

Meridian City Council Work Session

September 22, 2026.

A Meeting of the Meridian City Council was called to order at 4:31 p.m. Tuesday, September 22, 2026, by Mayor Robert Simison.

Members Present: Robert Simison, Luke Cavener, Liz Strader, John Overton, Doug Taylor, Anne Little Roberts and Brian Whitlock.

Other Present: Tina Lomeli, Bill Nary, Caleb Hood, Mark Ford and Dean Willis.

ROLL-CALL ATTENDANCE

☒ Liz Strader	☒ Brian Whitlock
☒ Anne Little Roberts	☒ John Overton
☒ Doug Taylor	☒ Luke Cavener
☒ Mayor Robert E. Simison	

Simison: Council, we will call the meeting to order. For the record it is Tuesday, September 22, 2026, at 4:31 p.m. We will begin this afternoon's work session with roll call attendance.

ADOPTION OF AGENDA

Simison: Next item up is adoption of the agenda.

Overton: Mr. Mayor?

Simison: Councilman Overton.

Overton: There are no changes to tonight's agenda. I move we approve the agenda as published.

Little Roberts: Second.

Simison: Have a motion and a second to adopt the agenda. Is there any discussion? If not, all in favor signify by saying aye. Opposed nay? The ayes have it and the agenda is agreed to.

MOTION CARRIED: ALL AYES.

CONSENT AGENDA [Action Item]

- 1. Approve Minutes of the September 9, 2026 City Council Work Session**

- 2. Approve Minutes of the September 9, 2026 City Council Regular Meeting**
- 3. HSB Academy Water Main Easement No. 1 (ESMT-2026-0209)**
- 4. HSB Academy Water Main Easement No. 2 (ESMT-2026-0210)**
- 5. HSB Academy Water Main Easement No. 3 (ESMT-2026-0211)**
- 6. Final Order for Apex Cadence (MFP-2026-0006) by Brighton Corporation, located at 6575 S. Locust Grove Rd.**
- 7. Findings of Fact, Conclusions of Law, Decision and Order for Denial for Rackham Microhospital (H-2026-0011) by Julie Hekking of Kimley-Horn for Property Located at the Northeast Corner of S. Eagle Rd. and E. Overland Rd.**
- 8. Agreement for Use of Kleiner Park for Idaho Potato Days**
- 9. Resolution No. 26-2602: A Resolution of the City Council of the City of Meridian Reappointing Jon Wardle to Seat 3 of the Development Impact Fee Advisory Committee; and Providing an Effective Date**
- 10. Resolution 26-2603: A Resolution Adopting the Meridian Public Art Master Plan; Authorizing the Arts and Culture Coordinator to Implement Such Plan; and Providing an Effective Date**

Simison: Next item up is the Consent Agenda.

Overton: Mr. Mayor?

Simison: Councilman Overton.

Overton: There are no changes to tonight's Consent Agenda. I move that we approve the Consent Agenda, for the Mayor to sign and the Clerk to attest.

Little Roberts: Second.

Simison: Have a motion and a second to approve the Consent Agenda. Is there any discussion? If not, all in favor signify by saying aye. Opposed nay? The ayes have it and Consent Agenda is agreed to.

MOTION CARRIED: ALL AYES.

ITEMS MOVED FROM THE CONSENT AGENDA [Action Item]

Simison: There were no items moved from the Consent Agenda.

DEPARTMENT REPORTS [Action Item]

11. Idaho Post Presentation: Executive Certificate for Chief Tracy Basterrechea

Simison: So, we go on to Department Reports. Our first item up is Item 11, which is the Idaho POST presentation for executive certificate for Chief Tracy Basterrechea. Is Major Jens Pattis present? Invite you up to make any comments you see fit or we could just have Andy do it. And if you can just speak into the mic for those watching at the department, at home --

Pettis: Absolutely. Absolutely. My name is Jens Pattis. I'm a major with the Idaho State Police. I'm also the Peace Officer Standards and Training Division Administrator. One of the really cool parts of my job is to be able to recognize leaders like we are going to be doing this evening. Back when I was in the military we had -- we had -- we had a group of individuals -- they were called Mustangs and those Mustangs were people that had served on both the enlisted side of the military and the commission side of the military. So, the difference is, you know, on the enlisted you have the privates and the specialists and the sergeants and, then, on the officer side you had lieutenants, captains, majors. What made these Mustangs so special is that they served on both sides of that and today we get to recognize somebody in my mind that I'm going to coin the phrase as a Chief Mustang that has been super grateful -- has been super excellent and has done a great job. I would like to read his bio before we provide the executive certificate. Chief Tracy Basterrechea was born and raised in Gooding, Idaho, and is a proud graduate of Gooding High School. He graduated with a Bachelor of Arts degree in history and secondary education from Boise State University. He also graduated from Northwestern University School of Police Staff and Command and the DEA's Drug Unit Commander Academy and the FBI National Academy. In 1996 Chief Basterrechea began his career with the Meridian Police Department. Over the last 30 years Chief Basterrechea has experience in every division of the Meridian Police Department. He has served as a high liability instructor involving arrest and control tactics, ground control, weapon retention and disarming and edge weapon defense. He was the department's first drug recognition expert and the first instructor of drug recognition evaluation program. Chief Basterrechea has served as an undercover task force officer with the Drug Enforcement Administration, Idaho State Police and the Boise Area Narcotic and Drug Interdiction Team known as BANDIT. He has been a patrol sergeant, staff sergeant, patrol and investigations lieutenant and deputy chief. As you can see he has served in every role from the bottom up of -- of this agency. Chief Basterrechea currently serves as the co-chair of the Idaho Peace Officer Standards and Training Council and in the past was the president of the Idaho Chiefs of Police Association and was a member of the Idaho Criminal Justice Commission. Chief Basterrechea emphasizes the critical importance of enhancing police culture and internal customer service within the profession of law enforcement. He firmly believes that fostering stronger relationships with communities hinges on improving police practices from

within. So, without further ado I have the distinct pleasure of presenting Chief Basterrechea with his executive certificate. Congratulations. Thank you very much.

Simison: Chief, no words?

Basterrechea: Well, very proud to get -- get this certificate, but I have said it a million times, you don't get anywhere without the people around you and I have just -- I have been blessed through my whole career to have great mentors, including my first FTO Councilman Overton and just being surrounded with great leadership and -- and, you know, the people around you are the ones that make you look good. So, as long as you don't care who gets the credit you are going to be successful. So, really the credit goes to all of them and, of course, my wife, who was -- we married six months before I became a police officer, so she's been through it all, so -- thank you.

Simison: Thanks, Chief. And as my colleague likes to refer to as Chief Baster-rek-ea. It doesn't have -- it's a Basque pronunciation in -- Council Woman Strader.

Strader: Thank you, Mr. Mayor. I just wanted to say how much we appreciate you and we are really proud of you and also it's one thing to be successful in your career. It's another thing to be successful in your life. And I just really look up to people that not only have an amazing career, but also have a really happy family and such a supportive wife by your side I think is very inspiring to everybody and I know the spouses of law enforcement officers go through a lot and it's just really admirable that not only have you achieved great things in your career, but you have done it in your family, too. Thanks.

Simison: Thank you for that.

Overton: Mr. Mayor?

Simison: Councilman Overton.

Overton: I will be brief. Just a quick little -- this is what I have seen over the past 30 years with Tracy. I remember when he was hired. I remember first day on the range. I remember a story where his brother sabotaged him on the gun range by telling him to shoot with both of his eyes open and he couldn't hit the target and I would help him get back on track and he recovered and did great for the rest of his career. But I will tell you something about Tracy -- and this is what makes him who he is. A lot of people can serve a long career, but no matter what position Tracy has always been in he has become a leader in that position and that's what's made such a strong difference his entire career is watching him be that leader throughout whatever position he had within the agency and it's been a blessing to watch it, be part of it, be there from the very beginning and continue to watch it today. So, Tracy, thank you so much. The rest of the command staff and especially Andy for being along his side the entire time.

Simison: Thank you.

Little Roberts: Mr. Mayor?

Simison: Council Woman Little Roberts.

Little Roberts: Mr. Mayor. Well, I will try really hard, because everybody knows I get teary at these things, but it's been such an honor to be the liaison these last two years to -- I learn something new all the time it seems like from Chief, just his -- just the way he does business and takes care of his people is always just amazing to watch. You always know that he will do the right thing and it's just -- the command staff -- everybody is just -- I always say the speed of the team is the speed of the leader and we have an amazing leader and he has also got an amazing family. That it's fun to watch on Facebook, the football games almost every weekend and we are all going to miss that as in -- as it's in its last year, but thank you, Chief. I can't say enough.

12. 2026 City Survey Results

Simison: All right. Excellent. Well, with that we will move on to Item 2, which will be a presentation of the 2026 city survey results. Invite Jason up. Jason, it's good to see you again. I feel like seeing you once every couple years is -- because you generally deliver pretty good news. So, I almost wish I was seeing it more frequently, but thanks for being here.

Morado: Yeah. Absolutely. Thanks, Mayor and Council. And it is usually good news and it's good news once again this year, so -- so, that's always exciting. My name is Jason Morado. I'm the Vice-President and Director of Community Research at ETC Institute. Our company specializes in conducting community surveys for local governments and we just finished once again conducting a resident survey for the city of Meridian. So, today I'm going to walk through the key findings from the survey. This is just a little background about ETC Institute. We are a national leader in providing market research for local governments. We have been doing this type of work for over 40 years and in the last ten years alone we have conducted surveys in more than a thousand communities across the country. So, this is the type of work that we specialize in. This is just an overview of what I will go through today. I will go over the purpose and methodology of the survey. I will walk through the key findings, summarize our main conclusions from the survey and, then, I will be happy to answer any questions as well. So, there are several reasons to conduct a survey like this. One is to get an objective assessment of how satisfied residents are with major city services and to determine what residents feel are the top priorities for the community. We are also able to measure trends from your previous surveys. Most of the questions this year are the same ones we have asked in the past, so that we can measure trends over time. Then we are also able to compare your results with other communities across the country. So, this is the sixth community survey we conducted for the city of Meridian. The most recent one was two years ago in 2024. Before that it was 2022. The survey is administered by a combination of mail and online to randomly selected residents all throughout the city. Our goal is to receive 500 completed surveys. We had a good response. We ended up with 539 and the 539 surveys at the 95 percent level of

confidence has a margin of error of plus or minus 4.2 percent. Essentially, this means that if we conducted the survey the same way a hundred times 95 times the results would be plus or minus 4.2 percent from what we are reporting. So, the results are never perfect, but the margin of error is very small and as we were administering the survey we made sure that the demographics of survey respondents reflect the actual population of the city. So, here is what we learned from the survey. We found that residents have a very positive perception of the city. Eighty-six percent of respondents rated Meridian as an excellent or a good place to live and to raise a family. We also found that satisfaction ratings overall are similar to 2024, which is good, because in 2024 the results were some of the highest in the country, so it remains that way. We also found, once again, that satisfaction with city services is much higher in Meridian than other cities. We will look at that in more detail in a little bit. And the top overall priorities -- and these are similar to the most recent surveys -- roads, traffic and transportation, growth and development and education and schools. So, I mentioned that residents have a very positive perception of the city. This was the very first question on the survey and here we asked respondents to rate their perceptions to Meridian in a number of different ways. You can see the dark blue are ranges of excellent, the light blue is good, the gray is average and, then, the pink is below average or poor. So, overall the positive ratings far outweigh the negative. If you look at the top of this chart you can see that 86 percent of respondents rated Meridian as an excellent or a good place to live and to raise a family. Here are more perceptions of the city and the quality of life of the city. Here the dark blue are residents who feel these areas greatly exceed their expectation. The light blue means they exceed expectations. Gray is kind of meet expectations or average and pink doesn't meet expectations. So, you can see the results are very positive here for all of these categories. If you look at the top of the chart 77 percent of respondents feel that customer service from city employees exceeds their expectations. Most respondents also say the quality of life in the city and the overall quality of city services also exceeds their expectations. On this question we ask respondents to rate a wide variety of city services. Here, again, the dark blue are ratings of excellent. The light blue is good. The gray is average. And the pink below average or poor. And, then, also, just like previous charts, the positive ratings far outweigh the negative overall. If you look towards the top of the chart the highest rated areas are fire and rescue services, city parks, garbage and trash pickup services, and the police department and law enforcement. The only area that had more negative than positive responses was planning and zoning services, which is related to growth and development, which is very typical for such a fast-growing city. We also found that satisfaction with the overall quality of city services is high in all parts of the city. So, here we have a map of the city and we broke the results out by census block group. So, this tells us if residents in different parts of the city rate services differently or have different perceptions of the city. This map is for the overall quality of city services and the entire map is blue. So, this tells us that residents in all parts of the city are satisfied with the overall quality of city services and it means you are doing a great job providing services equally throughout the city. Sometimes what happens is even if the results are very positive overall once you break into these smaller geographic areas you might sometimes see some areas where residents are not as satisfied, but you can see that's not the case here at all when it comes to the overall quality of services. This map

is for Meridian as a place to live. Not only is the entire map blue, but a lot of it is dark blue, which is the highest possible rating. So, this tells us that residents all throughout the city feel Meridian is an excellent or a good place to live and, then, the map looks very similar for Meridian as a place to raise a family. Blue throughout the city with quite a bit of it being dark blue. Many residents all throughout the city feel Meridian is an excellent or good place to raise a family. I mentioned earlier that satisfaction with city services is much higher in Meridian than other communities. For these next few charts the dark blue are Meridian residents who gave positive responses. The light blue are the positive ratings for residents in the northwest region, that includes Idaho, as well as nearby states, and the gray bar are the positive ratings for residents from all across the country and this is based on a national survey that ETC Institute conducts every 12 to 18 months with randomly selected residents all across the country. So, this first slide is for perceptions of the city. You can see in all areas Meridian rates above other communities. When it comes to Meridian as a place to raise a family and as a place to live, Meridian rates about 30 percentage points above the U.S. average. So, those are some of the highest numbers anywhere in the country. As a place to work is also much higher than both the regional and national average. This slide shows a couple of the most important questions on the survey. The first row is customer service from city employees. You can see Meridian had a 77 percent satisfaction rating, which is just a little more than double both the regional and national average. That's actually one of the places on the survey where you rate among the farthest above other communities and, then, in the second row overall quality of city services. This is also one of the most important questions on the survey, because here we are asking residents to take into account all the services that you are providing and really give an overall satisfaction rating for how well you are delivering services to the community and you can see Meridian has a 73 percent satisfaction rating, which is 30 percentage points above the U.S. average, almost 40 percentage points above the regional average and, then, here comparisons for other variety of city services. You can see for all of these areas your ratings are also significantly higher than other communities. This includes trash pickup, sewer, water, recycling, communications, code enforcement and traffic enforcement and, then, here are comparisons for public safety and for all ten areas of public safety Meridian rates significantly higher than the regional and national average and you can see this includes a wide variety of different types of services, including fire, EMS, police and, then, just overall how safe residents feel in the city. So, we also compared these results to your previous survey. Overall the satisfaction ratings are similar this year to 2024, which, again, is a good thing, because the ratings were some of the highest in the country in 2024. At the top of this chart we have the areas that had among the highest increases in satisfaction since the last survey two years ago. So internet service provided by -- by telecommunications provider, enforcing speeding on arterial roads, fire department outreach, the availability of community center and gyms and the visibility of police in neighborhoods. The areas that had among the biggest decreases in satisfaction since 2024 are planning and zoning services, building permit services, traffic enforcement, the availability of courts and amenities at Lake Golf Course and planning for future growth and development.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Would you mind going back to that slide real quick, sir?

Morado: Sure.

Strader: I am a little bit curious about the decrease in satisfaction around availability of course and amenities. Would you mind pulling up the language of that question if you have it handy?

Morado: Yeah. Just --

Strader: Because we have done nothing but pour money into our golf course and if the satisfaction around it is going down I wonder if it's because it's popular and people can't get in as easily or if it's -- was it broken into two different questions about amenities and availability? Just help me understand kind of the -- the landscape of the question.

Morado: I believe it was worded just like that. I'm finding the question -- the availability of course and amenities at Lakeview Golf Course. So, yeah, it was worded just like that on the survey. It was just a question asked on the -- the Likert scale. We could drill deeper into that. I don't know if it has to do with maybe certain age group or maybe those who use it more frequently. There is a lot of possibilities. It still wasn't a huge decrease in satisfaction, but it was one of the few areas that had a decrease of a little bit more than some of the other areas.

Strader: Mr. Mayor?

Simison: And to follow up, that's one of the questions -- like I want to look at the crosstabs to see if it was to the people around there that maybe use it more -- have more or if it was others who don't even use it as much through other parts of the community as an example. But yeah.

Strader: Yeah.

Strader: Council Woman Strader.

Strader: I was just -- it would just be helpful to understand the materiality of the decrease as well. Like I assume it was statistically significant. Like --

Morado: Right.

Strader: -- but how -- how much was it decreasing by?

Morado: The amount is in the report. I forget what the number is --

Strader: Okay.

Morado: -- but all these are in a range of five to eight percent.

Strader: Okay. So, nothing changed more than like ten percent on this list?

Morado: I don't believe so. I mean these were all greater than the margin of error. These were the biggest decreases on the survey, but I don't think anything was by more than ten percent.

Strader: Mr. Mayor, one more.

Simison: Council Woman Strader.

Strader: Always curious about the planning and zoning one and I feel like it's a little bit of an unfair question, because people that are just like frustrated with growth I think have a tendency to channel their frustration at planning and zoning, but is there any way in our survey that we are trying to drill in and identify -- is there an area of opportunity for us? Like is there anything actionable coming out of this survey where we could say, okay, there is this one aspect of planning and zoning that's frustrating people or is it just like a general question that's coming up that way?

Morado: This question was just worded this way, but there was an open-ended question where respondents could write in anything they wanted and there were a lot of comments related to growth. It seemed that -- it seemed that it wasn't so much that people were dis -- didn't want growth, but just concerned that the infrastructure and traffic could keep up with continued growth. So, there is a lot of more qualitative detailed comments about that --

Strader: Uh-huh.

Morado: -- that really made up a good portion of the open-ended comments.

Strader: I will take a look at that. Thank you.

Simison: Yeah. I think we technically just wanted to blame Caleb personally. That's -- that's what I was told. He took -- took it on his shoulders. Sorry. And -- and I -- I understand, but at the same time on this list we have an increase in enforcing speeding and a decrease in traffic enforcement.

Strader: Yeah.

Simison: So, unfortunately, it's -- not all these things make sense, but I think we understand that growth is a challenge in our community from our residents' responses and infrastructure related to growth.

Morado: Yeah. Absolutely. And the open-ended comments overall were still incredibly positive, but that was the thing that was mentioned the most often was infrastructure and traffic and all of that just keeping up with growth. Back to the availability of course and amenities at Lake Golf Course. These questions had the option for residents to like don't know if they didn't have an opinion. So, all these results are based on those who selected something. That question had a high percentage of residents who selected don't know, because they don't use the golf course. So, there is -- you know, just the -- it's not -- not unusual to see a bigger range of responses for something like that. For that question about two-thirds of respondents said they don't know, because they probably don't use the golf course. So, a difference of six to seven to eight percent doesn't mean as much when you have such a small sample size compared to a question where all 500 people give an opinion on that question. So, I would keep that in mind as well. So, now we will take a look at top priorities. We saw earlier how satisfied residents are with services and perceptions of the city. Here we asked which of these community priorities should receive the most emphasis over the next three years. So, by a pretty wide margin the top priority was roads, traffic and transportation, followed by growth and development, education and schools and, then, next were public safety and affordable housing. On this question we asked which city services should receive the most emphasis from city leaders over the next two years. So, we had planning and zoning services first, followed by police department and law enforcement and, then, traffic enforcement and, then, next after that were fire and rescue services and city parks and, then, here we asked about priorities for updating the strategic plan. You can see that really by a pretty wide margin the top priorities are responsible growth and transportation infrastructure. So, again, we are seeing kind of the same pattern here. And, then, we asked which transportation improvements residents feel should receive the most emphasis over the next two years. So, the top two priorities by a pretty wide margin are roadway widening and intersection improvements. So, just a quick recap. We saw that residents have a very positive perception of the city. There is a lot of examples of that in the report, but one of the areas that stood out the most was that 86 percent of respondents rated Meridian as an excellent or a good place to live and raise a family, which we saw that was about 30 percentage points above the regional national average. Overall satisfaction ratings are similar to 2024, which, again, is -- is a good thing. We saw that satisfaction with city services is much higher in Meridian than other cities. That's the case throughout the report, but a couple of areas that really stood out were customer service, overall quality of city services and, then, just public safety and, then, the top overall priorities, roads, traffic and transportation, growth and development and education and schools. So, with that if anyone has any other questions I would be happy to answer them.

Simison: Thank you, Jason. Council, questions? Councilman Taylor.

Taylor: Thank you, Jason. I really enjoy looking at surveys and understanding the data and what it tells us. Just have a question maybe from your experience with doing similar surveys in other -- other parts of the -- the country or what you have seen, but kind of tracking a little bit with Council Woman Strader's question about digging in. So, clearly the frustration with growth and planning and zoning and things of that nature,

without seeing a bunch of questions that we had it just seems like a general frustration with how quickly we have grown. But I'm curious is it possible in future years a survey to maybe spend more time digging into where the frustration lies and maybe even if we were to suggest some solutions what are the kinds of things our constituents would want to see. So, for example, moratorium on growth or, you know, if we were offered up -- you know, you are frustrated, but help us capture is it a general frustration or is there something specific? So, I would like to know from you have you had any experience digging into to that with questions to really elicit a useful feedback? Because to me I -- I could have told you this was the number one issue without you surveying it, but what I would like to see is could we learn something about where the frustration lies and have you had success with framing surveys and questions to like dig into that level of detail?

Morado: Yeah. We -- we could certainly ask some more detailed questions about that next time. The survey is fairly long, so we would have to -- the tricky part is we have to probably take some other questions out to make room for it, but that would be the only hesitation in doing that. We certainly could ask more detailed questions and it was good. I think that there was the open-ended question where respondents could write in any other comments they wanted to to provide, because the vast majority of those were related to growth and development and there is a lot of comments about that. A lot of it's related to -- it seems traffic, transportation and just kind of general concerns about infrastructure and city services being able to keep up with the growth. So, I think that does provide a lot more detailed information. But certainly in the future we could add more specific questions about it.

Simison: And what I would suggest -- if this is something we feel like we want to dive in further with the survey we should do a separate one focused on this topic, not try to wait two years and take stuff out to put -- because my guess is this would be a minimum 20 question survey on growth of -- of stuff. So, I think that's something we can -- we could unpack if that's where council would like to try to go further into this area and, then, we could finally figure out why Caleb is really the -- the real problem. Sorry.

Taylor: Mr. Mayor?

Simison: Councilman Taylor.

Taylor: Quick follow up. On your -- was this survey -- was it phone calls, text to web? Did you mail out questionnaires? Like how did you actually conduct the survey?

Morado: It was mailed and online. So, we mailed a survey to randomly selected households and we included a postage pay return reply envelope so residents could fill out the survey and mail it back to us. But, then, also the mailed survey had a URL to an online survey and, then, there was a QR code on the envelope that the survey was mailed in. So, it was all mail and online, but there are different ways people could take the survey.

Simison: My wife did get one. So, any questions about how wonderful the mayor is you can cross that one off.

Morado: Right. What do you know.

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: Thank you, Mr. Mayor. Jason, if -- if I recall correctly in addition to the mail out if -- I think the city sent out like a link through social media channels asking people to participate? Is that -- am I remembering that correctly? And how do we -- how do we rectify online responses via the city soliciting versus mailing out to kind of create that statistically validated survey?

Morado: Right. We did run social media ads as well. The -- these results are based only on households we randomly selected to take the survey. So, the mailed survey had the address printed on the survey and if someone took a survey online they had to provide their home address when they submit their survey, so that way we make sure that these results are only based on households we selected at random. So, if someone just came across the link with -- however way and took the survey online, their response wouldn't be included if they weren't selected at random to take the survey. So, that the result -- that way the results can't be skewed by everyone in one neighborhood taking a survey.

Cavener: Mr. Mayor, follow up.

Simison: Councilman Cavener.

Cavener: Jason, if I'm hearing things right, if the citizen saw the link online, clicked it, but they weren't one of the randomly selected households, they took the survey, their responses are not captured in the survey responses that the city receives?

Morado: That's right. Those are not part of this report. Now, we didn't receive -- we didn't receive many completed surveys from households who are not part of the random sample. We could provide those results separately. You know, they are not statistically valid, because they are not selected at random. So, we could provide those separately, just as basic tabulated data, but we didn't receive very many at all. Usually what happens if someone didn't get a survey in the mail and they come across the survey online, they usually don't take the full survey because of how long it is. They might answer a couple questions and, then, say, well, this is too long, I'm not going to -- I'm not going to take the survey.

Cavener: Just maybe one more thought then.

Simison: Councilman Cavener.

Cavener: Do most cities do that? I mean it seems odd that we would invite the public to participate in a survey, but, then, we don't actually use the data that we collect from them. That just -- maybe I'm not computing right. That just seems like a weird concept. Why would we ask the public to participate if we are not going to include their data?

Simison: And I can speak to -- I know in previous surveys we have bifurcated the data. We have -- we have allowed the statistically valid and, then, we would have the non-statistically over here. But I wasn't -- personally I wasn't aware that we sent something now if we were doing that this year that had that separate data set. So, I guess the question is is there a separate data set that could be provided to be shown how those that were not statistically valid responded?

Morado: Yes, there is. Yeah. We can show those results. And, again, we didn't receive many, but we can provide the results for households that are not part of the random sample. Now, the intent is for the social media ads to be -- or any -- or any of the online survey to be just for households who are selected at random to take the survey, but it's impossible to keep people from sharing the link or the online survey and being available for anyone to take. So, that's why we use the home address to separate out the random sample versus anyone else who takes the survey and we can provide the results for households who are not part of the random sample. There just weren't many of those who took the survey and this is a very common way to do it. The social media is really important in order to get younger households to take the survey. The mail -- mailed survey still gets a good response to older residents, but the social media really is by far the best way to get younger people to take the survey.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: But I'm confused, because they are not included -- like so -- are you saying that like if somebody was targeted in your random sample and, then, they completed it online, then, the younger demographic is being included, but if someone random -- lived in Meridian, but wasn't part of your sample set and clicked the online link, then, their responses were not part of the data? Is that right?

Morado: Right. If someone was not part of the random sample and they took the survey online, they are not part of this report. In order for the results to be considered statistically valid households really have to be selected at random and we are also making sure that the demographics of survey respondents reflect the actual population of the city. So, if anyone took the survey who is not part of the random sample they are not part of this report, but we can provide those results separately just as basic tabulated data. Now, they are not statistically valid, but it's still something we can -- we can show what those results were.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: I think I'm kind of tracking what Councilman Taylor was saying and I feel like we have seen very consistent results from our survey the last like three times and it definitely helps us a lot to find if there is a big change, then, it's a good red flag for us, like maybe we need to look at that. I do think it might really serve us to start doing more specialized surveys of some sort. Maybe do a deeper dive on something the next time. I don't know if the right cadence is annual or every two years, but maybe we need to think about that just, because it feels like, yeah, we need more actionable information I think coming out of the survey. Like we already know traffic's a big problem. We already know people are frustrated with growth. But like what are the answers to -- to those things that will help people I think is -- is important to identify. That's a good point.

Whitlock: Mr. Mayor?

Simison: Councilman Whitlock.

Whitlock: Jason, thanks. Great presentation. You -- you present very well. You present good news very well. Glad you don't have to present bad news, but you would probably do that very well, too. Question just on -- I mean we have an election 42 days from now, so there is going to be a lot of polling being done around and -- and if I recall people that do the polling try to get somewhere between 400 and 600 registered voters for a statewide sense of what's going on. You had over 500 respondents to this, so just give me a sense -- while I'm looking at all the statewide data that's going to be thrown at us over the next 42 days, how statistically valid is getting over, you know, 500 plus just from within the city of Meridian? What -- what should that tell us?

Morado: Five hundred surveys is a good sample for -- for a city the size of Meridian. That margin of error -- I will go back to this slide towards the beginning. The -- the most common sample size for a city of this size is in the range of four to six hundred surveys. So, we are kind of in the middle of that. These results at the 95 percent level of confidence have a margin of error plus or minus 4.2 percent. So, essentially, that means that if we did the survey a hundred times 95 times the results would be plus or minus 4.2 percent when we are reporting, which is a very good small margin of error. The results are never perfect, but -- but definitely the margin of error is small. So, 500 surveys is a good sample for a city the size of Meridian. We usually don't do more unless we are getting to a really large city, like several hundred thousand residents.

Whitlock: Follow-up, Mayor.

Simison: Councilman Whitlock.

Whitlock: So, Jason, you would say this is a pretty accurate finger on the pulse of what's happening here in the city of Meridian?

Morado: Yeah. Yes. Yeah. Absolutely. Yeah. Absolutely it is.

Taylor: Mr. Mayor?

Simison: Councilman Taylor.

Taylor: Just one last question. Just noting this is the sixth survey, maybe I didn't see it in the slide, but I would think it would be very interesting to -- to track these questions over time and just see how they have risen and fallen based on that. So, is that something you could provide us, you know, later? Because I don't think I saw in the -- the presentation. But I would be kind of interested to see if we are going back six surveys, that's over a decade and it would be kind of interesting to see, you know, where planning and zoning frustration was ten years ago versus today and whatnot. So, if that's something you could provide I would be interested to track that over the last six surveys.

Morado: Yeah. Absolutely. The report does show just the last three years. Usually we show just three years, because, otherwise, it's just a lot of data that's hard to kind of digest, but we could go back farther than that. We have all that information.

Simison: We could probably --

Morado: So, yeah, I just kind of touched on it, but --

Simison: We can make it easier and just give you the report from --

Morado: Yeah.

Simison: -- 2020 or whatever year that was and that's going to show that year plus the previous three years. But you are going to see a pretty similar trend amongst everything, so -- but that will give you six years within -- or six surveys within that one component.

Morado: Yeah. That's right. They always share the last three -- last three most recent surveys.

Simison: Council, any additional questions? Okay. Thank you. I know you have some follow-up stuff that we -- we will receive and, you know, I don't -- in the past we have accepted the survey results. I don't know if, council, if we want to do that tonight, if you want to wait for any follow-up stuff, but it's not going to change what you receive to my knowledge and I don't think there is any errors. We try to work and identify any errors or questions that we had, unless there is something that you felt that -- be happy to take any comment on acceptance of the survey.

Overton: Mr. Mayor, I don't have any comments on the survey, but I would be willing to make the motion that we accept the 2026 city survey results.

Whitlock: Second.

Simison: Motion and second to accept the 2026 city survey results. Is there any discussion? If not, in favor say aye. Opposed nay? The ayes have it.

MOTION CARRIED: ALL AYES.

Simison: Okay. Thank you. I know Kendall will be working on some of those follow-up items. Jason, thanks for making the trip. And where is home?

Morado: Kansas City area.

Simison: Okay. That's -- that's where I vaguely remembered. So, appreciate you making that flight for this half-hour presentation.

Morado: Yeah. Yep. Absolutely. Yep. Thanks, everyone.

13. East 3rd Street Extension and Alignment Discussion

Simison: Thank you. Okay. With that we will move on to 13, which is the East Third Street Extension alignment discussion. Turn this over to Mr. Hood -- the wonderful Mr. Hood and Chris.

Hood: Yeah. Thank you, Mr. Mayor. I will do --

Simison: You are wonderful, too, Chris.

Hood: -- some -- some opening remarks and, then, Mr. Danley will -- will kind of fill in some of the gaps. First of all, though, I'm going to make sure that I'm part of that random survey in a couple of years when we do that survey again and make sure that no issues with transportation or growth and development are in Meridian, so -- but back to the -- the topic at hand. Chris and myself are here to give you a little bit of an update on East Third Street. It's been some time, actually, since this was on -- on your agenda. Last time it was on your agenda you asked that this topic be taken up by the Transportation Commission. So, that's what we have done over the last several months now. December 1, actually, is the first time that the Transportation Commission was exposed to the topic and, then, they asked for some additional information in July and, then, on August -- in August they formalized a -- a recommendation to you all. So, that's what we are here to present. I'm here to give you the punchline before Chris gives you the rest of the story, but they are recommending a new and different alignment for East Third Street between Carlton and Fairview Avenue. I am going to steal his thunder and just show you what that sort of looks like real quick and, then, he can again go back. So, these were the original alignments that were evaluated back with the 2008, 2009. What the recommendation from the Transportation Commission is that at -- at near Badley that reverse curve that would catch back up with Third at Fairview, not be taken in that this -- the existing 2 ½ Street right of way be used for the alignment. So, no real

change to the alignment as it starts at Carlton near Cole Valley. But, then, it just continue straight. So, we can be done. But, again, Mr. Danley has -- hasn't flown in from Kansas City, but he has come across the valley to present. So, with that sort of outline I'm going to turn it over to him, unless there is some initial questions you all have.

Danley: Are there any questions? Well, Mayor and Council, thank you for having me back. I'm going to be pretty brief. I know we have had this discussion and as Caleb mentioned we updated the Transportation Commission who took their action. So, I'm only going to hit some of the high points and get through it. I know you have a busy agenda and certainly be able to answer any questions that you might -- might have. He already showed you some of these slides, so we are -- we are doing well here. The big difference in -- you know, I guess I will go back just to reset the table here. So, again, just as a reminder, 2008, the original study right in about that time frame looked at the different alternatives. They started with two. The point was trying to get north-south, you know, and up to Fairview all the way down from Carleton and ultimately down to Franklin. At the result of that study they ended up coming up with a couple other alternatives that they evaluated and came to their conclusions. But I think the most important thing to remind ourselves is that one of the biggest premises, without question, was the assumption at the time that there would be a signalization -- full signalization of Fairview and that is the biggest change that has occurred. One of the biggest changes. But one of the biggest considerations for change as we have gone through this. And so other things that have changed. We know that the development that has occurred -- the promenade. So, that basically eliminated two of these, even though they weren't in the running anyway, but for the sake of the white paper and revisiting this discussion it did and so that has -- that ship has sailed. The ACHD input, also go up to the top and I will get to that in a second. But the -- again, the signalization after conversations with their staff was that they really had no interest -- they are claiming that their standards would actually prevent a full signalization from happening up there, whether it's Third Street or otherwise, and so there is not really an interest there or an appetite. However, as I mentioned you might recall there is interest at least in exploring the potential of a what's called pedestrian hybrid beacon, so that's a full stop for traffic going east-west on Fairview, but for the purposes of pedestrians or bicyclists to try to get across the corridor, rather than a full vehicular intersection. Another piece was the Cole Valley discussion. Again, going into 2008. That was a major premise and discussion and one of the reasons why the 2 1/2 Street did not get supported, because of the conflicts -- or the perceived conflicts with school children and -- and drivers in that general vicinity. But as we know Cole Valley is looking to move and that, again, changes the dynamic of the corridor options and now we have options that are different up on top and on the bottom and so, really, then, it goes down in towards the middle of the housing piece and I'm going to get to that. Okay. So, we are down to 2 1/2 and Third Street. Now if you look at this image you will see, again, the original two that swerves, that -- that Caleb mentioned and, then, Third Street going all the way through and, then, the third -- third option, which is what we presented to you and, then, ultimately, your recommendation to move forward to the commission to get their buy-in, which they gave us is -- is depicted with that yellow dashed line. Take

advantage of what's already in place. So, when we go through all of that we start to think about what's in the middle and what else do we have to think about? Well, as you know, the removal of a whole lot of homes and a whole lot of costs and none of which is impact fee eligible from ACHD, it would all be on you and you would get to buy people's homes and deal with that. Probably would affect your survey whenever you took that I'm guessing. But, nevertheless, here is what those property impacts look like just quantified compared to the 2 ½ Street that going straight up really -- very very little impact and even that might be mitigated if some of that curvature is -- is changed from the original concept. It may end up being zero if some of those engineering components can come in and eliminate those properties altogether. So, big pieces. Don't got to buy houses. Don't have to buy right of way. All of which has gone up tremendously from 2008, which if you remember the price of homes in 2008 were probably about a third to a fourth of what they are today. Same thing with right of way and even construction costs. So, just to finish some of these things up as a reminder in terms of the big picture, the two images are the same, overall corridor just split in half just for the sake of the visual. But that alignment going up the existing 2 ½ Street, if we start all the way at the top, gets us to what work you have done, which is the pathway and the lateral. It still has the possibility of some form of a connection to the north of Fairview, however that might be, and, then, the PHB at Fairview and, then, as we work our way south lots of opportunities to connect, you know, optimize some of those investments that have occurred in your gym, potential redevelopment and, then, of course, Cole Valley. But, then, realigning with the original intent on -- on Third Street with the same objectives and going all the way down to Fairview and eventually -- or, I'm sorry, Franklin and all the way down to Storey Park and so the big shift is -- is simply the top half of this. But meeting the moment because of the changes that have occurred over time. So, in our mind -- and, again, I think this was backed up with -- by the Transportation Commission. This really is pretty much for the win, because, again, just the changes that have occurred and what you don't have to do should the Third Street -- or the older 2 ½ Street alignment move forward and that is, again, with the -- with the total takes and partial takes and costs and so forth. So, fulfilling the objectives of destination downtown, maintaining mobility, certainly -- and, again, taking full advantage of the infrastructure that you already have and not having to write a check for several several million dollars that I'm guessing you have other expenses you would probably like to pay for. So, all of that came into the consideration with the white paper that was presented to you and we discussed several months ago and was presented again to your Transportation Commission, who adopted that big red line. Next steps -- final steps would be, you know, again some further coordination with ACHD. There is some comp plan map and text amendment that would have to occur to really just kind of wrap this up. So, I'm going to -- I was trying to be quick. I know you got a busy agenda. But I certainly would be happy to stand for any questions or -- should you have them.

Simison: Thank you. Council, any questions for Chris? Caleb? I think that's unvoiced agreement --

Danley: Fair enough.

Simison: -- with the next steps and direction, so --

Hood: So, Mr. Mayor, I will just maybe add real quick -- and it's on -- on the slide here. We will need to do, you know, a comp plan amendment. This has been the -- the official policy of the city up until -- well, it still is until we can process the paperwork basically. But we have the direction I think to move forward with the comp plan amendment, master street map amendment with ACHD and just to make sure that it's clear that Third Street is no longer the preferred alternative, it is 2 ½ Street with the -- the first curve there, so -- thank you.

14. Meridian Police Department Automated License Plate Reader and Drone First Responder Report

Simison: All right. Thank you very much. Appreciate it. Okay. Last thing up on the agenda is Item 14, Meridian Police Department automated license plate reader and drone first responder report. Turn this over to Lieutenant Clyde.

Clyde: All right. Good afternoon, Mr. Mayor and Members of the Council. And, again, want to appreciate allowing the police department to come out here and update you on our real-time support center and everything that we have been doing with it. So, I want to cover some quick recap and common questions that seem to have come up last time, as well as some frequent questions that we have had from the public and everything. So, I want to talk about a couple of the safeguards and already in place laws that relate specifically to the ALPR. So, this is our Idaho Code and it says an agency may -- must and may use the ALPR for law enforcement purposes only to investigate a felony, misdemeanor crime or traffic accidents or to search for a missing or endangered persons only. So, that's our only ability and lens to be able to do that. And, then, it talks about authorized personnel. So, specifically, for us here and the City of Meridian our authorized personnel have to be required to be criminal justice information certified before they are able to use it. That's a yearly recertification and that -- inquiries are also audited by the state through the CGIS and ILET system here, too, as well. It specifically talks about not being able to use that for surveillance under that particular code and not being able to use it for those purposes, which we described initially at the top and, then, if somebody does use that under this code it has the ability for discipline, administrative penalties and criminal prosecution and just like the chief of police talked about if we do have that that will be something that will be forwarded to the prosecutors and this employee would be terminated, too, as well. And, then, Idaho Code under this section it is unlawful for any person to use for personal gain or to request, obtain or gather that criminal history record under false pretenses and, ultimately, under this is a misdemeanor as well. So, another criminal code that specifically talks about this section, too, as well. So, our policy and procedures here for Meridian -- it's a three-page document and it's more restrictive than our Idaho State Code. One of the specific ones here is upon receiving a hit through the ALPR system and the ability to enforce a traffic stop, we have to use all available information. So, I want to talk about the all available information. So, we have a hit protocol. This is our -- one that we have designed specifically for Meridian that's been pushed out to our patrol officers and it

goes step by step of what they have to do once they receive a hit and so that's our training and procedures. And, then, also, additionally, our real-time support center also receives the alert and they also go through and double-check it, too, as well. So, it's another safety margin that they are following through before that officer makes a traffic stop on it. So, they are doing that double check along with the hit protocol of what our patrol officers are doing day in and day out. So, the procedures in that training for hit -- I want to just highlight the Fourth Amendment. It requires that reasonable suspicion standard to conduct an enforcement stop and so I really want to highlight that. An ALPR hit in and of itself does not allow and does not qualify for a traffic stop. We have to use that reasonable suspicion using that as a totality to be able to make that enforcement stop. So, we have got to confirm that as the actual license plate that is the hit and, then, be able to go through and confirm that before the enforcement stop is made and that is set by the Fourth Amendment, too, as well. So, I want to talk about how our officers specifically -- and this is a screenshot from our program. So, this is exactly what officers are seeing when they are running an ALPR. There are three categories and they are required fields. They cannot move ahead unless these are specifically filled out. So, that first section under the offense category is only what's allowed by law. Again, that felony, that misdemeanor, endangered or missing persons. The reason is a text capable, so that's where we can put additional information if we need to -- or to be able to explain and be able to document why that vehicle is being run and, then, ultimately the case number and that requires a correlation to some type of crime under that felony, misdemeanor or missing an endangered person. So, call or case number. And so that data is, then, populated and can be able to pull up an audit and so we have our criminal investigations lieutenant, myself, and the real-time support center sergeant that is going through and has the access to do the audit. So, this is a formalized audit. What we are looking at is the timestamp, so we are making sure that time is -- is good. The username. So, ultimately, under those usernames I'm looking for any unusual frequency of officers, something that's out of the ordinary. I can see those names and who has run it. I want to make sure that that person's confirmed that they are CGIS certified. So, again, the criminal justice information certification. The IP address. Also making sure -- and, again, that can only be run through the domain in the actual city server. So, this is not something that can be done on their personal computer or anything. But I do kind of keep a running log of what those IP addresses to see if there is any abnormalities with that. The search reason again is going to be that text filled out portion that the officer can put just substantiating a little bit further of what that search reason was for. And, then, the case number. I'm looking for any of those that are not formulated as our case numbers. I'm doing random checks of those case numbers to make sure that's a valid reason that they are searching it. Is that car connected with that particular case? The offense category, again, under that Idaho code law and, then, I have just redacted the plate here and, then, that information is put into that audit. So, talking about our audits. We do touch this system nearly daily of going in and looking for any abnormalities. But specifically for our policy we do two scheduled a year audits and that encompasses looking at our policy and procedures. That's looking for anything that we can be doing better. Are there different formalizations that we can work with Axon. And, then, we also do two additional random audits and those, again, are memorialized on a PDF that is provided to the chief of police. We, then, save that

through evidence.com and, then, that is retained for a long period of time. That does not retain or store any vehicle information, it's just the ultimate findings, recommendations or solutions to those. So, again, that is kept as an evidence document. And, then, I'm constantly, as well as the other lieutenant and the sergeant in the real-time support center, we are working very closely with Axon to develop any other safeguards and really as -- as Meridian we are trying to constantly strive and pave the way for Idaho's technology and really the retention and safeguards with that and so we are constantly in talks with Axon. So, I'm going to transition a little bit to our DFR program. So, that's our drone first responder. So, these are the reporting standards and auditing for our DFR, drone first responder program. So, we currently have 18 FAA certified pilots. So, in order for them to be able to fly and be part of our program they have to be certified through the FAA. Very stringent program and testing process that has to be vetted and it's not something done in house, they are sent out to an FAA designated facility to be able to be certified as an FAA pilot. So, what I'm doing is I'm looking at the names. Hey, are these our pilots? Are these their certified DFR pilots? I'm looking for the duration of the flight. Ultimately has the information been uploaded to evidence.com? I will talk about that here in just a little bit. And have they completed that post-flight report? And that post-flight report will feed into our dashboard, which will be the last slide I will talk about, but ultimately that's putting that information -- what was the flight for and what value did it provide? So, this is the screen and what's captured in evidence.com. So, I have circled here -- this is the problem nature of what the call for service that they went out on and, then, the call number and/or case number that's provided. The second that drone is powered up it starts recording and the second it takes off that camera goes forward facing and ultimately looks at, you know, the Boise foothills until it arrives on scene and, then, the operator can, then, manipulate the camera to be able to do whatever it is for legitimate law enforcement purposes. So, that's also something I'm looking at is, hey, has that camera been operated correctly? Has it been pointed the correct direction? And, ultimately, has it been uploaded to evidence.com. So, going back to that last slide that's what that evidence.com section is for. Did that successfully transfer over all the video of the drone flight. So, I want to talk a little bit about ALPR wins. We have had hundreds of them. But I have pulled out a few ALPR wins and a few DFR wins that I want to talk about. So, on this particular occasion, specifically for ALPR, we had a 17-year-old that was lured here in Meridian by a 50-year-old and raped, occurring here in the city. The suspect was identified by his arrival to the scene of the crime via ALPR. So, we did not know who the suspect was and -- and the ALPR was able to identify using our detectives to identify this suspect. Again, further, using that ALPR technology the suspect vehicle was, then, seen entering the city where a drone first responder, our DFR program, was able to locate the vehicle and patrol using that hit protocol was able to confirm it was driven by our suspect and they conducted the traffic stop and an ultimate arrest. So, not only did that ALPR identify the suspect, it ultimately was able to allow him to be captured before luring additional victims. Another additional ALPR win. It alerted to a known vehicle that was connected to a wanted suspect for felony possession of a destructive device, a bomb building. The DFR drone was first to locate the vehicle and they directed a special team who was out there specifically searching and looking for this suspect. So, it helped identify where he was at and who he was. Well, it was able to find the vehicle. They

were able to visually confirm the driver, again, during that hit protocol and confirmed he was that wanted suspect and conducted that high-risk stop and it was ultimately a successful arrest for that suspect wanted for that possession of a destructive device. So, this one was -- absolutely would have not been solved without the ALPR. So, this was a violent rape suspect that was wanted for connection of a rape right here from our downtown in one of the back alleys. He raped this female and ultimately took off. The only piece of evidence that we had to go off was a camera that was pointed at the front entrance of our city hall and it showed him leaving the scene of where the rape occurred, getting into a vehicle and the vehicle left. There was nothing else that could have been done to be able to identify him. That vehicle passed one of our ALPR locations and provided a license plate. Taking that license plate we were able to confirm that was an Uber driver. A warrant was written for the Uber records, ultimately identifying who that suspect was and he again was arrested. In the initial two weeks that we had our ALPR through Axon that rolled out, we had three stolen vehicles that were recovered and, obviously, stolen vehicles are very prevalent in the ALPR system. But I do want to highlight specifically for those three within that first two weeks it allowed us to coordinate the recovery and arrest of those vehicles and suspect without any use of force, no pursuits and damage to the victim's vehicle. So, we were able to get that victim's vehicle back to those owners without any damage, without any vehicle stripping or, again, vehicle pursuits. So, transition a little bit to the drone first responder. Again, they work very closely hand in hand. Our DFR responded to a missing vulnerable adult regarding a 31-year-old who was a disabled male that had left his home without his caregiver's knowledge. During an area check of the neighborhood the DFR drone located him in a neighborhood park to the west hiding in some trees and bushes and I -- looking at this video this was a very unique spot that this subject was hiding. It was not able to be seen from the road from pedestrian walkways, any vehicle that would have passed, any of our patrol vehicles, even those that got out on foot would not have been able to locate this guy where he was hunkered down and hiding. So, DFR was able to guide the officers ultimately and were able to reunite him to the -- to their family. Our DFR launched for reports of a structure fire. We work very closely with our fire department. We have had regular meetings with all our fire command and the battalion chiefs and how we are going to integrate and work with them and this specific case was a structure fire, came in via 9-1-1. Our drone first responder and our realtime support center does listen to the fire control radio and heard that immediately going out looking through the 9-1-1 and deployed one of our DFRs to assist. Twenty seconds into that flight the drone was on scene and they were providing life-saving information to those responding fire command. Within a minute and a half the DFR coordinated the evacuation response and additional information for a secondary fire that had ground -- the ground fire crews could not see that it was working to an adjacent property and that's right down the street here. Again, without that DFR technology we would not have known that that fire was moving to a secondary location and it changed the response for that fire. So, it really kicked -- kicked it into high gear for our ability to work with our fire department. And, then, our -- we have had multiple agencies. This particular one in the valley we are looking for an armed suicidal subject. The Meridian's DFR located that suspect at our Kleiner Park. The suspect was located very isolated in his vehicle and it was very difficult to approach the suspect without -- or subject without investigating -- or

instigating a potential violent encounter. The DFR maintained visual from a distance and coordinated the evacuation of the park and, then the drone confirmed that subject was armed and assisted with the communication with him and ultimately a successful resolution to get the subject help. So, right here at Kleiner Park. So, we have developed at the request, too, as well for the DFR dashboard. So, this has been live. This one I pulled up for the inception here at April 1st to September 21st. This is live on our website that everybody can go to and it's updated every month. That puts through all the recent months operations. But for this one it's, again, the beginning in April 1st to September 21st. We have had 1,722 specific DFR flights. That's about an average of ten a day and it has been on scene, the drone, 63.8 percent of the time before any other patrol officers. So, significant mitigation of response. It's clear to call without a single patrol officer arriving nearly 16 percent of the time. So, 15.7 percent of the time the drone handles the call, puts out the information and clears that unit to go handle another call. And, then, lastly, 66.7 percent of the time that has provided some officer safety or information vital to police work. So, it's been extremely advantageous for us. And, lastly, again, we just hope that Meridian -- citizens of Meridian just understand that this technology has a huge impact for safety. All the while we maintain strict guidelines and accountability to make sure it's utilized properly -- properly. So, invite any questions or anything else.

Simison: Thank you, Lieutenant. Council, questions?

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Not really a question just a comment. I think this is great information. I really appreciate the update. I think we should do this maybe at least twice a year, if not four times a year, just for the next bit, because there is a lot of public concern and I think it's important for the -- for the public to understand how this information is being used and the guardrails that we have in place, as well as some of the wins. But, then, also to listen to them about their feedback and concerns and I just want to compliment the department, because I think you have done a really good job trying to engage with people and even just inviting people in to meet and sit down and dig into the information and understand more. I just think that's really important. It's a new technology, so I think it's very understandable that people are concerned and so I think we just have to keep a really close eye on it and just kind of keep doing these updates and a lot of extra communication would be my feedback. I really appreciate the information and I just hope that people are paying attention that we can publicize the information and publicize -- and at least I will also just this work session, so people can watch it and, then, send their feedback and -- and kind of understand more. You know, we are entering a new world where there are drones flying around. You know, people get freaked out, how is this information being used? I think it's very understandable. So, I think we just have to keep -- it's going to be messy. I think we just have to keep working through this until we get it really dialed in. But I appreciate the update.

Taylor: Mr. Mayor?

Simison: Councilman Taylor.

Taylor: Just a couple of questions. On the certification of who can access the information, can you just tell me a little bit more about that? I was trying to write it down. The criminal justice -- I didn't catch it all. But I just want to know -- I know you said they are annually recertified to handle this information. Is that something that the state does? Just -- just want a better sense of who is credentialing the folks that have access to the information.

Clyde: Yes. Absolutely. So, our criminal justice information center and our NCIC, which is the National Crime Information Center, that's nationwide. We have our Criminal Justice Information Center and, then, we have the third part of this is the ILETs, the Information -- or the Idaho Law Enforcement Telecommunication System. So, ultimately these are not run by the police department. This is something that we have access to this system and that's really registration information. Is this person wanted? Is it a stolen vehicle? Is this person endangered? That's that information that's put into these systems. So, we have the ability, if you are certified -- and part of that is going through the very rigorous PowerPoint presentation, the training that goes through and, then, ultimately the certification of the test and that's maintained, making sure that those are completed. If you do not certify or recertify through that CGIS system, you do not have the ability to access this system and you will be blocked out of the ALPR and that's part of what we look at, as well as, hey, is this person able to access this? And, if not, they don't have access to the ALPR system at all, so -- and, then, again, ISP -- or the Idaho State Patrol is the one that actually goes through and will do consistent audits of the police department of what that system is being used for and making sure that we put all that required information in it as well, if that makes sense.

Taylor: Yes.

Clyde: So, it's vetted by multiple entities to make sure that that access and that information is accessed correctly and that's where that initial -- one of those laws is specifically talking about it, that's relayed to every officer and everybody that's accessing the system, that you are criminally liable if you misappropriate or misuse it.

Taylor: Mr. Mayor, just another quick question.

Simison: Councilman Taylor.

Taylor: So, if there -- this is one of those situations, unfortunately, where misuse in any other municipality is bad news for everybody, because there is a sense of distrust lost among our citizens. One question I have just in terms of guardrails in place from the city, if someone on -- who is authorized and certified within the Meridian Police Department to access it does abuse it or misuse it, what are the internal policies that we have to fix that situation? I know there could be the criminal component, which would

be handled externally, but internally what are our policies for handling someone who misuses this information?

Clyde: Certainly. So, it has not occurred yet. However, we have very explicit guidelines and procedures if it does and so what that's going to start with is -- let's say I locate something on that audit that's an abnormality. I would immediately shut off that system and their ability to access that. We would, then, begin an internal investigation. That information would be provided to our internal affairs unit. Our internal affairs unit would, then, look at the totality of that and, ultimately, if it is a misappropriation, two parts are going to happen, you are going to have the internal investigation and, then, you are also going to have the criminal investigation. So, criminal investigation would be completed and submitted to the Ada County Prosecutor's Office and they would look at that for a criminal filing. Subsequently and concurrently at the same time we are also going to have that internal investigation and that's going to look for the policy and procedures and -- just like the chief mentioned and I did as well, that would be a termination case that we would look at as well. So, both of those would occur. This would be a criminal filing, as well as an internal firing and, then, lastly, I just kind of want to highlight to this is really looking at this. This is not a technology problem, this is a people problem and we have a very stringent hiring process here within Meridian. We do not lower the standards or the bar. We are looking for quality candidates and that's part of that long process we go through backgrounds to make sure that we are vetting those officers and, again, we are dealing with a people problem aggressively at the beginning, as well as looking at any failsafes in that technology and, really, it's a people problem, not a technology problem.

Simison: If I could just add on to that, it's like -- and those -- those processes are not limited just to ALPRs. It's a lot of other data systems that they have access to. So, you know, this is -- this is not unique in this context and, then, I think the chief wants to add one component.

Basterrechea: Yeah. For us as an agency, prior to Lieutenant Clyde coming here, I can attest to, we have terminated two people for violating our CJS policy. So, we are very stringent on protecting that information and what that information is to be used for.

Simison: Councilman Taylor.

Taylor: How many -- how many people currently do we have who have access to the information? And is that something that just kind of -- kind of ebbs and flows depending on people's certification or access or do we have kind of a hard limit of how many people would have access?

Basterrechea: No. So, every sworn officer has to have access to CJS information. In their MDTs when they rent a plate, they do anything like that they have to be CJS certified. So, anyone that's doing any of those records -- we have civilian employees that are CJS certified. Now, who has access to the ALPR or entering that the ALPR information is different. So, only supervisors and our analysts can actually put in the

things to run put -- that information in there to be run and, then, our officers can say -- go in and say I'm looking for this plate that ran through. I have to put in why it's being run, what the crime is and all the information that -- that he showed you, so --

Taylor: Thank you.

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: I will share my colleagues' commendation or guys -- or commending you for this presentation and it's something I hopefully encourage you to also share with the public. I think the more that our residents can see the way this technology is being used and how it's different maybe than what they are seeing on various social media channels I think can be really enlightening for them. I do have maybe two questions, though, for you. Tonight when you were sharing a couple of success stories you touched on times where the ALPR tagged a license plate and in a response the -- the DFR was -- was launched. That's the first I have heard that kind of those are kind of working hand in hand. How often when a -- when a plate is being tagged are we launching a drone to kind of follow the vehicle until an officer makes contact and, then, follows kind of our standard operating procedures?

Clyde: Yeah. So, it's very specific of what we can use our DFR program for. We don't conduct random surveillance. It has to be a very target-specific law enforcement legitimate use. So, there are two separate policies. DFR and drone use, as well as ALPR. But most of the time they work hand in hand. So, it is often. Again, it depends on the crime and/or a missing. So -- an endangered missing adult that's connected with a vehicle that's going to be an automatic. If we have a DFR program -- or, I'm sorry, a DFR pilot available that's going to be a launch. You know, or -- you know, felony type of crimes, you know, if it's a stolen vehicle. So, I can't say it's everyone, but we are looking at very specific ones.

Cavener: Mr. Mayor, follow up.

Simison: Councilman Cavener.

Cavener: I guess maybe where some of my concern starts to creep in is, hey, we -- a partial plate gets hit and we have processes, we verify that it's the right vehicle, the right person, right, before we are making contact with them. But during that time that car is being surveilled possibly by a drone. Is -- is that -- I mean --

Clyde: And it would be very similar to an officer following that vehicle, too, as well to confirm that license plate. They are trying to look at what kind of driver -- if that's the wanted suspect inside is the driver as well and that's kind of going back -- we are looking at the totality of that circumstance to determine whether we have that

reasonable suspicion under the Fourth Amendment to conduct that fourth -- that car stop.

Cavener: Mr. Mayor --

Basterrechea: This -- just real quick. This really is no different than if we had an air unit, other than it's millions of dollars cheaper. Air units are used throughout the country. Helicopters are -- are flying and if they have a hit they are looking for that vehicle. If there is a pursuit they are looking for that vehicle. The only difference is our pilot's not sitting in the cockpit, they are sitting at the office.

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: Chief -- and I -- and I want you to know, again, I -- I continue to be cautiously supportive of this program, but I -- I do think that there is general concern across our country and in our community about, you know, the public being surveilled and -- and I share that concern and so when I'm hearing that these two are kind of being used interchangeably, it -- it does at least pose the question, again, what is the -- what is the -- the risk versus the reward and so, like I said, this was the first that I have heard that they are kind of being used in tandem. I think it certainly warrants for me at least some additional contemplation. My additional question was, though, for you is when -- I think when you guys were here last time there was some discussion about a public-facing dashboard, so our residents can be more informed. Has that gone live? I saw what -- I think it looks like snapshots of things that I would hope that we would find on that type of site. Is -- is this what I'm looking at right here? And where can the public see this?

Clyde: Yes, sir. So, on our website live right now, if you go to the city's website and you go to the police department, under -- I think it's under the community portion of it, we have the live dashboard that we update monthly that has all that information. The total flights. What you are seeing here I just grabbed all, just so you could see the totality of the entire program. But, again, that's something that we are constantly updating, so you can look at the statistics. The public can see that.

Cavener: Terrific. I look forward to checking this out and I appreciate knowing that that's gone live. So, thank you.

Clyde: Yes, sir.

Whitlock: Mr. Mayor?

Simison: Councilman Whitlock.

Whitlock: Lieutenant, thank you for the presentation and each time you come you are going to have to teach me more about the technology, so that I understand it a little bit

better. But Councilman Cavener used the word that I hear from the public when they contact me and that's concern about surveillance. So, if I walk by one of these cameras, do you see my face?

Clyde: So, what that is is it's individual snapshots of what is being taken. It's pointed at the lanes of travel and it's designed to pick up license plates.

Whitlock: So, there is no recording of me. There is no recording of whether I'm driving a car or walking by one of these cameras, you are looking at a license plate?

Clyde: So, that's what the system is designed to do is look at that particular license plate. The field of view, whatever else is kind of captured in that could be a potential of that, but that's not what the system is designed, nor is it utilized for that. If that makes sense. Again it's generally the rear of the vehicle, the way it's designed, so we are not generally be able to see who the driver is and, again, there is no facial recognition. There is no -- any of that that's being able to identify, you know, that -- the driver occupants of those vehicles, if that makes sense.

Whitlock: And, Mr. Mayor, just before the chief --

Basterrechea: Yeah. More clearly, if you walk by one of these cameras it is not taking your picture. No.

Whitlock: Okay.

Simison: Councilman Whitlock.

Whitlock: That's the answer I was looking for.

Overton: Mr. Mayor?

Simison: Councilman Overton.

Overton: You know, we have -- we have seen many iterations of technology in law enforcement over the decades and it always amazes me when I hear the comments about -- there is a grave concern in the community, because, in reality, what I see -- and I have seen over the past 35 years is -- it's not a grave concern in the community. It really boils down to a grave misunderstanding is people don't understand how the technology is being used and how we are accomplishing things and you can go back to when we first started using tasers, you can go back to before we had a public safety academy and when we started a public safety academy in this city we took people that had concerns about how a police department did stuff and how a fire department did stuff. We brought them in and they became the greatest cheerleaders for our police departments and fire departments when they realize, oh, my gosh, I understand how you do this now. I understand why you do this now. But it was an education for law enforcement as well, because we didn't understand that the public was that skeptical,

because what happens in real life I think is you get all these bad case scenarios that's what makes it on social media. So, we are all reading the -- the bad scenarios that occur around the country and we forget, until you remind us tonight and continue to remind us in the future, of all the success stories where we are following policy, we are following procedure, we are getting these bad people off the street before they can hurt an officer, before they can hurt another citizen of Meridian and none of these technologies that we talked about tonight, the two major ones, the drone first responder program or the license plate reader, existed when I retired from law enforcement. They are new technologies. But what I see is they have done more to protect our first responders to make sure they go home at night -- they have done more to protect our residents so they are safer when they are in our cities because we can get to stuff quicker. When those response times of those drones is -- is staggeringly fast how they can get across the city and get to a scene and give real-time data to responding units. I'm -- that's probably the -- the greatest single advancement in technology to help our law enforcement keep our community safe I have ever seen. At the same time we have this new technology I see the battle you face and the battle we face up here being the questions about, well, is -- is -- are we protecting our residents' rights? And the bottom line -- and I know I have mentioned it to the chief before -- is when I look at what we do and how we do it here, I think we should be the model policy for the entire state on how we do the drone first responder program and how we do the license plate reader program, because we tighten that data, the -- the testing for who can be approved, we tighten how we maintain that data tighter than anybody that I know of. I don't think you can do a tighter program for how we try to protect the rights of our residents and people that come through this city at the same time maintain that high degree and level of safety throughout our city as we try to take those elements off the street with an amazing amount of success and with a very limited amount of exposure for officers to be injured, all first responders to be injured and in many cases people in distress to be injured, which was always something we have been fighting for trying to find a way to help people in distress and resolve those situations without anybody being hurt. I'm -- I'm blown away at the technology. I look at it differently than -- than other people, because I spent an entire career looking at when others would say they were highly concerned and I would say, yeah, it's because you really don't know how this works and I wish I could walk you through this and have you sit down and understand how this technology actually works. Don't listen to the white noise on the internet. There is too many bad stories out there that are -- that are just not true and as you guys continue having a public safety day I hope you continue to spread the word on how this technology works and everything we do to protect the residents of the city. I think you are doing a fantastic job and I think we are on the right path and -- and I don't want to learn too much about these technologies, I -- I did retire before they were developed and that's all I need to know. You do a great job and -- and one last point that got brought up. We have had a very strong policy and procedure within our city dealing with how our information is used and all of our employees that have access to NCIC or ILETS. That's -- even before we had these programs. We have had those policies and procedures in effect. We didn't have to develop new ones because we had a drone first responder program. We didn't have to develop new ones because of LPR. We have already had very strong policies and procedures in effect and a department that doesn't

put up with anyone doing it wrong as far as I can remember. So, all we have done is we have brought these under a system that we already maintain one of the best departments in the state for how we enforce the rules and, mind you, the state enforces those rules. So, if we as a department didn't enforce rules on how people used ILETS and NCIC, we would be losing our license, because the state would come and yank it away from us. So, this is -- this is not something that's a one-off. The feds maintain control over NCIC. State maintains control over ILETS and we maintain control over our people to make sure we do everything right and I go home every night thinking how fortunate we are to live in a community like this that does this, so sorry I am a little long-winded, I'm very passionate about this and the job you guys do and how this protects our community. But that was an excellent presentation and I look forward to hearing more from you as we continue to talk about the successes of these moving forward.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Just one suggestion. If we are not doing it already I do think when we do press releases for like solving major crimes, it's important for us to explain how we use technology if possible. I just -- I think that that kind of awareness is really good for people to start understanding, not just the risks of the new technology, but how the -- how the new technology is helping us, so that they feel informed around that and I -- and I think it's important not to dismiss people's concerns as well. Like people have valid concerns. It's -- it's a new technology. It is being used differently and I think it's important that this is a two way dialog, you know, where we -- we feel excited about it and -- and we feel like we have the right guardrails in place. I think we need to be very open as we -- as we work through it and implement it.

Simison: Yeah. And I will -- I think we are at the end and we will see when I see more questions. I will just conclude with it -- we just had the city survey. Police department received -- public safety received great reviews, but the community still said there is more to be done. I don't know how we do more. I don't know where we do more. I don't know what that means or looks like unless it only means there is more traffic enforcement that -- that should be done. But, you know, drones aren't there for traffic enforcement today, but I don't know where they will be in ten years, 15 years. Will our drones need to enforce Amazon drones flying over. I -- we have no idea where -- where technology is headed. But it's -- I think that we have adopted appropriately to where we are at and we will continue the conversation and I don't think it's any secret, the legislature is going to take up this topic this next year. Despite all the guardrails we think we have there will be additional guardrails that I have no doubt they will be put in place or there will be attempt to say it's a technology that they don't think law enforcement should have access to. You know, we will see where the conversation goes and we will have to deal with it then. But I think until, then, it's appropriate that we continue to, in my opinion, be the leaders in this conversation for the state and meet our community's expectations on both sides of the ball in terms of, you know, protecting their rights and also protecting their safety through this process. So, thank you very

much. Appreciate the information and we will look forward to continuing the conversation.

Clyde: Thank you.

Simison: Thank you. Council, with that we have reached the end of our agenda and I just what I would like to inform I would like to give us a 15 minute break to start at 6:15 so people have an opportunity -- I don't know how long the next stuff will go, but after we motion for the public's perspective we will convene at 6:15 with our regular city council meeting, so --

Overton: Mr. Mayor, I move we adjourn.

Little Roberts: Second.

Simison: Motion and second to adjourn. All in favor signify by saying aye. Opposed nay? The ayes have it. We are adjourned.

MOTION CARRIED: ALL AYES.

MEETING ADJOURNED AT 6:00 P.M.

##(AUDIO RECORDING ON FILE OF THESE PROCEEDINGS)

_____ MAYOR ROBERT SIMISON	_____ / / DATE APPROVED
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ATTEST:

CHRIS JOHNSON - CITY CLERK