services all along.

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<b>6.</b> What are your plans to increase public involvement in the highway district?	Again, communication is key. We always encourage our constituents to attend our meetings, or make a phone call to our office or to a commissioner if they have a question or safety concern. They know we will listen in a polite and professional manner. I have lived here long enough and know almost everyone in my sub district, so they call me as their Commissioner to voice their concerns. I have had many calls in the winter that a tree was across a county road, or a stop sign down. I then communicate their concern immediately with our Deputy Director no matter what time day or night, who in turn puts the crew on the problem immediately. Sometime I receive a call back from the same person who states "wow, your crew took care of the issue immediately!". They know that we will always follow through with their concern, and call them back if needed.	Board Commissioner meetings are publicly posted on the WHD website and open to the public. I have found the WHD director and staff to be very open and generous with their time in sharing information about the district, and expect that any citizen would find the same. The WHD website is fairly limited, however, and could be improved by the addition of information. The annual budget is posted as a 1 page summary document but it may be helpful, in the interest of transparency, to provide greater detail on revenues and expenditures, including historical numbers for the last few years to allow comparisons. It may also be helpful to provide the taxpayers insight into the sources of revenue that are not directly levied via property taxes but that constitute the majority of the WHD budget, including federal and Idaho state highway funds, so that taxpayers can have a more global understanding of how their department is funded.
<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?	No to acquiring land to expand, unless the property it is needed to expand an existing road to improve safety.	No.
<b>8.</b> Under what conditions do you believe the Highway District should recommend the utilization of eminent domain and why?	Our Highway District has never in our history utilized eminent domain. The only time I might vote for eminent domain, would be where safety was an issue and all other options were exhausted, including a landowner refusing market value payment for their property in order to provide safety to the road. I cannot see this happening to a landowners entire piece of property, but rather just a small portion of it running parallel to an existing road where we might need just a few extra feet of their property to increase our Highway District easement because of safety concerns.	Eminent domain is the power that government has to seize private land for public use, and is used by highway districts when realigning or expanding roads, for example. This power should be used as sparingly as possible and only as a last resort. Instead, the district should work cooperatively with affected land owners to make a mutually agreeable purchase. Eminent domain abuse is a problem in many jurisdictions nationwide, where the individual property owner is at a major disadvantage protecting his or her property rights against the much greater financial and legal power of the government.

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<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?	We sit as a board member on the Kootenai Metropolitan Planning Organization with the other 3 Kootenai County Highway District Commissioners, City Mayors in Kootenai County, Kootenai County Commissioners and City planners. We have our Director involved as a board member of Kootenai County Area Transportation Commission, and all 3 of us Worley Highway District Commissioners are members of the Associated Highway Districts for the State of Idaho. This is paramount in collaborating ideas, saving money, working together to improve our districts.	Overlapping or interacting government entities should advise each other about their future planning to allow coordination and to minimize duplicative or wasteful spending. In addition, WHD can coordinate with the other 3 highway districts for cooperative purchasing of goods and services to lower costs. Finally, WHD can and does already work with other state highway districts to educate legislators and other policy makers in Boise about highway district needs and the budgetary impact of proposed changes to property tax rules and other taxing rules.
<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.	We do not have enough funds to cover the growth that is occurring and therefore must take the 3% property tax. We are constantly looking for and applying for Federal and State funds or grants to continue to maintain and improve our Highway District.	The district is maintaining roads under current funding. However, if we can find operational efficiencies to save money while providing the same services as we do now, it would be prudent for the district to develop reserve funds sufficient to cover unanticipated needs, and work towards a goal of reducing the annual tax increases the district has historically been taking.
<b>11.</b> What changes do you believe need to be made to the current design standards and why?	As Idaho Associated Highway District members, we voted over a year ago to have all Highway District Manuals be updated so we are consistent in our standards across the state. This is currently in the process right now any may take a few years to complete.	If stringency of design standards creates a self-imposed barrier to accomplishing more modest road improvements, the application of the standards could be reviewed on an individual project basis, but with the goal of facilitating service, not of undermining standards.
<b>12.</b> What is your background and why do you feel it qualifies you for this position?	I have worked since age 14, saving and paying for my college education. I attended University of Idaho, earning a B.S. in Design with a minor in Business Management, and a M.S. in Adult Education. After college I worked in supervisory and upper management rolls for 2 major retail chains in Spokane and Coeur d'Alene, while still living at Valhalla in the Worley Highway District. I moved to Seattle when I got married and worked as a Personnel Manager for SAFECO Corporate office for 6 years. I had the opportunity to move back to Valhalla where I raised 4 children, now incredible adults. I just retired after 21 years as an Idaho Certified Water Master for a private water district in Kidd Island Bay which is in the Worley Highway District. In all of my jobs I have been involved with developing and managing effective budgets. I have acted as or volunteered as a Board Member for several different entity's. I have served as a Worley Highway District Commissioner for the past 8 years.	I have had many years of experience serving on boards of for-profit and non-profit companies and organizations of large and small sizes, holding positions of board member and officer including treasurer and president. I am familiar with reviewing financials, budgets and operations. I believe this experience may be a helpful addition to the WHD board. The WHD commissioners do not perform day-to-day operations or require special expertise in road maintenance; the WHD has an excellent director and staff doing this. The commissioners serve the highway district (and therefore the taxpayers) in a supervisory role, much like the board of a company, by providing oversight over budgets and larger decisions, setting the strategy for how to best serve the people in the district, and deciding how much our taxes will be raised or, hopefully, not raised each year. I hope to assist the board in supporting the WHD staff while protecting taxpayers from unnecessary taxes.