

Foundation for Ada/Canyon Trail Systems (F.A.C.T.S.)
(Recorded) Minutes of March 26, 2025
Meeting called for 3:00 PM

In attendance:

Officers: Bill Gigray, President, Bill Mullane Vice President and Sharon Hubler, Secretary

Directors: Gary Payne, Bob Hay, Paul Mann, Mark Eubank and Will Anderson

Agency "ex officio": Robin Camp, Ada County Parks & Waterways Program and Education Specialist, Cody Swander, Ass't Parks & Recreation Director, Colin Schmidt, Public Works Director Garden City, Mark Wasdahl, ITD Project Manager District 3, and Austin Miller, COMPASS Principal Planner, Transportation
Note: March 31st Cody Swander was appointed "Director of Nampa Parks & Recreation", congratulations Cody! Mark Eubank wondered if we could cut the meeting short...it's 80 degrees in Boise, a record.

Call to Order

President Bill Gigray

The Meeting was called to order at 3:06 PM.

Approve Agenda – Move to Approve, Additions/Reorder

It was moved by Paul Mann, seconded by Bill Mullane to approve the Agenda. All voted in favor. Motion carried.

Officers' Reports

1. Secretary's Report

Sharon Hubler, Secretary

It was moved by Mark Eubank, seconded by Bill Mullane to approve the Minutes of February 26, 2025. All voted in favor. Motion carried.

2. Treasurer's Report

Phil Peterson, Treasurer

As of today's date, the Bank Balance is \$10,433.36.

It was moved to accept the Treasurer's Report by Bill Mullane, seconded by Paul Mann. All voted in favor. Motion carried.

3. Vice President's Report

Bill Mullane, Vice-President

a) 52nd Bridge Update – Bill met with Garden City Parks & Waterways Committee yesterday and he'll review some new developments and changes: Garden City may de-annex its ownership, whatever that consists of regarding Plantation Island to Ada County, which could bring more resources to bear. It's at the idea stage right now. Ed Vetter, a member of the Committee who actually lives at the corner of the Greenbelt and 52nd Street says the area is getting so busy. Apparently, there's a bar called Dog Pound at 52nd Street and Remington. Last night he counted 60 vehicles parked there. And, this is while the EXPO Park is being developed so the anticipation is much more traffic in the area along with 60 residences being developed. What J-U-B did was more of a conceptual design for the bridge. So, it'd be preferable to get a real design to put a bridge in there, then shop it around and for help. Garden City is hesitant to spend \$100k to \$200k for the design and then, were it not developed to have to repay the cost. Perhaps those companies and individuals on the list who have expressed a willingness to get involved or donate in-kind could manage the cost of the design. Jenna did mention that ACHD is looking at 52nd Street Allworth and Remington as a potential pinch point as the EXPO project goes forward. Someone called and mentioned that the sign on Sharon's bench is bent and could cut somebody. Bill M. will track down Gary Segers to find out who installed the sign and see if a more substantial sign would be feasible. Furthermore, the two Bills will contact Chris Pettigrew from J-U-B on a more proper bridge design.

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4. President's Report

Bill Gigray, President

- a) Resolutions for consideration-Bill drafted Res. 2025-01 establishing Ada/Canyon Regional Pathways Standards Committee as a Standing Committee; and, Resolution 2025-02 establishing the 52nd Street Bridge Project Committee as an *ad-hoc* committee. A Joint Powers Agreement is stated in the Standing Committee for consideration.
- b) Senate Bills 1140 and 1144 were introduced by Senator Mark Harris-R, Soda Springs rewriting the powers for all state highway districts to lay out roadways. Together, the bills [SB 1140](#) and [SB 1144](#) narrow the definition of the type of projects highway districts can build to be specifically tailored to cars and remove the authority of highway district commissioners to change roadways under their jurisdiction how they see fit. It seemed to target the city of Boise, ACHD constituency along with Linder Road and State Street project from 14th to 8th. Mark Eubank attended a hearing in a packed room where close to 95.0% of the people were opposed.
It was moved by Paul Mann, seconded by Bill Mullane to allow Gary Payne to appear on behalf of FACTS or send a letter to the appropriate legislative committee. All voted in favor. Motion carried.

AGENCY REPORTS

ITD – District 3

Mark Wasdahl

Right now, the exciting projects are not highway projects, but emergency projects. So last month, based upon a changing standard of bridge inspections trying to get bridge repair done before valves were opened on the dams Eckert Bridge was fixed. US 95 between Council and New Meadows has been closed due to a landslide. It's two lanes and the northbound lanes were lost. They have to put a 60 foot steel beam and then move another eight feet for another anchor hole drilled, which will take until the end of March. They will have to excavate a section 200 feet in length. It takes a 10-foot depth to sink the steel piles into the rock, maybe finished by early May. April 1 is the deadline for all six districts to submit their seven-year budget program. Our ITD board in February 2025 gave \$1.8 million for four planning projects. Last three weeks talking to consultants who foresaw this in the Minutes. Those projects are Hwy. 55 from Rainbow Bridge up to Deinhard Woodson in McCall to see what the priority improvement projects should be there. Hwy. 95, looking to do some semi-detailed CAD work to have a third lane for passing between Payette and Weiser. I-84, while the Simco interchange work was being done, they found out that the volume of traffic is so high that no longer can the crossovers without delays be utilized so ITD is looking at the costs, whether you go wide inside, outside and so forth from the Gowen Road Interchange Milepost 57 up to Milepost 90 to the old entry into Mountain Home; and, last, do a connectivity study of Highway 69, South Meridian Road to Kuna-Mora model study. This study is a traffic engineer or planning level. This is a whiteboard study, so nothing on the map but looking for connections out to 50 or 55 depending on where COMPASS is when we start this. Also, put a notional extension of Hwy. 16 south from the current interchange being built at

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I-84 and running it down to some hypothetical connection with Kuna-Mora road connection knowing that we have discontinuity there, and run this to the Blacks Creek interchange, Milepost 62. One of the things I've started today for Bill is whether ITD had a state/local agreement with Garden City for the sidewalk on the northwest end of Glenwood Bridge. ITD has a project itself to work on ADA ramps in 2026. What we are trying to figure out and have communicated to the city of Garden City is to get the design portion blended in together and then the construction portion blended in together. Hopefully, there would be a cost savings off that. It did not show up in our published STIP, but it did go into our program. No work has been done yet. Now that I have the other scopes of work done, whatever needs to go to our administrative consultant unit to advertise it's almost 99.9% that we can go on to work with Garden City and probably have to re-do the state/local, which has not been signed or executed yet. Bill asked if this was the Glenwood Bridge and Mark responded yes, where there's a sidewalk gap from the sidewalk structure that ends at the expansion joint that will connect with Riverside Drive Road. As to Hwy. 69 the Kuna-Mora Road extension it has to cross Indian Creek and overpass the Union Pacific mainline but in a couple of representations they only went down as far as King's Road. So, District 3 is doing a non-map where Eagle Road stops at the soccer fields utilizing the what-ifs? What happens if you extend Ten Mile Road over the railroad tracks? What happens if you have a State Highway 16 extension? So this is to formulate answers to the questions COMPASS, at our request, had asked for a build grant, which went in January or February. **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant and the last letter is equity and that disappeared 48 hours before submittal deadline.** So, we put in for \$3 million to do a planning grant for an environmental linkage study in order to figure out as a precursor for the Pell study what we need to do. Supposedly, these are announced in June. it's been suggested that they add \$20 million this year, \$20 million next year, and 20 million this year, after some people calling that the 2020 plan, whereas others calling the same thing a 2040 + 60 plan, because they're being cumulative. The city of Nampa has been looking at State Highway 16 south, just Robinson Road, more or less an elongated ramp. Right now, this isn't in Mark's box so he's a bit hazy on it. Next month ITD will host an open house on Highway 69. There's been a lot back and forth since Brighton got a STAR agreement (State Sales Tax Anticipated Revenue) but it's like \$20 to \$35 million, which comes out of sales tax retail related to square footage. There have been a number of projects such as WINCO widening Chinden Road from Locust Grove to Linder. Brighton's property is on the southeast corner of Lake Hazel where they have half a mile north to south. This will be an online only open house on Hwy. 69. ITD Development Services is managing the STAR agreement. Paul asked about the Hwy. 55 south of Caldwell underpass and Mark responded that they are racing the irrigation season crossings, which could not be touched once the valves are turned on. Mark knows they are working on the design. On the second half of this project from Farmway to Pear Lane, he doesn't think that ITD

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has identified construction funding for that project yet. One of the wild cards right now is assembling funding for Chinden/US 20-26 Middleton to Star Road somewhat including the work already done at Phyllis Canal. This sort of blends into TECM funding. TECM, or Transportation Expansion and Congestion Mitigation, is a funding program in Idaho used to finance major highway projects. Bob Hay had a question about the Eckert Road bridge, which now has temporary repairs to it. Mark indicated that is actually an ACHD bridge, which ITD jumped in to assist with our road crews and with the environmental planners to get §404 permit in what was a probably world record one calendar week. The construction of Highway 16 from Chinden to I-84 is of interest. Since Mark does updates for the Meridian Transportation Commission and for the Nampa Transportation Advisory Group he offered to look up segments: Ustick to Chinden and Franklin to Ustick is the fall of 2026. On Paul's question regarding the Hwy 55 underpass back in January they got 90% of the parcels acquired construction started January 6, 2025, anticipated completion in fall of 2027. Highway 44 Star roadway is on schedule and it's possible that there will be an offset because of r-o-w purchase and they cannot start purchase before environmental is done, which has been forwarded three or four times to FHWA waiting for their stamp of approval.

SENATE BILLS 1140 AND 1144

Gary Payne has been given authority to attend committee or draft a letter referred

Transportation & Defense in the House. Gary wanted to bring this legislation to FACTS because it's important for us to contact our local representatives to weigh in on this because of lack of awareness and how detrimental these bills are to alternate forms of transportation.