

# WHAT YOU NEED TO KNOW ABOUT KMPO AND TMC'S

## 1) What is KMPO (Kootenai Metropolitan Planning Organization)

KMPO is a Federally mandated, federally funded Regional Planning Agency. KMPO uses Federal Highway Funding as a carrot/stick to force cities to comply with Federal Regulations and Policies. Its board is made up of elected officials from local cities and highway districts and it meets once a month. In general, the board is expected to go along the decisions of the director. Legally, KMPO is a "Joint Powers Agreement", whose authority is derived from its members. In practice, it has enabled Federal control of local transportation.

## 2) What is a TMC (Traffic/Transportation Management Center)

The official federal definition of what a TMC is, is intentionally vague. This is because the technical capabilities of "next generation" TMCs far surpass those that are currently known to the public, and the government wants the ability to gradually transition from current, familiar, sensing and control technologies, that are acceptable to most people, to more advanced ITS (Intelligent Transport systems).

Current highway management technology includes ramp metering, traffic signal control, visual feeds from traffic cameras, and notification systems. Futuristic TMC technologies (referred to as ITS) are FAR more invasive and include ultra-high resolution cameras, vehicle and facial recognition, A.I., smart streetlights, universal surveillance, and self-driving cars. TMCs are sometimes referred to as the "brains" of smart cities.

## 3) How does KMPO justify the need for a TMC in Kootenai County?

The reasons used by KMPO leaders to justify a TMC for Kootenai County emphasize current, rather than future technologies. Benefits of a TMC are said to be improved traffic flow, increased safety, faster incident response times, notification of travelers, and identification of alternative routes.

However, the combination of Google Map routing capabilities, and our existing 911 system already provide for all of these benefits. And Google's system of determining traffic flows by GPS measurements of hundreds of vehicles is far more effective, efficient, and less invasive than a camera-based system. TMCs simply provide no meaningful benefits to Kootenai residents, and their downside risk of 24/7 surveillance is unacceptable.

## 4) Could TMC's improve Traffic light synchronization?

We have heard from TMC proponents that TMCs could improve traffic light synchronization, but perfectly adequate traffic light synchronization is old technology. If some Kootenai traffic lights are badly synchronized they could be easily improved without any additional traffic cameras or TMC technology.

## 5) What are all these Camaras at every intersection for? Why are they needed?

Hundreds of new, ultra-high-resolution cameras have been installed at intersections throughout Kootenai county in the last few years. **Every road the Federal government contributes money to has them.** Such advanced camera technology is not needed for regular traffic monitoring, but universal high-resolution surveillance is needed for full-fledged ITS. "Smart" cameras and "smart" streetlights are harbingers of a much, more sophisticated traffic management system that **Kootenai residents DO NOT WANT.** And if KMPO's TMC is approved, thousands more will be added, not just in Kootenai County but throughout North Idaho.

## 6) Who will pay for the KMPO TMC? Who will control the Data?

The Federal government will likely pay almost all the costs of a TMC, and if Federal agencies pay for the technology, they WILL have access to the data. KMPO officials have denied this, but they may not be aware that virtually all such sophisticated software has backdoors, so that anyone with sufficient technical skill or proper credentials can access any data going over a network. In the case of high resolution camera and

surveillance systems, **Federal Intelligence agencies wrote the software**, and they'll be able to decode the data. Virtually all ITS technology was developed by contractors associated with intelligence agencies.

### 7) **Are TMC's Really Spy Hubs run by the CIA, or is this an unproven exaggeration.**

There are many real, undeniable connections between American Intelligence agencies and TMC technology. For example, many of the contractors who've participated in ITS research are known to be affiliated with the CIA (i.e. Booz Allen Hamilton, Kapsch Trafficom). This is inevitable, since extremely sophisticated ITS would not be possible to design or test without coordination among Federal agencies.

But the most irrefutable proof that TMC technology is under the control of the CIA is the fact that **the Federal Highway Administration's main ITS research facility, the Turner-Fairbanks Highway Research Center (TFHRC), is located right next to the CIA Headquarters in Langley Virginia.**

From Wikipedia, the free encyclopedia

**Turner-Fairbank Highway Research Center** is a U.S. Department of Transportation facility located in McLean, Virginia. The center carries out research studies and was renamed after Francis Turner in 1983. It had been known as the **Fairbank Highway Research Station** for Herbert S. Fairbank, an official at FHWA's predecessor, the Bureau of Public Roads.<sup>[1]</sup> It is located adjacent to the Central Intelligence Agency headquarters.

### 8) **What can be done to stop a TMC from being built in Kootenai County**

**SHORT TERM:** The most important task is to contact your KMPO representative and tell them to VOTE NO on authorizing a TMC for Kootenai County. The vote will occur in the next few months. It may also be helpful to attend KMPO meetings, 2<sup>nd</sup> Thursdays of the month in the Post Fall Council Chambers. The next meeting is June 8<sup>th</sup>. More Information, including KMPO Board Contacts, on the "SMART CITIES" FLYER.

**MEDIUM TERM:** Hopefully this fact sheet has convinced you how important Public Road and Highways are, in terms of preserving America's Freedoms and liberties. While Idahoans have been focused on defending their right to bear guns, **Our Government has been maneuvering to take their cars.**

Therefore conservatives need to understand that, Highway District Elections are important, City Council Elections are important, and all candidates, whether or not they are on the KMPO Board, should be required to state their intention **to protect N.I. from Spy Camera and Smart Cities**. Opposing such technological intrusions should be recognized as a signature conservative issue, like gun rights, medical freedom, free speech, and protecting children.

And **No politician who votes in favor of KMPO's TMC should ever hold public office in North Idaho again.**

**LONG TERM:** Idaho needs to figure out a way to wean itself entirely off Federal Highway Funding. We already tax ourselves enough to pay for all the roads we need, and Federal mandates raise the cost of building roads to 10 times what they would be without the delays and complications of Federal Funding.

That said, the laws and allocation of State and Federal Highway money is very complicated and it may take a few election cycles, and a few legislative sessions to clean things up. But **Rejection of all Federal Highway money**, and elimination of all "smart" traffic cameras, are goals we should strive for, and we should try to envision what transportation planning would be possible, if it was in the hands of trusted local officials with the best interests of Kootenai citizens in mind.

This information has been prepared by Stop Smart Cities, a local group of concerned residents. Learn More at: (<https://stopsmartcities.org/>)