

Foundation for Ada/Canyon Trail Systems (F.A.C.T.S.)
(Recorded) Minutes of May 28, 2025
Meeting called for 3:00 PM

In attendance:

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

Directors: Bob Hay, Mark Eubank, Gary Payne, Wava Kaufman and Will Anderson

Agency "ex officio": Meg McCarthy Bike/Ped Program Coordinator ACHD, Cody Swander Parks & Recreation Director Nampa, Austin Miller, COMPASS Principal Planner, Transportation, Kimberly Warren, Pathways Project Manager Meridian, Chris Colson, Exec. Director, Land Trust of the Treasure Valley and Robin Camp, Program & Education Specialist, Ada County Parks & Waterways

Guest: Ann Manning, Caldwell Parks & Recreation Commission

Quick Announcement, Mark Eubank – Starting dialysis and cannot put information/outreach table up on trails; looking for someone who can 2x a month for a couple of hours and a couple of months do this. He has canopy, maps, brochure and table itself. Mark would like to head west for Eagle, Meridian & Star placement as Boise is pretty well saturated.

Call to Order

President Bill Gigray

The meeting was called to order at 3:17 MDT.

Approve Agenda – Move to Approve, Additions/Reorder

It was moved by Gary Payne, seconded by Will Anderson to approve the Agenda. All voted in favor. Motion carried.

Officers' Reports

1. Secretary's Report

Sharon Hubler, Secretary

It was moved by Will Anderson, seconded by Gary Payne to approve the Minutes of April 23, 2025. All voted in favor. Motion carried.

2. Treasurer's Report

Phil Peterson, Treasurer

As of May 27, 2025, the Bank Balance is \$10,951.34 at D.L. Evans Bank.

President Gigray will talk to Treasurer Phil regarding a potential Certificate of Deposit for funds not needed to accrue some interest.

It was moved to accept the Treasurer's Report and move in that direction by Sharon Hubler, seconded by Gary Payne. All voted in favor. Motion carried.

AGENCY Reports

City of Meridian – Kim Warren – Couple projects are close to being ready to bid, Five Mile Pathway west of McDermott (northwest of S.H. 16 alignment), getting kids to Owyhee High School along Five Mile Creek Pathway "under" S.H. 16. Kim is excited about having the vertical separation. The project has been submitted to ACHD and Nampa-Meridian Irrigation District for approval. Single (or signal) crossing at McDermott Road, which will be less busy with Hwy. 16 coming on. Traffic counts indicate McDermott can be a reasonable crossing even though the counts were done at less than optimal timing. Project is .25 mile pathway. Meridian Rail with Trail. Meridian Road comes off I-84 and then splits into a couplet west of Meridian Road and City Hall. The pathway is west along Meridian Road and City Hall along the railroad tracks but not within the corridor. Broadway on the north, required future piping the Rutledge lateral, which was a big expense and environmental consideration. Getting the alignment was temporarily at a stalemate because halted at the Friends of Children & Families, Inc. (FOCAF) Head Start property, which then the city proceeded to purchase the Sturm property as a possible trade, then realized could get through on an easement of Nampa and Meridian Irrigation District property. To get enough dry land Five Mile

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required piping. We are at 95% submittal for federal approval. The plan would be to go to bid this summer for the work to be done on irrigation piping off-season and then build the pathway in early 2026. The ultimate goal would be to get from Meridian Road to Linder along the north side of the rail corridor. This represents almost a mile long stretch. The idea is to keep it blank and somewhat piecemeal as most pathways require that approach. Bill G. asked about going east and Kim cited Ten Mile Crossing by Brighton east of Ten Mile, north of I-84 where there is quite a bit of nice pathway that can continue west as well. Check with Cody on whether Nampa asks for dedicated easements parallel to the north corridor of its railroad tracks?

City of Nampa – Cody Swander – Yes, Nampa is asking for at least a 20-foot easement from the developer along the rail corridor since that is in the Pathway Master Plan. The problem we are running into now is the city is out to the 11th-Avenue north, heading back east toward Meridian and a lot of that area has already been developed so we are in negotiation with HOAs and property owners, some of whom are happy to give the easement, some of whom balk at the proposal. We have a gated community right off Birch and 11th north, less happy to work with us so it's a struggle to move further east. The rail corridor is identified all the way out to the county line and the city's area of impact, the same identification. Cody had a question for Kim...Nampa is asking for a 20-foot easement, how wide is Meridian's? Kim replied that 20-feet is pretty standard in cases where landscaping is required but the default of 14-feet along irrigation waterways because there's not enough room for planting trees or landscaping much less watering so it's a 10-foot pathway with two-feet on either side.

Bill G. asked about the Linder Overpass across I-84 as FACTS had put in a plug for its being wider for bike/ped access. Kim replied that it was maybe six inches wider. She'll put that on her list for an update. The Meridian Arts & Culture person says there are plans in place for an artwork installation in the median along Linder north of I-84. That may induce some traffic calming and COMPASS has been helpful. Bill G. wants to keep an eye on the Linder Overpass and its importance to Kuna in the future. Austin Miller COMPASS provided an update on the Linder Overpass is a funded project in the TIP (Transportation Improvement Program) with construction wrapping up in 2027. It does include multi-use pathways and shows two pedestrian hybrid beacons at the intersections of Waltman and Gander Drive. Bill G. advised Cody and Kim to check with Mark Wasdahl ITD on potential realignments going south on S.H. 16. Cody said it'd been several months since he had heard anything, but ITD did not express interest in working on any potential realignments going south at this early stage south of I-84. At a meeting earlier today Austin reported that there are several conversations going on about S.H. 16 going south and what potential alignments there might be. Crystal Craig Nampa's Director of Transportation is spearheading efforts to bring together ACHD, Highway Districts, city of Kuna, ITD and so forth to help inform ITD what some of our local agencies think pro and con to address local concerns. Since Austin had the mic and needed to leave in a couple minutes he asked for a little more time on the floor. COMPASS High Capacity

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Transit third and final study goes live for public comment June 6th. Going forward the Rail corridor does seem the best option for High Capacity Transit in our region. With that said in COMPASS analysis one of the weak points in the rail corridor is lack of bike/ped connectivity because we haven't wanted people walking and biking in the path of freight trains so there would need to be infrastructure improvements. We have a regional coordinated waterway pathway plan. The RFP (Request for Proposal) is on our website, and we'll be looking for some consultant support on that one. RFP closes June 18th we'll go quickly forward on that. We are working on a project prioritization methodology for our regional long range transportation plan. We are probably going to have a meeting with our ACTIVE Transportation Work group next month. The bike and ped counter position does the field work as well as office work. He/she keeps the permanent and temporary counters up and going as well as the data bike. Batteries have been dying on counters. The position has been vacant for several months and has been reposted this morning. If anyone knows someone who might be interested in the position let us know. We are short-staffed at the moment, and we don't have the staff bandwidth to get all the batteries replaced. The position is full time or part time, flexible 30 or 40 hours a week. The regional TIP will be doing its yearly update, and more information will be available at the June FACTS meeting. Austin apologized for shortcutting Cody, but he had to run in a few minutes. Cody still has the floor.

City of Nampa (con't) – Still in full design on Orr Pathway project funded for construction, which improves the north south pathway connections between the Edwards Pathway and Wilson Drain. It's getting closer to finished on the design side of Lake Lowell Avenue at the corner of Midland and Lake Lowell. We are constructing what is going to be called the Matthew Peltzer Trailhead with paved parking, restroom, picnic shelter and some lawn area, which will be a nice place for citizens to access the Wilson Pathway. Just west of that location we have a summer project in mid-June reconstructing repaving the asphalt pathway west of Midland Blvd. running northwest toward Boundary Street. One of the downsides of the easement model is the ownership of the land is still in the hands of the HOA and it's difficult to get it to refrain from planting trees too close to the pathway with the result of tree root damage...so we are going to be pulling out some asphalt, do tree root pruning to avoid trip hazards on uneven pathway. At future meetings Cody may invite along his replacement who was the Parks manager. Bill G. commented that the Wilson Creek Pathway system extending into Caldwell along with the loop around Lake Lowell will be a really nice amenity for both the cities of Nampa and Caldwell.

ACHD – Meg McCarthy – We are installing a side path on Collister; it went through a rigorous public input process. The Bike/Ped Advisory Group will be presenting before the Commission June 11th in the afternoon. Tune in if you're interested in knowing what they are working on. Linder Road between U.S. 20-26 and S.H. 44 has a draft plan coming out in July for public involvement. The northern part of Linder from Floating Feather to S.H. 44 is being built this year.

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City of Kuna – Wava Kaufman – We are pretty boring; Doug Hanson is out this week; she'll pass on the information on the Linder Overpass. Tomorrow is the last day of school so there's no more track meets for a while.

Chris Colson – Land Trust of the Treasure Valley – We might have somethings to report on in a month or two that would pertain to or be of interest to this group.

Ada County Parks & Waterways – Robin Camp – Scott Koberg is out of town this week. We are getting ready for float season, maintenance crew out there doing spring clean-up.

Caldwell Greenbelt Civic League – Will Anderson – Bill G. thanked Will for his research work on the property owned by FACTS, which had an offer and the CUP on the Boise Wastewater Treatment Plant and any effect, if any, on the bike path. Promised no impedance and improvement in the future. Currently, it's ten feet wide, with striping, built of cement – “well, well done” in Will's words. Bill G. mentioned the Information table that Mark Eubank and Robert Minch have done in the Boise area primarily. If Will is interested Gary Payne explained that it's a table with awning and information and a large visual map of the greenbelt, talk to walkers and bikers as they go by, get them to stop and hear about their long range ideas with possible financial support for FACTS. Paul Mann could help Will with downtown Caldwell events, possibly the Indian Creek Festival and Ann Manning who is Caldwell Parks & Recreation Commissioner might also be available. Will Anderson's push for a trail from downtown to 21st Street with a railroad underpass is hugely expensive. So, if we go in a different direction and go from downtown to the Boise River, it has fewer obstacles and is a do-able thing in the foreseeable future. Then, we ought to be working on connecting Caldwell to Middleton; Curtis Park is out there, and the city of Caldwell owns all the property on the way to Curtis Park; essentially, you're across the Boise River and it's quite a way to Middleton but there are only two landowners, granted they are large tracts of land owned by Steve Rule and Hubler Flying Field.

3. Vice President's Report

Bill Mullane, Vice-President

Bill expressed how he loves hearing from all the agencies and the great work going on out here.

a) 52nd Bridge Design – met with J-U-B Engineers, regarding a full design plan for 52nd Street Bridge. They put together a quote for us and had some ideas as well. Bottom line a full design quoted as \$270,000 broken down as follows:

Task List:

- Project Administration – \$20,000
- Survey/Bathymetric - \$70,000
- Hydraulic Analysis (Modeling and a Technical Memorandum) – \$50,000
 - This will get us to the point of whether a LOMR/CLOMR is required.
- Geotechnical Investigation - \$75,000
 - This cost is high due to the access constraints for the drilling. Access to the river can be expensive.
- Type, Size & Location (20% Design) – \$40,000
 - Type, Size, & Location will help to have during funding search.
- Next Steps Report - \$15,000
 - Cost Estimate (Engineering, Permitting, Construction)

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- o Funding Sources Available
- o Anticipated Design Schedule
- o Anticipated Construction Schedule

Total: \$270,000

Looking at alternative ways to fund this, and, as a reminder we did have a grant from COMPASS for \$2 million. Learning that this was not enough money we may want to go back to COMPASS for additional funding. J-U-B figures that the bridge project could be done for closer to \$4 million. Another idea was to put more effort into doing a little more public relations on the project by creating a rendering, to get the design portion funded from which we could entice in-kind donations and equipment, and working with LHTAC to repurpose bridges from around the state. So, the design is really key and we are trying to get over that hurdle. Bill G. was asked if he had additional comments from the meeting with J-U-B. Ended up with requesting J-U-B to prepare a professional project description for the proposed 52nd Street Bridge and multi-pathway connection with Garden City. Henceforward we could look at doing presentations before the city councils of Garden City, Boise and Eagle and Ada County Commissioners, Idaho Foundation for Parks & Lands Board and local Chambers of Commerce. And then, Bill G. could use the language of the presentation to extend the term of the Idaho Dept. of Lands easement that we hold for the bridge across the Boise River, which expires this year. They are supposed to come up with an estimate that would be within our budget given the close to \$11,000 in our treasury going to the FACTS board for approval to authorize the expenditure of our funds for this project description. This would help to go back to Toni Tisdale of COMPASS to talk about the grant of \$2 million and go after additional funding to help pay for the engineering and design work for the 52nd Street Bridge. Bill M. reiterated with the EXPO Park exposing the need for transportation alternatives in that area it might be worthy in COMPASS's estimation to close the gap and fund another \$2 million. Will Anderson added that it's a big deal for Garden City. The trail goes along all kinds of new businesses including condo's, restaurants and so forth and then it just "dies" when it gets down to 52nd Street. Bill G. agreed that the remnant pathway that goes along the Boise River does not fulfill the need for a west edge entrance to the EXPO Park.

- b) Logistics for in-person FACTS board meeting Wednesday, June 25th will be developed with assistance from Austin Miller. Bill M. will run the meeting. Meeting at COMPASS building downtown Meridian 3:00 with hybrid both virtual and in-person.

4. President's Report

Bill Gigray, President

- a) Greenbelt Civic League of Caldwell is meeting tomorrow with a focus on what are its goals. Will Anderson and Bill G. should be in position to report on that at the June FACTS meeting.
- b) Idaho Gives – Should the FACTS board be involved with Idaho Gives? We would need to sign up for it and even if we raised a couple thousand it would be worth it. 640 entities were part of it, and it is a statewide promotion. As for

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the interest in FACTS we have 800,000 population in the two counties. Bill M. said we can dress up the website for donation. 13.6% growth in the Boise Metro area in the next five years. Chris Colson, Land Trust of the Treasure Valley wanted to share something along the train of what Bill G. is talking about in terms of growth; i.e., Power Point of an aerial dated 2010 was shared. Then he shared the same profile in 2020 and 2024 illustrating much less green/ag space. To make matters more specific all these green/ag spaces are already owned by developers, south of the airport and in the Boise foothills. In a way the train has already left the station because all these are poised for development. In many cases ownership is not local but overseas entities. It seems uncoordinated in terms of local entities and there can be opportunities to help coordinate and facilitate. Bill G. responded that this was perfect. His experience with cities goes back to the 1970s and the Local Land Use Planning Act. The Standards Committee resolution is so important if we can get people to serve and meet perhaps quarterly on pathway standards and classification. Both cities and counties are land use regulators with so much turnover in the cities.

- c) Text this morning from Dan Smith FACTS board member recently retired from Idaho Power and also an athletic bicyclist. He was on a road ride from Nampa to Homedale and back. A motorist blew a stop sign in Canyon County requiring a quick stop and the bicycle behind him crashed into Dan. As a result Dan has a bruised shoulder and broken scapula...so that's why he's not in attendance today.

Adjournment – the meeting stood adjourned at 5:00 MDT.

Respectfully submitted,

Sharon Hubler, Secretary