

OFFICIALS

Joe Stear, Mayor
Chris Bruce, Council President
Greg McPherson, Council Member
Matt Biggs, Council Member
John Laraway, Council Member



CITY OF KUNA
Kuna City Hall Council Chamber, 751 W 4th Street, Kuna, Idaho 83634

City Council Meeting
MINUTES
Tuesday, June 17, 2025

6:00 P.M. REGULAR CITY COUNCIL

For questions, please call the Kuna City Clerk's Office at (208) 387-7726.

ALL ITEMS ON THE KUNA CITY COUNCIL AGENDA ARE CONSIDERED ACTION ITEMS UNLESS OTHERWISE INSTRUCTED BY THE CITY COUNCIL.

1. Call to Order and Roll Call

(Timestamp 00:00:32)

COUNCIL MEMBERS PRESENT:

Mayor Joe Stear - Present
Council President Chris Bruce - Present
Council Member John Laraway - Present
Council Member Matt Biggs - Present
Council Member Greg McPherson - Present

CITY STAFF PRESENT:

Marc Bybee, City Attorney
Jared Empey, City Treasurer
Mike Fratusco, Kuna Police Chief
Adam Wenger, Public Works Director
Doug Hanson, Planning & Zoning Director
Bobby Withrow, Parks Director
Nancy Stauffer, Human Resources Director
Nathan Stanley, City Clerk

Mayor Stear All right. It is 6:00, we'll go ahead and call this meeting to order. Garrett, would you take the roll, please?

Deputy City Clerk Garrett Michaelson Council Member McPherson.

Council Member McPherson Here.

Deputy City Clerk Garrett Michaelson Council Member Biggs.

NOTICE: Copies of all agenda materials are available for public review in the Office of the City Clerk. Persons who have questions concerning any agenda item may call the City Clerk's Office at (208) 387-7726. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk at 387-7726 at least forty-eight (48) hours prior to the meeting to allow the City to make reasonable arrangements to ensure accessibility to this meeting.

Council Member Biggs Here.

Deputy City Clerk Garrett Michaelson Council Member Laraway.

Council Member Laraway Yes.

Deputy City Clerk Garrett Michaelson Council President Bruce.

Council President Bruce Here.

Deputy City Clerk Garrett Michaelson Mayor Stear.

Mayor Stear Here.

2. Pledge of Allegiance: Mayor Stear

(Timestamp 00:00:52)

Mayor Stear And if you'll join me for The Pledge of Allegiance.

Multiple Speakers I pledge allegiance to the Flag of the United States of America and to the Republic for which it stands, one Nation under God, indivisible, with liberty and justice for all.

Mayor Stear Thank you.

3. Consent Agenda: ACTION ITEMS

All items listed under the Consent Agenda are considered to be routine and are acted on with one motion by the City Council. There will be no separate discussion on these items unless the Mayor, Council Member, or City Staff requests an item to be removed from the Consent Agenda for discussion. Items removed from the Consent Agenda will be placed on the Regular Agenda under Business or as instructed by the City Council.

(Timestamp 00:01:13)

- A. Regular City Council Meeting Minutes Dated June 03, 2025
- B. Accounts Payable Dated June 12, 2025, in the amount of \$1,526,415.20
- C. Final Plats
 - 1. Case No. 25-08-FP (Final Plat) Sabino's Rocky Ridge Subdivision No. 1
- D. Resolutions
 - 1. Resolution R44-2025

A RESOLUTION OF CITY COUNCIL OF KUNA, IDAHO ADOPTING A REDUCTION OF THE KUNA AREA OF CITY IMPACT BOUNDARY AS REPRESENTED ON THE FUTURE LAND USE MAP FOR THE CITY OF KUNA, IDAHO; AFFIRMING THAT THE PRESCRIBED NOTICE AND HEARING REQUIREMENTS WERE MET IN

ACCORDANCE WITH TITLE 67, CHAPTER 65, IDAHO CODE; AND PROVIDING AN EFFECTIVE DATE.

(Timestamp 00:01:13)

Mayor Stear First item is the Consent Agenda. Any questions or comments?

Council President Bruce Councilman Laraway, did you have anything?

Council Member Laraway I have nothing.

Council President Bruce I move we approve the Consent Agenda, as published.

Council Member McPherson Second.

Mayor Stear Motion is made seconded for approval. Is there any further discussion on that motion? Garrett, would you poll the Council, please?

Deputy City Clerk Garrett Michaelson Council Member McPherson.

Council Member McPherson Yes.

Deputy City Clerk Garrett Michaelson Council Member Biggs.

Council Member Biggs Yes.

Deputy City Clerk Garrett Michaelson Council Member Laraway.

Council Member Laraway Yes.

Deputy City Clerk Garrett Michaelson Council President Bruce.

Council President Bruce Yes.

Mayor Stear And that motion carries.

(Timestamp 00:01:22)

Motion To: Approve The Consent Agenda, As Published

Motion By: Council Member Bruce

Seconded By: Council Member McPherson

Further Discussion: None

Members Voting Aye: Council Members Laraway, McPherson, Biggs, Bruce

Members Voting Nay: None

Members Absent: None

Via: Roll Call Vote

4-0-0

4. Public Comment

(Timestamp 00:01:38)

Mayor Stear And that takes us to Public Comment. I had Michael Rocco sign up this time to speak. You may have the floor, sir.

Michael Rocco Michael Rocco, 1286 East Fort Erie Street, in Kuna. I was here last week at the Planning and Zoning meeting and the Idaho Transportation was here giving their presentation, which they'll be doing again this evening. And one of the... as I was looking at the responses from whatever the 120 something, there was some responses about having an expressway. And I know it's a fairly long presentation, I think they took about 20 - 25 minutes, but it kind of skirted over the fact of why an expressway is not feasible. So, when he or she comes up, I'd like to be able to have more specifics as to why it's not feasible.

Mayor Stear Okay, thank you. That's all I had to sign up. Is there anybody else who wishes to address the Council? All right. Thank you.

5. External Reports

(Timestamp 00:02:37)

A. ITD SH-69 Corridor Study. Idaho Transportation Department
(Timestamp 00:02:37)

Mayor Stear Well, then that leads us right into the ITD State Highway 69 Project. Thank you for coming tonight.

Mark Wasdahl, Idaho Transportation Department Thank you, Mayor Stear and members of the Council. My name is Mark Wasdahl. Do you need my address?

Mayor Stear Yeah, if you would.

Mark Wasdahl, Idaho Transportation Department Okay, Idaho Transportation Department District 3 Office, 8150 Chinden Boulevard, Garden City 83714.

Meagan Romanesko, DKS Associates Hi, I'm Meagan Romanesco with DKS Associates, address is 704 East United Heritage Court, Suite 204, Meridian, Idaho 83642.

Mayor Stear Thank you.

Mark Wasdahl, Idaho Transportation Department And we're here to present on the State Highway 69 Corridor Traffic Study. Let's see how this one works... okay, here we go. Overview, we have a Study Background and Purpose, Traffic and Crash History, Proposed Vision for the corridor, and Public Feedback.

[Short Pause]

There they are. Our project started it was... was advertised and scoped as a traffic study. So, the background going into the study was the last time the roadway was widened in early 1990's, from Amity to Overland; and again, in early 2000's, from Kuna to Amity. That was in response to increased development at that time, traffic, and to mitigate delays, times, and crashes. And the final build year for the environmental document behind the last construction was 2022. So that put us into a good spot to update that document, or not the document, but just update the corridor. So, we want to keep traffic moving, allow safe and efficient access, and safe facilities and crossings for bicyclists and pedestrians, noting that both city of Kuna and Meridian in their comp plans have separated pathways 10 foot in their documents.

We actually started back in 2019 with the future build year of 2045. In 2020 - 21 we had a virtual open house number one. Identified points of controversy. One of the organizational differences we found, we figured out that the Overland and Meridian intersection needed to have a high-capacity intersection for an at-grade. We looked at a half continuous flow intersection with the legs on Overland Road. At that time, and I believe still that, ACHD was not permissive of that type of facility. And, as I'll talk later on, neither is ITD at this point. There was a strong dislike of "Thru-U" intersections on a five to one basis. A local example of that is State Street at Veterans Memorial Parkway, where you drive through and then pull a U-turn. There was support for an expressway as part of that.. and we... and actually our open house was... happened right when COVID hit. So, on the fly, we turned that into the first virtual public open house for ITD. We took a... somewhat of a breather because of COVID, but then at the same time, ITD headquarters, our executives, were wanting to... us to think through what's more important: driver expectation and standard intersections, or incremental performance improvements and a non-standardized intersection. We let that one get decided by a project on Karcher Road in Canyon County. They had some of the features that we'd shown the public, and we let them work through it over the next year and a half two years. Where now ITD does not do non-standard intersections. No roundabouts, no Thru-U's, no CFIs, standard intersections, or overpasses. And, also, at that time we had some changes to City of... your City was working through a Railroad Crossing Study. And, so, in '23 - '24, we rescoped had a contract amendment. We called them supplementals and we brought in the results from the City of Kuna Railroad Crossing Project. And, also, we identified three scenarios to run that were in sync with ITD's intersection policy. We also updated the traffic outlook from 2045 to 2050 with the new COMPASS Travel Demand Model Update. We met with cities and agency staffs to explain what we are doing. We also had a strong push from ITD Development Services, cities of Kuna, Meridian, to give them roll plots of a vision corridor design so they had something in their discussions with the increasing number of development applications. So, we did our updates. We had a virtual open house number two on April 7th through 21st. We're doing agency presentations to let cities and Ada County Highway District and COMPASS know what we're doing. We are expecting to final our traffic study report in July of '25.

Meagan Romenesko, DKS Associates So, this gives you an idea of what the existing and future traffic is on the corridor. So, the corridor is broken up into two parts for this project, there's the north-south segment which goes from Overland Road to Kuna Road. And then there's the east-west segment, which goes from Orchard Avenue to the Kuna Road intersection.

For the north-south segment up at the north end, which is the higher volume part of the corridor, the existing traffic is about 37,000 vehicles per day, and by 2050 those numbers are expected to more than double and be around 77,000 vehicles per day. That number of 77,000 exceeds the numbers that we see on Eagle Road today. For the east-west segment of the project, those numbers are actually projected to decrease and this is because of two projects; one, to extend Meridian Road south of Kuna Road and also plans to reconfigure the Kuna Curve intersection to a standard four-way intersection. Both of which... those projects were included in the COMPASS modeling that was used to develop volumes for this project and also applied to our traffic modeling that we used to develop travel times.

This is an overview of the existing travel times and future travel times on the corridor. So, Northbound is the dominant direction in the AM and Southbound is the dominant direction in the PM. And for the Northbound AM commute, existing travel times are around 15 minutes, and for the Southbound PM commute the 2023 existing travel times were around 13 minutes. And if we do nothing with the traffic, we're going to see in 2050, the Southbound is expected to increase by about three minutes and Northbound up to 42 minutes. With the proposed vision improvements that we're sharing today, those travel times are expected to be slightly better than existing at 14.8 minutes for the Northbound AM commute, and 11 minutes for the Southbound PM commute.

We looked at the crash history from 2019 to 2023. There were 579 crashes on State Highway 69 and the majority of those were intersection crashes. The most common crash type was rear-end crashes with also a high amount of head-on crashes at intersections and angle crashes at intersections as well. There were five fatalities on the corridor: three at the north end, with one of those being at Calderwood and two at Victory Road. There was one between Columbia and Hubbard and one at the Kuna Curve. And just something to know is that three of the five fatalities were due to a drug or alcohol impaired driver. This gives an idea of where those crashes are concentrated on the corridor. There is a much higher concentration of crashes at the north end because, likely because, there's higher volumes at the north end and then also at the major mile intersections is a higher concentration of crashes. 47% of the serious... of the crashes on this corridor were serious crashes, meaning that they were injury crashes or fatalities, and that number is greater than the Idaho statewide rate of 31% for all roadways in 2023. State Highway 69 was also marked as a high-priority safety corridor by ITD in their 2021 Safety Corridor Analysis and this is because most of the segments on State Highway 69 have a greater frequency of crashes compared to similar corridors in Idaho.

Getting into the proposed vision, so for the north-south segment of Overland Road to Kuna Road the plan is to widen that from five lanes to seven lanes and install a continuous, long... sorry, a

continuous, raised median along the entire section of the corridor. This will limit the... everywhere but the one mile and half mile intersections to right-in and right-out only intersections and the half mile and major mile intersections will be full access intersections. There will be a buffered, ten-foot multi-use pathway on each side of the road and then there will be right-turn lanes added everywhere to improve safety.

This is the cross section for that same north-south segment. Here you have a 30-to-50-foot landscape buffer outside of the right-of-way and there will be an eight-foot minimum landscape buffer between the roadway and the multi-use path, which will be ten feet wide on each side of the roadway. There will be three foot... Sorry, there will be three travel lanes in each direction at 12 feet wide, eight-foot shoulders and an 18-foot raised median.

Council Member Biggs Does that include turn lanes?

Meagan Romenesko, DKS Associates So the...

Council Member Biggs At intersections.

Meagan Romenesko, DKS Associates the turn lanes will... when the turn lanes open up for the like left-turns, it will be in like where the median is.

Council Member Biggs I mean right turns. Like we have at Deer Flat and Meridian. Right. Like Hubbard and Amity.

Meagan Romenesko, DKS Associates It does, yeah. Yeah. That, that... that distance includes the turn lanes. So, for the existing right-of-way, we have on the corridor is 125 feet to 140 feet and the minimum right of way we need is 122 feet and the goal is to fit within the right of existing right of way where possible. However, for drainage improvements or addition of right-turn lanes or left-turn lanes, some additional right of way or easements may be required. For the east-west segment from Kuna to Orchard Avenue the plan is to widen Avalon Street to five continuous lanes, and this section is broken up into two parts. There is a more urban section between Orchard Avenue and Kay Avenue that has a seven-foot attached sidewalk and then between Kay Avenue and Kuna, it will be similar to the north-south segment with a 10-foot multi-use pathway. And again, on this section, right-turn lanes will be added everywhere to help improve safety. This is the cross section for Kuna to Kay Avenue. It's almost identical to the north-south segment, minus the fact that it's two lanes in each direction, and instead of the raised median, it is a 14-foot center, two-way left-turn lane. This is the more urban cross section from Kay Avenue to Orchard Avenue. And again, it has two lanes in each direction and a 14-foot two-way left-turn lane with seven-foot attached sidewalk instead of the 10-foot multi-use path.

Here's an example of the 18-foot raised median. We looked at multiple different widths of median for this project and we landed on 18 feet and that's because the 18-foot raised median allows for an F-350 pickup truck to make a U-turn at the mile and half mile intersections.

This is an example of what the multi-use path could look like. The multi-use path will have a minimum eight-foot buffer from the roadway and will be in the entirety of the north-south segment as well as the section of Avalon Street that is east of Kay Avenue. And the segment from Orchard to Kay will again have seven-foot attached sidewalks. The pedestrian and bicycle crossings at the intersections will be single stage crossings and for the half mile intersections those will be signalized as needed for pedestrians or traffic volumes. There's a few special considerations that we looked at for this project, some of them being a limited right-of-way or steep cut and fill slopes. So, there's actually a typo on this page. This is just Meridian Road, north of Harris Street and a couple of options for this area is to do 'tiered' pathways, which would put the multi-use path closer to the roadway, but it would be elevated and protected by a barrier, or, in the areas where there's really steep cut and fill slopes, the multi-use path could be separated from the roadway by a retaining wall to help limit the amount of right-of-way take needed.

Mark Wasdahl, Idaho Transportation Department We ran into some special considerations. One was the Kuna Curve, with the Meridian Road extension that City of Kuna looked at, that we understand that this is going to go back to a four-way intersection or... actually back in 1931, when the State first constructed the roadway, it was a T-intersection, but essentially it's back to the future. The Kuna Curve went in in 1988. I'll talk about the potential PEL study later, because that's not really geometric. The other special consideration was Overland Road intersection. On that one, I had said that neither agency now supports really the only viable horizontal solution, which means it has to be a vertical solution. I had some questions as to why we didn't do that in our project. Our project was advertised as a traffic modeling study. If you're going to look at vertical structures, you need to include structures and topographical survey. Those were not in our advertising or in our scope of work, and I know my friends at Consultant Services at headquarters would say, "Show me that in your... your initial advertisement and your contract." And they would tell me 100%, "you need to do another project, another contract." So, that's why that's not there. We've identified it and all of our work was done with the assumption that a high-capacity intersection would be placed to handle the traffic coming from the south. And SPUI on that one, a single point-urban interchange, the interchange type that is at Meridian Interchange now.

Meagan Romenesko, DKS Associates So we looked at three different options for the project outside of the full access option. We looked at a right-in right-out left-in option at the half mile intersections, and a right-in right-out only option at the half mile intersection. Between all three alternatives, the major mile intersections were all full-access intersection options. And what we found after doing extensive modeling with all these scenarios was that they all performed really similar... similarly to each other with the travel times being within one minute or less. It wasn't like phase one of the project, where some of the more high-capacity options performed better than the others. They all operated really similarly to each other, but what we did see was that when the half mile intersections were full access, it actually took pressure off of the major mile

intersections because traffic was rerouting to those half mile intersections and then it was decreasing delay at the major mile intersections.

Mark Wasdahl, Idaho Transportation Department Our last virtual public open house was April 7th through 21st. We had 1900 people visit at the online meeting, 135 comment forms were submitted, and 18 people gave comments via e-mail or phone call. Roughly, as interpreted, 55% express support, 29% did not express support, 16% remain neutral, we'll break down into the specifics so we can understand those comments a little better. We broke them out into supports and concerns, or dislikes. Converting the Kuna Curve into a standard intersection was unanimous, no negatives. And I've been telling all the agencies that that is a no controversy point to bring up. Widening increased capacity, that was about a seven to one for. Those who did not want to see additional lanes fell into three categories. One, you cannot build your way out of congestion. Two, you're only encouraging more congestion by putting another lane in. And three, was they should put transit in instead for the third lane. For the buffered multi-use pathway, 28 out of 34 were positive. The remainder the... the most common was that we were encouraging five, six-year-old children to ride bicycles next to a 55 mile an hour facility and we should not be doing that. Raised median that was... it had... for, likes, and dislikes, more likes for controlling access. It does, you can't make left turns in or out of it. Some people like that more safety. Those who didn't like it said it would limit access. They were losing existing access, and we did have one fire department comment that it would interfere with their ability to respond to emergency services. Right hand turn lanes, everyone like that. That's a no... no brainer, no... no controversy and overall safety improvement preference for it. No one liked that we did not have an improvement at Overland Rd and I-84, so that's a... something that we know we have to do. Added number of signalized intersections. It wasn't so much that people didn't like half mile intersections, they just didn't like the signals at them. That was a three to one against, I think. Then the expressway should be considered that had a good vote block in the first and second open houses. We looked at it in the... after the first open house a little deeper. In terms of funding for ITD, we have a safety and capacity program where if you want to do road widening, it's every... all of our six districts put projects in, and they get ranked by return on investment and they compete in that. The return on investment of this expressway was lower than other options and I think that, Leah over here, I don't know whether you would be able to answer that. I think that's based upon the amount of traffic that it would assist compared to the cost of the facility. That just not enough traffic to... to push it to a higher return on investment. The other one I'll bring up since it was brought up, the expressway is, as envisioned, as a continuous flow facility. Right now, it runs into Overland Road and the... and the interchange. Essentially runs into a non-continuous flow condition. You'd have to put in something akin to a system interchange, which is what is being constructed at Highway 16 and 84 right now. That's additional cost. So, it's... it would be a high-cost facility for the number of vehicles that are using it at this time and out to 2050. Other comments were acceleration and deceleration lanes should be added.

Council President Bruce Mr. Mayor, I had a question.

Mayor Stear Yes, go ahead.

Mark Wasdahl, Idaho Transportation Department Yes, go ahead.

Council President Bruce So when you talk about the project like Highway 16 and... and you said the rate of return, are you talking about also having overpasses at each of those intersections throughout 69? When you, you know if you turn it into a freeway, right, you would have an overpass at each of those lights. Is that kind of in your mind, what you're thinking that's why it doesn't meet the... the cost?

Mark Wasdahl, Idaho Transportation Department Yeah, I think we did it with... with one mile overpass structures and I think it also had frontage roads. You could do a hybrid, where you would have access, but you'd have overpasses at the mile that would cost somewhat less.

Council President Bruce I was just...

Mark Wasdahl, Idaho Transportation Department So there's different ways to... to cut it, but like if you look at Texas, they've got frontage roads and that's 300 foot of right away and we're squeezed in about 125 to 40. So that's a very large right away take to... to do frontage roads also.

Council President Bruce Okay, thank you. I was just, while you were talking about it, I just wanted to clarify.

Mark Wasdahl, Idaho Transportation Department One of the more interesting things about this corridor is when the right-of-way was purchased for the widening, the existing deeds for the most part were in... encapsulated in the new deeds. So, that was purchased and if we need to or want to remove rights-of-way, we have to pay for that, there's a cash value. So that was something that escalated the cost of trying to remove access from a property that has needed access.

Council President Bruce Thank you.

Mark Wasdahl, Idaho Transportation Department Acceleration, deceleration lanes at the... the speed here and the number of access points they would merge, so would essentially be another lane. You can't have decel lanes, but you can't fit in an acceleration lane with that. And then the raised median limiting access. The negatives on that came back more to the north part of the corridor. Meridian, who felt that they were subsidizing growth in the south part of the corridor and hence they were losing their access. That was pretty much the comments that were coming in off that. So, there were a number of comments there for us to reconsider CFI's through using roundabouts. There was concern about increasing noise and requests for mitigation. We're not a design project but understand why people would put comments in like that. Poor access at Calderwood, I think that's a left-in only both directions, but that is within the intersection influence area. If anything, they look at Overland and six...Meridian Rd. So that they're going to

get a second look. There was lamentation of loss of a rural environment and rural community by putting a more, you know, larger freeway down here or highway. And speed limit changes, those were pretty much down the middle. I found out that whatever corridor study you do, half the people say you better not slow us down and the other half say slow us down, people are dying and it's... it's a 50 - 50 pretty much for, for projects on that. So, intend to complete the Traffic Study Report. We don't have funding for additional projects. Put a line through the third one. We actually have a hot seal on Highway 69 that will start the week of July 7th through 11. The contract is for 38 workdays calendar wise. But beyond that, nothing else was in our budget. I checked our draft, ITIP, which will hit the public for comment on July 1st, for the entire month of July. Also in February, the Idaho Transportation Board approved staff to pursue a STAR agreement with Brighton Development. STAR agreement, sales tax anticipated revenue, that's if you have a large enough generator of sales tax, the developer with ITD oversight construct improvements not to exceed \$35 million. My understanding is Brighton right now is in preliminary design and they're looking at about 30 million, knowing that at preliminary, your costs aren't finalized. And they have really need to get more towards final design because whatever work they have has to be written into the agreement. So, first we thought that might get signed this month, but they need some more time to do development work and we're pretty confident sometime later this summer, they'll be able to encapsulate that into the STAR agreement. I'll also toss in that we have four projects of interest along the corridor going on. The first one is the I-84 eastbound auxiliary lane project from Meridian to Eagle; it would add a second northbound lane going into an auxiliary lane that drops at Eagle interchange. We also are designing a second right-turn lane southbound, and that one we expect to have a PS and E bid package this Fall. The budget has it at year '32, but that could move up based upon project number two, which is the I-84 Mobility Study. We're about a quarter of the way through that. In that one right now, all the new structures that went in on the Interstate permitted five lanes to cross underneath the last inhibiting factor is the Five Mile Overpass, 60's Rural Overpass, which is scheduled to be replaced, I think it's '29. I think that's where the structure is in our budget. Not sure where ACHD is on their roadway part of that budget. But we wanted to know, okay, once you can do five lanes from the 'Y' to Garrity, do you do a five lane? Do you do a four lane plus auxiliary? People ask about ramp metering. So, we're going to look at that. So, we just wanted to have a handbook to say, okay, we looked at all these and this is how this is going to guide us forward. If let's say, it says the 84 auxiliary lane project should be number one, that could be under construction next year, theoretically. I think that would take a bond sale, the state had legislature giving us 20 million for the next three years, 20 - 20 - 20, and I've been told that some of that money could go to I-84 in the valley. See number three. We're negotiating the scope right now with the consultant to look at it's called State Highway 69 Extension to Blacks Creek Interchange. It's a network connectivity study. One of these high COMPASS level studies to say in 2055, do we need to extend more arterials down to Kuna-Mora. Looking at the growth, I guess Mayfield Springs could be building 24,000 houses in Elmore County, and they could be using Blacks Creek Interchange. So, that is essentially background necessary work if we win number four. We

put in a build grant in January with the help of COMPASS to do a planning environmental linkages study to put a overpass, move 69 south and try to decide where Kuna-Mora can be. We really don't want to build five bridges over the, is it New York, New York Canal, or is it not Indian Creek. I lose track.

Mayor Stear Same thing. Turns into it.

Mark Wasdahl, Idaho Transportation Department One or the other, so all those are in motion, the last one not funded. I think we're going to announce winners and losers on June 28th on that one. But, if I haven't over talked, I stand ready for any questions you might have.

Mayor Stear Yes, sir.

Council Member Biggs I'm a big fan of HOV lanes, by the way. That would be kind of nice to Garrity over to the flying Y, but anyway regarding this project the... the fire department you brought up having the concern about the medians. But, I was also going to say on this more, more southern end, that maybe the Meridian side doesn't understand is the farm equipment and tractors and stuff like that, might be if an F-350 can make it there's going to be probably some trucks that are bigger than that, agricultural and stuff that might have a hard time with that, with that turn. I'm just guessing.

Mayor Stear Okay.

Council Member Laraway A couple... a couple of questions tried to follow you, but... Turn lane, I think turn lanes are a big problem. I mean drive in 69. If there's no place for cars to turn, they back everything up and then you have the ones that are using the shoulder as a lane, which is illegal. And it causes all kinds of problems, so I'm glad you're trying to get the turn lane fixed because it... it is a problem. Number two, have they thought about getting rid of the yellow flashing caution lights on these turns? Because I'm assuming the head on accidents or coming from that people cutting across lanes.

Council Member Biggs Not judging, you know, how fast they can actually...

Mark Wasdahl, Idaho Transportation Department You know, I'll say I'm not in the traffic engineering side, but I know on State Street, 44 eastbound and Eagle, they removed the flashing yellows in at least one location, probably a couple because they had too many crashes on Chinden before you get to the district... Garrett, I believe. It depends what time of day it is. During rush hour, you'd get no flashing yellows, you know eight at night you get a flashing yellow. So, they... they set it by time.

Council Member Laraway It's just an opinion. I think you ought to get rid of them.

Meagan Romenesko, DKS Associates Sorry, I'll also add when there is three through lanes in each direction, it will be restricted to a protected-only all the time.

Council Member Laraway Okay. I guess and that's the question I have, why are we going with seven-foot sidewalks?

Meagan Romenesko, DKS Associates So the seven-foot sidewalk is just in a very short section and from Orchard Avenue to Kay Avenue and I believe that just comes from the City of Kuna Code. I'm... I'm a little unfamiliar. I'm filling in for Leah. She would be more familiar with the cross section, but that's the urban section of code for...

Council Member Laraway Because I notice on Ten Mile if you go north they literally have yellow lines in the middle of the sidewalk.

Meagan Romenesko, DKS Associates To separate... Is it like a 10-foot multi-use path where they're separating like the directions?

Council Member Laraway Kind of goofy, but anyways. And I do have one last question. This has nothing to do with what we're talking about. Why is Highway 16, Highway 16? It's an even number. Nobody can ever tell me that.

Mark Wasdahl, Idaho Transportation Department Sorry Sir, I didn't do my homework.

Council Member Laraway I'm going to go to bed disturbed now.

[Inaudible]

Council Member Laraway I used to run crashes on Highway 16, and I was like why is this north and south Highway 16 instead of an odd number?

Mark Wasdahl, Idaho Transportation Department And first thing I'd look at is our 1952 scan, or scan of a 1952 Shell Oil roadway map for the State of Idaho and zoom in and see if they called it 16 then or if there have been some name changes, because 55 in Canyon County was 72. And it was 15 up in the rest of... up in Valley County and then it somehow became 55 so, but originally back in... when we started 1913, they were all just now names. Old Oregon Trail and...

Council Member Laraway I just thought I'd ask.

Mark Wasdahl, Idaho Transportation Department Somewhere there's an answer to that somewhere.

Council Member Laraway I'm good. Thank you.

City of Kuna Chief of Police Mike Fratusco Mayor, Council Members, am I okay to ask a question?

Mayor Stear Sure.

City of Kuna Chief of Police Mike Fratusco Mike Fratusco, Chief of Police City of Kuna, 793 West 4th Street. My question is, as far as the turn lanes go, I know Councilman Biggs and

Councilman Laraway. We're touching on the turn lanes. Is that the same as if you're running southbound on... on 69 and you're making a westbound turn on to Hubbard. Is there going to be a turn lane? Like Councilman Laraway pointed out, people are driving on the shoulders and we're getting a lot of crashes. So, I just want to make sure it's three lanes plus a turn lane.

Mark Wasdahl, Idaho Transportation Department Yes.

Meagan Romenesko, DKS Associates Correct.

Mark Wasdahl, Idaho Transportation Department We heard loud and clear with the first open house and loud and clear the second even though we showed it.

Mayor Stear Okay. Anything further?

Council Member Biggs I have a hard time knowing where this Highway 69 is because everyone steals the signs.

Council Member Laraway Thank you for what you.

Council President Bruce Thank you.

Council Member Biggs Thank you so much.

Council Member McPherson Yeah. Thank you.

Mayor Stear Thank you very much. Appreciate all that.

Meagan Romenesko, DKS Associates Thank you.

Mayor Stear And your presentation was better than the one I saw yesterday.

Council Member Biggs That must not have been there very long.

Council President McPherson Right.

6. Public Hearings:

Public Hearing Process: Items begin with the presentation of the project by staff for up to 15 minutes. The applicant is then allowed 10 minutes to present their project. Members of the public are allowed up to 3 minutes each, to address City Council with testimony restricted to the matter at hand. After all public testimony, the applicant is allowed 5 minutes for rebuttal.

City Council members may ask questions throughout the public hearing process.

Once the public hearing is closed, no further testimony or comments are heard.

City Council may move to continue the application to a future meeting or approve or deny the application.

(Timestamp 00:39:03)

- A. Consideration to approve Case Nos. 25-06-S (Preliminary Plat) – Applicant requests Preliminary Plat approval in order to subdivide approx. 24.56 acres into 74 total lots (53 Residential Lots, 10 Commercial Lots and 11 Common Lots). The subject site is located at 1925 N Meridian Rd, Section 13 Township 2 North, Range 1 West, Boise Meridian, (APN: S1313449905). Troy Behunin, Senior Planner. **ACTION ITEM**

Open Public Hearing

Receive evidence

Consideration to close evidence presentation and proceed to deliberation

(Timestamp 00:39:03)

Mayor Stear All right. That brings us to the public hearing, and I believe we are to table that to a date certain... Doug, did you want to comment on that?

Planning and Zoning Director Doug Hanson Yeah, for the record, Doug Hanson, Planning and Zoning Director, 751 West 4th Street. So, as you can see, there was no case number provided on the agenda for this evening's public hearing item and the description of the case that you see before you is also incorrect. So, we are requesting that that be tabled to a date certain of July 1st, 2025, or a later date, if the Council deems necessary.

Mayor Stear Okay.

Council President Bruce July good?

Council Member McPherson We're good.

Council President Bruce I move we take... table case #25-06-S to a date certain of July 1st, 2025.

Council Member McPherson Second. I'll second.

Planning and Zoning Director Doug Hanson For... for the record. Sorry, Councilman Bruce. Doug Hanson, Planning and Zoning Director. Let me get you the correct case number because I think.... what is on the agenda, that number is incorrect as well. So, this would be case #24-09-AN and 24-06-S.

Council President Bruce Everyone still okay with July 1st?

Council Member McPherson Yeah.

Council President Bruce Councilman Biggs? I move we table case #24-09-AN and 24-06-S, to a date certain of July 1st, 2025.

Council Member Biggs Second.

Council Member McPherson Second stands.

Mayor Stear Motion is made and seconded. Is there any further discussion on that motion? All those in favor say 'aye.'

All Council Members Aye.

Mayor Stear Any opposed? And that motion carries.

(Timestamp 00:40:28)

Motion To: Table Case #25-09-AN and #24-06-S To A Date Certain Of July 1st, 2025.

Motion By: Council Member Bruce

Seconded By: Council Member Biggs

Further Discussion: None

Members Voting Aye: Council Members Laraway, McPherson, Biggs, Bruce

Members Voting Nay: None

Members Absent: None

Via: Voice Vote

4-0-0

7. Business Items:

(Timestamp 00:41:00)

A. Budget Workshop. Jared Empey, City Treasurer.

(Timestamp 00:41:00)

Mayor Stear Let's see. That takes us to budget workshop Jared Empey.

City Treasurer Jared Empey Thank you, Council and Mayor. Jared Empey, City Treasurer, 751 West 4th Street. So, before you this evening we have our budget workshop in which we kind of discuss some economic outlooks that we see, and then we also present kind of staff's initial take at the budget at the second meeting in July, we will have a tentative budget ready. And then in August, the second meeting, we will have our final budget hearing in which the public can add testimony, as desired. So, for the first item that we have, whenever we try and set a budget, we try and discuss some kind of key gauges as to where we think the economy is heading or kind of where we think the... the valley is headed. So, kind of the first item that, you know, people usually use as the stock market. And the stock market generally gauges people's future expectations. So, the difficulty with that though is that no one has a perfect crystal ball, obviously. And this year we've seen the stock market down, down slightly or even as a year to

date. But there's been a substantial amount of volatility due to different worldwide forces and national forces, which is a sign of people, are uncertain as to where things are headed. But people are kind of waiting to see how things turn out. Another key gauge that we use in the budgeting process is the real estate market, which is largely affected by supply and demand. And essentially, the more supply of something, the cheaper the price or the greater demand is, the greater the price will be. So, what we see now is that... this... the real estate market is largely stable. However, there are some underlying currents that we see. One subscription that I subscribed to states that the Treasure Valley year over year has seen growth of about 1.5%. Whether or not that's accurate is to be seen. Everybody seems to get a different number with their assessment from the assessment office. I know mine went up. I talked to a coworker. He said his went down. So, you know, it just kind of depends on how they assessed your property. However, in real terms, I think what's most interesting is to see how the Boise metro stacks up to other similar sized metros in the west. And as you can see, the Boise metro is definitely at the lower end. I think the only one that was lower, I guess there was two. Las Vegas is lower and Phoenix is lower. However, it's clear that the prices have been increasing. In other words, inflate... price inflation has been common in most of the west except for a couple of different markets.

Then it's also interesting to gauge home builder confidence. And there's a metric that the National Association of Home Builders puts out, and surprisingly, you know, the northeast, which have been pretty hit hard by COVID is... has rebounded a little bit and is actually the strongest. And interestingly the lowest mark that they give is the western region. And just so you are aware, anything below 50 is seen as a tough market according to this survey. So, it seems that despite this, these national forces, Kuna seems to be kind of breaking with the national trends. Which is interesting because as you see in the graph provided from, essentially the government sources, the interest rates right now are at about 6.75% and on the graph you can see that that means that we're kind of returning to normal, you know, over the past 20 years or so we've had a break due to demographic trends mostly. We had a very large generation of baby boomers and now we're kind of returning to some kind of normal levels. Gen X is quite a bit smaller and isn't able to replace the baby boomer generation as much. The millennials are a little bit larger and Gen X... Sorry, Gen Z is also a little bit smaller. So, with that, those are the biggest drivers that I see of... of interest rates, aside from things you may see in the in the news, demographics are the biggest driver of... of demand. And so, as you can see, interest rates have basically returned to kind of a historical norm that we used to see, kind of in the mid 70's where it was about seven, seven and a half percent.

That said, another key gauge that we use is consumer confidence. The University of Michigan puts this out, and as you can see, consumer confidence is kind of taking a hit lately. Yeah... it's generally, you know, a few years ago it was pretty high and now it's dropped off quite a bit. There may be several reasons for that, and I won't try and read too much into that. But it is clear that consumers are pessimistic. That isn't to say that they're completely avoiding all purchases. It's simply saying that they're avoiding certain discretionary spending which we would capture in

the State sales tax distribution. Over the past few years, as I said, some of the reasons that, you know, people may be seeing that as, you know, inflation, that could be causing that and over the past few years, 2022 was kind of a high point of inflation at 8.35. And then it went down to 4.48. Last year, it was 3.33 and this year we estimate it'll be about 2.46. However, I don't think that I have the final number for May. They may have put it out in the past few days and that will be updated in the tentative budget. A few reasons for inflation. You could say it's onshoring of manufacturing, and one of those is incentivization by new tax changes. Specifically, the 100% expensing of factories. As I described before, demographic changes and imbalances, different generations are larger and smaller than others, and that creates an imbalance in the workforce. Some of the items that we see recently within the past week are geopolitical instabilities that can affect energy or that can affect the food supply. And so why does this matter? So, we have city budgets that are affected by national and international forces at times. For instance, building permits, those are mostly affected by real estate market forces and can swing wildly. That said, when you analyze the stock market and the real estate market, we believe that the building permits will likely stay steady but expect some slight decline due to economic uncertainty. And due to the fact that interest rates may rise due to some international forces. Property taxes so... Property taxes aren't necessarily determined by market forces. Meaning they aren't determined by supply and demand. Instead, they're determined by a formula that the legislature has given us in House Bill 389 from 2021. And those funds are used to pay for police services exclusively. In fact, in the analysis we did, currently we're at 101%. So essentially 100% of property taxes are used for police services currently. That said... let's see... as such, we suggest an increase in the maximum rate allowed by law to cover inflation and adjusted expenses to capture growth. And this is all despite increases in the levy since... essentially 2019. The average homeowner has seen a 30% incr.... decrease in property tax is owed since 2022. So, for instance, I know that... so I did an analysis recently of about 30 homes that had all had their building permits pulled since 2019 with... with, I think there was two properties that were more recent 2022. And it was the decrease since 2022 was 29.5%. So definitely, house Bill 389 has done its part in decreasing people's property taxes since its inception. And interestingly, if you analyzed since 2019, certain long-lived residents who have been in the community the longest have seen up to a 65% decrease in their property taxes. So, definitely, seeing some property tax... relief there, due to different legislation that's been passed and all that is despite us taking the full three percent in new construction for the past, I believe, six years.

That said, sales... another key item that we see in our budget is sales tax revenue, which is driven by consumer spending. As we saw in the graphic that the consumer optimism is fairly low. And so, because of that, there's not much of a... there's not much that people can actually cut out of their budget to an extent that that revenue would fall significantly. However, what we would see is that it wouldn't grow that much despite the population of the State and the City continuing to grow, so... proprietary fund. We see that those are most affected by inflation due to eventual replacement costs of infrastructure. Again, inflations caused mainly by the scarcity of resources which can be created by international and national forces. And as such, we suggest increase due

to inflation to reserve for operations and maintenance and asset replacement and initial investment in asset expansion.

Then finally we have payroll-related expenses. These... often wages... we like to keep those increasing in proportion to inflation rate so that we can maintain a workforce that can actually afford to live in the same community that it works. And as such one of those suggestions built into the budget is to have benefits covered by the City... under .4 to remain competitive, we suggest the City cover the employee portion of health insurance, since often health insurance rises much faster than... than inflation, often we see increases of up to 10, 12% in... in health insurance costs. And remain competitive since many of the other cities in the valley also cover that under their policies. That said, there are a few items that are outstanding for the tentative budget. We don't have the final inflation figure. However, we think that we're pretty close. There are some minor payroll items, for instance, we filled a few positions that were open at the time of this workshop. So those will be updated so that will be pretty small. And then the big item will be the Council Chambers, final capital projects number. We had said that it was going to span two fiscal years and that's likely to occur. However, what will happen is we don't know the exact construction timeline and so we'll update that once we get that within the... probably the next week or so from the developer. And then one item that I didn't include was building permits for mega projects. One of those is, you know, data centers that we're expecting to have come into the valley.

The next page is simply an outline of the expected or the current budget. Despite, you know, increases in budgets, that's... for the most part the most important number for the consumer is probably the property taxes, in which we expect to take the full extent that we're allowed. We'll know the full number in early August. However, we expect to take the full amount that we're allowed simply to keep up with police services. We understand that police services are expensive and that police... we want to make sure that people are... are safe within our community. And as you'll notice, the budget, the total budget numbers have increased each year, but most of that is due to prudent fiscal planning and prudent fiscal... saving in order to pay for certain replacement budgets. It's often difficult to predict. Excuse me... Predict how much we'll actually have to spend at the time of asset replacement. However, just as a common gauge, when I first came on with the City, we said that in order to do a sewer line for one mile it was \$1,000,000 a mile. And lately it's been about \$3,000,000 a mile. So... there's some limitations to... to some historical data that we have mainly due to inflation and sometimes inflation grows very fast.

On the next page, which I think is probably more meaningful to folks, we see what our cash carryovers are. These carryovers, as I said, are used to budget for depreciation and eventual asset replacement. They're... accumulated in order to set aside for eventual increases in inflation that we see, and they're also set aside so that we don't have to go bond for when we actually have to replace stuff. You know, it's... it's unfortunate when cities get behind in their capital budgeting because then it puts a very high cost on the taxpayer. Then as we see the real numbers, that one should really pay attention to and budgeting isn't necessarily the first page, but this... this page

where it shows the cash flow summary. In which you can see essentially, right now we have the general fund essentially operating... essentially at a... at a zero amount. Essentially, revenues are about equal to expenses. Some things that could change that are the timing of the construction of Council Chambers. So, you'd see if... kind of that construction timeline gets pushed back into fiscal '26, what you'll see is expenses go higher than revenue just because we'd be pushing some expenses from fiscal '25 into '26. And we'll have that updated by the time of the of the tentative budget.

But some other items that might affect that are just whether... some of these large projects within the City can happen within the next year. So, we'll be monitoring that very closely for the tentative budget. Some other items that are very important are the latecomers fund, the water fund, and the sewer fund. We expect significant capital investments to occur in fiscal '26. Mainly due to the Mason Creek Line and other wells that need constructed within the City and will use the latecomers fund in order to reimburse those funds that are user fund supported in order to essentially keep the user rate payer whole. Then we'll be doing some projects in the park impact fund. We'll... specifically... we'll have phase two of Zamzow's Park worked on. Then I'm sure that we'll have more details to come on that. And the police impact fund will continue repaying the general fund for its initial investment of, I believe it was 1.9 million, to build the police station. And then the URA's or the urban renewal agencies. Those are strictly for information only, but those continue to accumulate funds and hopefully they'll continue to... give us some options for either development or redevelopment within the City. As I said, COLA that we have estimated is 2.46. And then we have some new positions. Another building inspector so that we wouldn't have to outsource as much building inspection. And then we have some parks and street light position. One... some items that I didn't put on here were there... that I forgot to put on were police. We expect to have two new sergeants and one detective. And so that was a significant investment by the City which would bring us to about 28 officers per 33,000 residents, still below the one officer per... per thousand. However, we continue to get closer and it's important for us to stay on top of it, especially since we'll be having additional retail development within the City. We all know that when people... instead of leaving the City during the day... they... instead of leaving the City during the day, they'll work during the... during the day within the City, which means an additional call load. So, we want to stay on top of that for the future. And so, as such, some basic ideas that are built into the to the budget are property tax. That we would take the three percent and we take the maximum new construction; again, that isn't likely to actually increase people's property tax bills, as we've seen, people's property tax bills have actually decreased by about 30% over the last three years. And then water, sewer, PI, trash, water, and sewer east, we would suggest a three percent increase. We understand that that's higher than the official inflation number; however, these funds are particularly hit by inflation. Especially due to software costs, for instance, in order to read.... the... in order to read what someone's water usage is, excuse me... In order to read someone's water usage, we use a software from Core and Main. And last year, that software was 17,000. This year it's 34,000. So essentially a... a doubling of cost. BDS, which is one of our lock box providers for check

payments, they're increasing their rates from \$0.10 per transaction to \$0.25 per transaction, so a 250% increase. and then ICRIMP, which is our insurance carrier, is increasing its rates by 26%. The reasons they cite are increasing property values and the second... that they... reason that they... cite is reinsurance markets, essentially what that means is catastrophes that have occurred... occurred around the world, have raised rates and there's nothing they can do about it. So, essentially what we're doing with our budget is essentially trying to control what we can control. Make sure that the City is self-sufficient, and that we're staying ahead of trends rather than waiting for trends to affect us, so that we have to put an additional burden on our citizens. Obviously, we have a lot more data that we could go over, but at this point I want to see if there's anyone has any questions or concerns.

Mayor Stear Okay, questions from Council?

Council President Bruce I do. So, thank you, Jared. There's a lot of information to go over. When I look at what we spent year over year, it looks like if I can find the page, we're only spending about \$3- to \$4 million more every year. Is that correct? And the rest is just going into savings?

City Treasurer Jared Empey Council Member Bruce, I'm not exactly sure... you'd have to point to a specific on that, but, I mean, depending on the fund, that may or may not be true.

Council President Bruce And then I did have another question. Meridian actually does a like an all-day works... like a workshop. Have we thought about doing anything like that where we sit down with the directors and look at what their plans to spend are or what... what items they have or is that just done kind of in house?

Mayor Stear We are willing to do whatever you would like. We haven't done that in the past, but it's certainly something that's open if you would like to do that.

City Treasurer Jared Empey Yeah. So, Councilman Bruce, so basically the process works that in order for brevity, because obviously a budget workshop could go on for hours. And in order to streamline the process, basically we... we as staff spend about two months kind of developing our internal budgets and then I go and whittle down their budgets to some more manageable levels and then what happens is during the budget workshop we present to City Council and the Mayor our official budget proposals, and then you have an opportunity to make any comments you'd wish.

Council President Bruce Okay. Thank you.

Mayor Stear Okay, anything further? All right. Very good. Thank you, Jared.

Council Member Laraway Thank you, Jared.

Council President Bruce Thanks.

Mayor Stear Jared actually gets quite a reputation for whittling things down.

[Laughter]

8. Ordinances:

(Timestamp 01:05:49)

A. Consideration to approve Ordinance 2025-15 ACTION ITEM

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF KUNA:

- MAKING CERTAIN FINDINGS; and
- ENLARGING THE BOUNDARIES OF THE KUNA MUNICIPAL IRRIGATION SYSTEM BY THE INCLUSION OF ADA COUNTY ASSESSOR'S SHAWNA SHELL – 429 S SWAN FALLS RD; AND
- DECLARING WATER RIGHTS APPURTENANT THERETO ARE POOLED FOR DELIVERY PURPOSES; and
- DIRECTING THE CITY CLERK TO RECORD THIS ORDINANCE AS PROVIDED BY LAW; and
- DIRECTING THE CITY ENGINEER TO PROVIDE NOTICE OF THIS ORDINANCE TO THE BOISE~KUNA IRRIGATION DISTRICT, THE OWNERS AND UPDATE THE IRRIGATION SYSTEM MAP; and
- PROVIDING AN EFFECTIVE DATE.

Consideration to waive three readings

Consideration to approve Ordinance

(Timestamp 01:05:49)

Mayor Stear Let's see. All right, ordinance. Consideration to approve Ordinance #2025-15, an Ordinance of the City Council of the City of Kuna, making certain findings and enlarging the boundaries of the Kuna municipal irrigation system by the inclusion of Ada County Assessor's Shawna Shell - 429 South Swan Falls Road, and declaring water rights appurtenant thereto are pooled for delivery purposes, and directing the City Clerk to record this ordinance as provided by law. And directing the City Engineer to provide the notice of this ordinance to the Boise~Kuna Irrigation District, the owners, and update the irrigation system map and providing an effective date.

Council President Bruce I move, we waive three readings of Ordinance 2025-15

Council Member McPherson Second.

Mayor Stear Motion is made and seconded. Any further discussion on that motion? All those in favor say 'aye.'

All Council Members Aye.

Mayor Stear Any opposed? Motion carries.

(Timestamp 01:06:41)

Motion To: Waive 3 Readings Of Ordinance 2025-15

Motion By: Council Member Bruce

Seconded By: Council Member McPherson

Further Discussion: None

Members Voting Aye: Council Members Laraway, McPherson, Biggs, Bruce

Members Voting Nay: None

Members Absent: None

Via: Voice Vote

4-0-0

Council President Bruce I move we approve Ordinance 2025-15.

Council Member McPherson Second.

Mayor Stear Motion is made and seconded for approval. Is there any discussion on that motion? Garrett, would you poll the Council, please?

Deputy City Clerk Garrett Michaelson Council Member McPherson.

Council Member McPherson Yes.

Deputy City Clerk Garrett Michaelson Council Member Biggs.

Council Member Biggs Yes.

Deputy City Clerk Garrett Michaelson Council Member Laraway.

Council Member Laraway Yes.

Deputy City Clerk Garrett Michaelson Council President Bruce.

Council President Bruce Yes.

Mayor Stear That motion carries.

(Timestamp 01:06:56)

Motion To: Approve Ordinance 2025-15

Motion By: Council Member Bruce

Seconded By: Council Member McPherson

Further Discussion: None

Members Voting Aye: Council Members Laraway, McPherson, Biggs, Bruce

Members Voting Nay: None

Members Absent: None

Via: Roll Call Vote

4-0-0

9. Executive Session:

(Timestamp 01:07:18)

- A. Consideration to enter Executive Session under Idaho Code 74-206 (1)(d) To consider records that are exempt from disclosure as provided in chapter 1, title 74, Idaho Code.

(Timestamp 01:07:18)

Mayor Stear And then we need to retire to an executive session. We won't be making any decisions when we come back out. So, this is purely informational, but.

Council President Bruce Who do? Who do... who all do we need?

Mayor Stear Need to have Mayor, Council, Doug, Marc, and Jared.

Council President Bruce Will somebody...I move we...move to executive session under Idaho Code §74-206(1)(d) and we will need the Mayor, Council, Doug, Marc, and Jared.

Council Member Biggs Second.

Mayor Stear Motion is made and seconded. All those in favor say 'aye.'

All Council Members Aye.

Mayor Stear Any opposed? That motion carries.

Council Member McPherson Thank you to our audience for coming.

Mayor Stear Yeah. So, if you will excuse us, we will have this session and be back.

(Timestamp 01:07:59)

Motion To: Enter Executive Session Under Idaho Code §74-206(1)(d)

Motion By: Council Member Bruce

Seconded By: Council Member Biggs

Further Discussion: None

Members Voting Aye: Council Members Laraway, McPherson, Biggs, Bruce

Members Voting Nay: None

Members Absent: None

Via: Voice Vote

4-0-0

10. Mayor/Council Announcements:

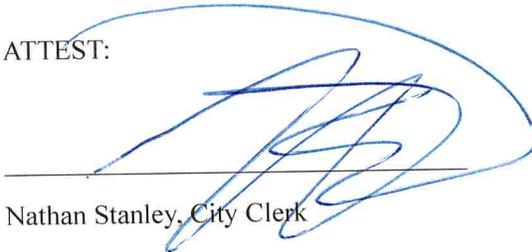
11. Adjournment:

With no additional business items, the meeting was adjourned at 7:50PM.



Joe L. Stear, Mayor

ATTEST:



Nathan Stanley, City Clerk



Minutes prepared by Garrett Michaelson, Deputy City Clerk & Corilee Manning, City Clerk's Office

Date Approved: CCM 07.01.2025





CITY OF KUNA
 751 W 4th Street • Kuna, ID 83634
 (208) 922-5546 • www.kunacity.id.gov



City Council Public Comment Sign-In Sheet
June 17, 2025

The City of Kuna welcomes Public Questions and/or Comments during the Public Comment Session, as noted in the agenda.

In accordance with Idaho State Code, Public Comments may NOT include specific land use issues or cases. All comments regarding specific land use issues or cases MUST be heard in their associated Public Hearing(s). Idaho State Code also requires all comments and/or complaints regarding City personnel to be heard in Executive Session.

In all instances The Mayor and City Council may determine if your comments are appropriate for the Open Comment Session, particularly if your comments are covered by Idaho Code §74-206(1), and may notify you accordingly. If you are recognized to speak you may "have the floor" for up to three (3) minutes unless a separate time duration is determined by The Mayor and/or City Council.

Name <i>Michael Rocco</i>	Name	Name
Address <i>1286 E. Fort Erie</i>	Address	Address
City, State, ZIP <i>ICUNA</i>	City, State, ZIP	City, State, ZIP
Topic: <i>SS Road Improvement</i>	Topic:	Topic:
Name	Name	Name
Address	Address	Address
City, State, ZIP	City, State, ZIP	City, State, ZIP
Topic:	Topic:	Topic:
Name	Name	Name
Address	Address	Address
City, State, ZIP	City, State, ZIP	City, State, ZIP
Topic:	Topic:	Topic:
Name	Name	Name
Address	Address	Address
City, State, ZIP	City, State, ZIP	City, State, ZIP
Topic:	Topic:	Topic:



Name	Name	Name
Address	Address	Address
City, State, ZIP	City, State, ZIP	City, State, ZIP
Topic:	Topic:	Topic:
Name	Name	Name
Address	Address	Address
City, State, ZIP	City, State, ZIP	City, State, ZIP
Topic:	Topic:	Topic:
Name	Name	Name
Address	Address	Address
City, State, ZIP	City, State, ZIP	City, State, ZIP
Topic:	Topic:	Topic:
Name	Name	Name
Address	Address	Address
City, State, ZIP	City, State, ZIP	City, State, ZIP
Topic:	Topic:	Topic:
Name	Name	Name
Address	Address	Address
City, State, ZIP	City, State, ZIP	City, State, ZIP
Topic:	Topic:	Topic:
Name	Name	Name
Address	Address	Address
City, State, ZIP	City, State, ZIP	City, State, ZIP
Topic:	Topic:	Topic:

KUNA

IDAHO

CITY OF KUNA | Kuna City Hall 751 W 4th Street | Kuna, Idaho 83634



EXECUTIVE SESSION MINUTES Tuesday, March 04, 2025

1.) Executive Session

Authority: Idaho Code § 74-206 (1)(d) To consider records that are exempt from disclosure as provided in chapter 1, title 74, Idaho Code..

Start Time: 7 : 09

Persons Present:	Title:
	COUNCILPERSON
Greg Matherson	Council member
Tom Laraway	Council member
Stead	Margaret
	Treasurer
	PLANNING & ZONING DIRECTOR
Marc Bybee	City Attorney
CHRIS BRUCE	Council President

Motion to Exit Executive Session By: Matt
Second on Motion to Exit Executive Session By: Chris

All In Favor: ✓, ✓, ✓, ✓
All Opposed: _____, _____, _____, _____

End Time: 7 : 50

Information Received; No Action Taken.

Pursuant to Idaho Code §74-205 (2) Minutes pertaining to an executive session shall include a reference to the specific statutory subsection authorizing the executive session and shall also provide sufficient detail to identify the purpose and topic of the executive session but shall not contain information sufficient to compromise the purpose of going into executive session.