

Foundation for Ada/Canyon Trail Systems (F.A.C.T.S.)
(Recorded) Minutes of October 22, 2025
Meeting called for 3:00 PM

In attendance:

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

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

Agency "ex officio": Robin Camp, Program & Education Specialist, Ada County Parks & Waterways, Jay Gibbons, Director Canyon County Development Services and Scott Koberg, Director Ada County Parks & Waterways

Call to Order

President Bill Gigray

The meeting was called to order at 3:04 MDT by President Bill Gigray.

Approve Agenda – Move to Approve, Additions/Reorder

It was moved by Paul Mann, seconded by Will Anderson to modify the Agenda placing Jay Gibbons at the top. All voted in favor. Motion carried.

Officers' Reports

1. Secretary's Report

Sharon Hubler, Secretary

It was moved by Bill Gigray, seconded by Gary Segers to approve the Minutes of September 24, 2025. All voted in favor. Motion carried.

2. Treasurer's Report

Phil Peterson, Treasurer

As of October 22, 2025, the Bank Balance is \$11,302.22 at D.L. Evans Bank. *It was moved by Sharon Hubler, seconded by Will Anderson to accept the Treasurer's Report. All voted in favor. Motion carried.*

Input on Canyon County Development Services Dept. Jay A. Gibbons, Director Jay has 34 years of experience and is a Trustee of the Idaho-Montana ASLA, Association of Landscape Architects. Currently, county is doing a review of ordinances of the Impact Areas of Canyon County, 10 cities in the county, due before the end of 2025. Two days of hearings, which covered five cities utilizing five criteria. City of Star's expanding into Nampa's Area of Impact will be heard November 5, currently under advisement by the Board of Canyon County Commissioners. Criteria considered is 'can the city reasonably expect to annex Area of Impact within five years.' Star's expanding its Area of Impact would cross the Boise River into Canyon County and would need to demonstrate the wherewithal to offer services to the newly-expanded Impact Area. Administrative land divisions have been on the books since 1979 and since day one have been fraught with interpretation of the ordinance. Jay went to the public and received ~800 responses, enough public comment to indicate lots of public concern since it is mostly agricultural land. Jay said to give him a call for an update. Generally speaking, Notus, Wilder and Greenleaf will get smaller. Nampa and Caldwell will leave their Impact Areas the same with more public hearings occurring October 29-30. City of Homedale, though in Owyhee County had intention of crossing the Snake River into Canyon County. However, the Commissioners determined that Homedale did not have the wherewithal within five years so Homedale's Impact Area will stay on the side across the Snake River for now. Bill Gigray asked whether city of Middleton's Area of Impact was going to change? Middleton is proposing to extend one mile north of Purple Sage. Right now, the county recognizes the Middleton Area of Impact as Purple Sage. Concern that Middleton is still looking for funding for its sewer plant. Public testimony is finalized and the hearing will be 4:00 on October 29. Development standards are not part of these

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hearings. The mandate is to review the boundary itself every five years going forward. Chapter IX of the state statute requires not only notifying the city of development applications in their area of city impact, but also, some cities want and expect the county to adhere to their development standards. Case in point is that these boundaries will become part of Chapter IX. Nampa's agreement with the county dates back to 2005. Many times in the last 20 years these ordinances have changed so they need to be standardized across the board. Bill G.

explained that FACTS is trying to move forward with what we call a Regional Pathway Standards Committee, and it wants to work with COMPASS. In that regard we have gathered the standards each of the cities has for pathway development, maintenance, and so forth. Bill thinks we ought to be looking at pathway classification purposes, like highways do, districts do, with highways and streets. FACTS is concerned with barriers to pathways such as development that causes gaps in interconnectivity. That area on the Boise River, from Star all the way to Caldwell, probably on both sides of the river, with the advent of Hwy 20/26 going to five lanes is an immediate concern with pathways. With Nampa's interest in having a bridge crossing going north and south on Franklin crossing the Boise River we work with agencies such as Nampa's P & Z Director Ronald Ashby. Bill thanked Jay for his time and our appreciation in agreeing to appear before our board. Jay is an advocate for pathways in his career history. He noted that the Parks plan has not been officially adopted into the County Comp. Plan so that has yet to be done. Will Anderson has read the Canyon County Comp Plan. Will is pushing for entities to have pathways planned and drawn on the map. Jay is putting out an RFP next week to hire a consultant for an implementation plan. Currently, the comp plan is not codified in code. Bill G. asked if FACTS could receive Agency notifications for the first 30-day comment period on projects along the Boise River. Jay said that would be possible and he will have them sent to the Secretary.

3. President's Report

Bill Gigray, President

- a) Gary Payne was going to meet with Jimmy Hallyburton, Boise City Council but it's in the middle of the campaign so he'll meet with him when election is over.
- b) Annual Meeting Schedule Change
It was moved by Mark Eubank, seconded by Bob Hay that the Annual Meeting be moved to Wednesday, December 3 at 3:00 PM. All voted in favor. Motion carried.
- c) In the not-too-distant future under agency reports we would like to get budget reports with regard to what their next fiscal year budget includes in terms of pathway maintenance and development.
- d) Plantation Island issues – at our last meeting Kendra Kenyon, Idaho Foundation for Parks & Lands talked about who owns and maintains the two bridges, who will own and maintain the 52nd Street Bridge? Her point was that IFP&L is not geared to maintain pathways and bridges, and that this was supposed to be eventually transferred to maybe Garden City or another entity. This may come up when Garden City proceeds with de-annexation of the island. **No state-specific de-annexation law:** Unlike annexation, Idaho law does not contain a specific statute for the process of de-annexation other than council approval upon landowner's application. It would be removed from the city limits and, by operation of law, become an unincorporated area of Ada County. The island is a pathway hub connecting the Boise Greenbelt to Garden City and on to Eagle.
- e) Regional Pathways Standards Committee – join with ACTIVE Transportation COMPASS group. Gary Payne wrote an initial draft of what the Standards

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Committee would be doing. The meeting is scheduled for November 13 at 1:00 PM to go over the draft and will be held at the COMPASS offices in Meridian.

4. Vice President's Report

Bill Mullane, Vice President

a) 52nd Street Bridge Project – in lieu of the MOU we have to put raising funds on hold.

When we know it's a go with Judy Peavey-Derr we build a launch pad toward the goal of ~\$125,000. We'll have to go back and reconfirm what's still available. Ed Vetter is well connected in the neighborhood of the Greenbelt and 52nd Street and wants to improve the situation so he's agreed to join the Fundraising Committee. Paul Mann reported that the Clean Cities Coalition had a meeting this morning. A lot of the members are interested in the bridge project but decided to postpone any decision until December when they can re-look at the budget. Scott Koberg technically works under Steve Rutherford, Chief Operating Officer for Ada County; Steve's been busy. Scott was happy to share what information he has at this point. Garden City was awarded \$2 million grant as a follow-up to the feasibility study done by J-U-B from COMPASS. The selected alternative of the feasibility study was a bridge to Plantation Island from the Greenbelt. Now, Garden City has requested Ada County to take on the grant; nothing tangible has been done yet. The funding source is LHTAC, the Local Highway Technical Assistance Council. All Operations staff including Legal have been working with Amanda LaMott, Engineer with LHTAC to cut and paste this thing together from Garden City's grant award to maybe Ada County's grant award. When the group fleshed out the calendar of permitting, design, engineering, and all the way to construction alongside learning from doing The Park at EXPO. The bridge project is beholden to Federal permitting processes in the river that take a lot of time commencing at the low water timeframe mid-October 2025 to a bridge fully complete by the end of 2027 there are lots of moving pieces and parts. ADA COUNTY PARKS & WATERWAYS REPORT – The Expo Park Greenbelt segment is essentially built, 12-foot concrete but there's more work before that segment is reopened in January 2026 and it's still a construction zone. One big piece, public safety concern number one, is that Ada County is building a bridge internal to the Expo Park site where there is a backwater channel to activate the wetlands...so there is a gap. Closest to the EXPO site the Plantation Island bridge's decking, technically owned by the Idaho Foundation for Parks & Lands, is in deplorable condition.

Scott proposed about a month ago to our project team to try to replace that decking, with new decking, just redo the whole thing since it's not useable until the EXPO project is finished in January 2026. Ada County Parks & Waterways is going to foot that bill under my budget, so Ada County ended up getting, some bids on it. Got a suitable bid, and we do have a contractor on board that's going to be replacing all the deck boards on the Plantation Island Bridge closest to EXPO. Bill G. asked if it would be possible to talk to the city of Boise on the other bridge because the neighbors do not like the sound of loose planking. For 10-foot planking on the south bridge (117 in all) the bid is \$36,000; install is not easy and the boards have to be treated since they are over water. The Boise side north bridge is approximately 90 feet long so the over-all costs could be slightly less.

Second project, and it's a new fiscal year, Ada County just awarded the contract for construction of a greenbelt project here in Barber Park from basically the front end of the park to the back end of the park. We awarded it to La Riviera Incorporated, a construction company that submitted a bid that was about \$100,000 below the budget we had set for that. The award was made yesterday so we do not have an

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exact timeline just yet. Some striping that we are scheduling for next week, centerline striping, out on the east side of town, toward Diversion Dam, and then up to Lucky Peak. It's on Ada County's radar to do a resurface of the 1.7 mile greenbelt piece but there are erosion problems and debris from the road under the non-cambered Jersey barriers. Scott checked with ITD regarding their construction schedule in hopes of combining efforts. Mark Eubank asked Scott about the new park. Trevor Kesner is probably the best point of contact for Alta Harris Park, diagonally across the river from Barber Park. Scott noted that Eckert Bridge itself is scheduled for a replacement next fall from ACHD. That could influence some of what happens with the connectivity of the pathway system there.

CALDWELL PARKS & RECREATION COMMISSION – Paul Mann

GREENBELT CIVIC LEAGUE OF CALDWELL – Will Anderson

Bill Gigray: the question is going to be, where is pathway planning and development? What is going to be the focus in Caldwell as we move forward? Paul says it has been difficult because the perspective is that dealing with easements is not within the Parks & Recreation purview. Will Anderson has been following and met with Roger Brooks who was the creative consultant for the Indian Creek Plaza. He came back into town about 1.5 weeks ago to update the City Council on his plan. He's enthusiastic and has a promenade all the way from the Boise River to Linden Street and going through downtown Caldwell to 21st Street all along Indian Creek with an underpass under the busy Union Pacific tracks taking the traveler from Arrowhead Parking to the Fairgrounds and then to Griffith Park along Wilson Drain.

CITY OF GARDEN CITY

Bill Mullane, Vice President

G.C. is hosting their Master Plan for Transportation November 5 at its City Hall. Gary Segers and Will Anderson will participate. The workshop will look at roadway designs, integrated bike and pathway networks, access management strategies, policy alignment, conflict resolution, and funding mechanisms. It should be an interesting day. ACHD is having a meeting tonight looking at their Five-Year Plan.

Gary Payne asked about an update on Fundraising? For now, until FACTS receives the MOU we do not have our marching orders to proceed with fundraising.

Paul Mann asked about the lease with Idaho Dept. of Lands. It has sunsetted as of October 16. It will have to be updated working with Ada County's legal staff in the lead.

Pleased to have Steve Pierce join us at today's meeting. He is a member of the Ada County Parks & Waterways Advisory Board.

CITY OF NAMPA – Rodney Ashby Planning & Zoning Director – Crystal Craig asked him to attend. Bill G. asked Rodney if he would enlighten this board with the issue concerning the impact area of Nampa vis-a-vis Star. As a full service city Nampa has tried to outreach with Star and received nothing in return. It's frustrating when Caldwell, Middleton and Meridian are working closely with Nampa. The city is extending utilities and everything is gravity-fed. For the sewer in that area STAR

CITY OF NAMPA (con't)

would have to truck it back uphill by first having to gravity feed it down to a pump station and then truck it back uphill. To the point of having a River Pathway on the south side it is in Nampa's Comp Plan. Highway 20-26 build-out in that area is going to happen. Ustick is also a major corridor and we are seeing a lot of improvements there by ACHD and Nampa's Highway District where applicable. Then, of course, there's the new State Highway 16, that's huge. There's major interest in development

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and one major project has gone before Nampa's Planning & Zoning Commission. While balancing how quickly farmland is developed basically most of it is owned by developers and being leased out to farmers. Rodney pointed out that Nampa's pathway follows the outline of the Boise River with 10-foot side paths, take, for example 11th Avenue and Franklin. There are also some significant creeks being followed as well such as Ten Mile Creek. In order to provide connectivity on SH 16 Nampa asked ITD to go under SH 16 at Ten Mile Creek and continue on through. You are also seeing that in southwest Nampa where a developer is being asked to make the final connection to Wilson Creek Pathway. The Deer Flat Ranch Development will have viewing places, wedding venue, large and small housing units. Yet to go before City Council is the Lakeview development off Iowa and Midway, We are proposing to follow along the Upper Embankment Drain and the Deer Flat Canal as well to make a pathway out in that area. Most of what the FLAP grant has done is within the Deer Flat National Wildlife Refuge and Nampa will continue to make good connections. The Rails with Trail connection near College of Western Idaho is 200 feet across so there should be plenty of room for this to happen. Gary Payne pointed out there have been a couple presentations on IPTV this week on Rails to Trails so hopefully that will help generate more interest. It's going to take a major groundswell of support from business and civic leaders but the preferred alternative of high capacity transit from COMPASS may help. Will Anderson totally appreciates seeing the lines for pathways on the map. He asked Rodney if there was a plan to go from Nampa to Kuna along Indian Creek? The answer is yes but some is already partly developed out and some portions of the pathway have deteriorated. Rodney pointed out how Indian Creek Park going to Amity and a way to get under the overpass where the old meat packing plant was is on the way to Kuna. Indian Creek today Will says, is crystal clear, not like the old days when Nampa's effluent was pouring into it. Nampa's population is 126,000.

ADJOURNMENT

It was moved by Mark Eubank, seconded by Paul Mann that the meeting adjourn.

Meeting stood adjourned at 4:55 MDT.

With all due respect,

Sharon Hubler, Secretary