

Meridian City Council Work Session

September 8, 2026.

A Meeting of the Meridian City Council was called to order at 4:33 p.m., Tuesday, September 8, 2026, by Mayor Robert Simison.

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

Members Absent: Doug Taylor.

Other Present: Chris Johnson, Bill Nary, Jenny Fields, Ricardo Ortiz-Miller, Caleb Hood, Brian McClure, Laurelie Bakken, Mark Ford and Dean Willis.

ROLL-CALL ATTENDANCE

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

Simison: Council, we will call the meeting to order. For the record it is 4:33 on Tuesday, September 8. We will begin this afternoon's work session with roll call attendance.

ADOPTION OF AGENDA

Simison: Next item up is adoption of the agenda.

Overton: Mr. Mayor?

Simison: Councilman Overton.

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

Little Roberts: Second.

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

MOTION CARRIED: FIVE AYES. ONE ABSENT.

CONSENT AGENDA [Action Item]

- 1. Approve Minutes of the August 25, 2026 City Council Regular Meeting**

- 2. Acclima Off-Site Sanitary Sewer and Water Main Easement No. 3 (ESMT-2026-0200)**
- 3. Dayspring Subdivision No. 1 Pedestrian Pathway Easement (ESMT-2026-0175)**
- 4. Mogul Industrial Park Phase 2 Sanitary Sewer and Water Main Easement No. 2 (ESMT-2026-0201)**
- 5. Newkirk Subdivision No. 2 Emergency Access Easement No. 1 (ESMT-2026-0099)**
- 6. Southridge South Subdivision Phase 2 Pedestrian Pathway Easement (ESMT-2026-0191)**
- 7. Stoddard Rd-Victory to Overland Temporary Construction Easement (ESMT-2026-0174)**
- 8. Modified Final Plat for Adero Park No. 2 (MFP-2026-0007) by Conger Group, located west of N. Ten Mile Rd. and north of W. McMillan Rd.**
- 9. Final Order for Briar Ridge (TECC-2026-0002) by Kent Brown, Kent Brown Planning Services, located at West Side of Meridian Rd. between W. Lake Hazel Rd. and W. Amity Rd, directly south of the mid-mile point**
- 10. Development Agreement for Latitude Forty-Three Subdivision (H-2024-0059) Between the City of Meridian, KB Home Idaho, LLC., and Bambam Opportunity Development 1 LP., for the property located at 675, 715, and 955 S. Wells St.**
- 11. Agreement for Use of Kleiner Park for Out of the Darkness Community Walk**
- 12. Fiscal Year 2027 Jail Billing Agreement between Meridian Police Department and the Ada County Sheriff's Office**
- 13. Agreement for Use of Agreement for Use of Centennial Park, Generations Plaza, and City Services for Oktoberfest**
- 14. Approve the Guaranteed Maximum Price (GMP) Amendment to Core Construction Management, Inc. for the Fire Station 3 Remodel for the Not-to-Exceed amount of \$1,576,862.00.**

Simison: Next up is the Consent Agenda.

Overton: Mr. Mayor?

Simison: Councilman Overton.

Overton: Move we approve the Consent Agenda, for the Mayor to sign and the Clerk to attest.

Little Roberts: Second.

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

MOTION CARRIED: FIVE AYES. ONE ABSENT.

ITEMS MOVED FROM THE CONSENT AGENDA [Action Item]

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

DEPARTMENT REPORTS [Action Item]

15. Fiscal Year 2027 Proposed Fee Changes

Simison: So, we will move on to Item 15, which is fiscal year '27 proposed fee changes and turn this over to Ricardo.

Ortiz-Miller: Good evening, Mayor and Council Members. Tonight we will be presenting FY-27 citywide fee updates. Our today agenda will cover the fee development process, our cost recovery methodology following Policy 9.14, our goals, proposed fees by departments and our next steps. First of all, we will start with the fee development. As you can see Finance gets together with the departments and we do cost analysis. We begin the cost analysis for each service, identifying the key factors that impact the cost of providing services. Considerations include staff time, materials and other associated costs. The proposed fees were, then, prepared for the Mayor's review. The Mayor provided feedback to each department, helping refine the proposal to their current state. Finance has now consolidated the department's fees proposal and is requesting city -- city council review and feedback. These are our cost recovery. We have full cost recovery. Finance will calculate all fees at a hundred percent full cost recovery. The goal is to inform all decision makers the true cost of providing each service. Directors, Mayor and council will determine proper cost recovery methodology to apply for each fee. Again, we have the full cost, majority cost recovery, partial cost, minimal and no cost recovery. So, why are we updating the fees every year and what is the long-term goal with the annual updating? Our goal is to adjust fees annually to align with rising personnel and material expenses, which have impacted by -- are impacted by inflation. The city of Meridian aims to recover costs through these fees, except in cases where full cost recovery is impractical or where the fee delivers a public benefit. Fees for the

Enterprise Fund are structured to fully cover the operational expenses with those funds -- for those funds. With that we have five departments. So, that overall we have 207 fees that we reviewed this go around. A hundred and twenty-one increased. We have 25 that decreased, and 59 with no changes. It's an estimated value of about 20,000 in net revenue. We have a breakdown of the different departments, their fees and which ones went up and down or stayed the same. I will talk a little bit more in the following slides. The -- the first department that we have is city clerk. They have 33 fees in total. On the cost basis that we utilize as staff time, pass through, state, federal agency fees. Last adopted for update was in fiscal year '20 -- for last adopted 2025 Resolution 25-2546. Out of these 33 we have 18 fees that increased, three decreased and 12 had no changes. We project net revenue impact of about 2,600 or about 1.2 percent compared to current fees. Our next department would be fire. For fire we have 17 fees, which nine of them increased, seven of them decreased and one had no change. Our net impact is about 1.3 and zero of these fees were more than five percent. Next department that we will talk about -- oops. Apologize. Next department that we will talk about is police. They have 13 total fees. Five of them increased, zero of them decreased and eight had no changes. We had two that were more than five percent increase. The net revenue is about 403. And our next department would be planning. Planning has a total of 55 fees. Out of this 55, 43 had an increase, three of them had a decrease and nine had no changes. The net revenue impact is about 21,000 or about 5.2 percent. Our next department would be Public Works. They have 89 fees in total. Forty-six of them increased 12 decreased and 29 had no changes. Some of the factors for the Public Works is a pass-through cost. So, what it cost the city is what we are going to be providing to the customers. Some notable -- a quick overview or quick recap are four changes most likely to draw questions from public hearing would be these four. We have water meters that went up. The reason it went up is the cost that our pass through at actual cost supply pricing rose sharply compared to what we currently have. Nuisance weed abatement and police went up. There was a change in code and now we have to bill for legal time. That's why there is a huge increase. For our water system repair in Public Works scheduled to repair an actual repair cost. Other fees in the same group went down. Then the last one would be TUP and -- apologize. Moves -- moves to full cost recovery after several years of staying flat. So, more like a catch up. Our next steps -- our next step from council is at this point we are looking for feedback, making sure we are in the same correct route for collecting fees and waiting for your blessing to move forward on these fees -- change fees. With that I stand for any questions.

Simison: Thank you, Ricardo. Council, any questions for staff? And I know that we have at least a few of these directors here that can also answer some of the questions if necessary.

Overton: Mr. Mayor?

Simison: Councilman Overton.

Overton: I don't have a specific question just a comment. I am very happy to see this being done on an annual basis. I think too many times in the past we have allowed years to go by between times we update costs and, then, it's a shocking value on what the new cost is going to be and I think this is a much fairer way to do it, both for us sitting up here in the council positions and for all of our leaders of our different divisions throughout the city. I think this is the best way we can do it and I appreciate that this is how we are going to do it going forward. It can be a lot better for everyone. Thank you.

Little Roberts: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: Ricardo, just curious, kind to of Council Member Overton's point -- Council President Overton's point about bringing this on an annual basis. Have there been any changes into the approach or determining factors when it comes to an increase or a decrease? Are you guys following the same process this year that you followed last year?

Ortiz-Miller: Good question, Mayor and Councilman Cavener. The process is the same as last year. We have been sitting with the directors and their employees and going through line by line reviewing time, seeing where we can find efficiency. If there is any -- if there is any changes also in statute or codes and update accordingly to try and keep it as up to date as possible.

Cavener: Mr. Mayor, maybe a quick follow-up.

Simison: Councilman Cavener.

Cavener: Ricardo, recognize our -- our budget takes a significant amount of time, a significant amount of staff resource time -- time investment. Does this process -- is it a timely process? Are we asking our department directors to invest a significant amount of time in the reviewing and determination of these fee changes?

Fields: I can answer that one. So, our budget process is like an eight-month-long process. This folds into the budget process in a way, because right after our budget development process we go right into fees. So, fee development is throughout the whole entire year. We pretty much kind of coincide with the budget development. As far as like time allocations -- this is our second go around. Departments are used to the template, the layout, what we are going to ask, time allocations -- they are familiar with each fee already. This is our, you know, second year. So, we refine the process by just interviewing, asking, hey, has this fee changed? Has the process, has our operating structure have changed to these fees? There are times that where costs -- or the staff time minutes has either increased or decreased and that is what the factor is to our calculation, what drives the increase and decrease. Hey, like this fee now it takes -- instead of five minutes it's ten minutes. Instead of taking two staff now it's one. So, we

ask these questions in meetings, alongside with our budget process. So, this and our budget kind of goes side by side.

Cavener: Okay. Mr. Mayor?

Simison: Councilman Cavener.

Cavener: It sounds like, then, that, you know, departments -- or taxpayers get a benefit from when we retain talented individuals, both in the roles they do and in the leadership and that because we are able to retain those people we are more efficient with our processes, which is -- that's one of the largest drivers of reducing these costs.

Fields: Correct.

Cavener: That's awesome. Thank you. Thank you, Ricardo. I appreciate it. Thank you, Mr. Mayor.

Simison: Council, any additional questions on these items? Okay. Then, Ricardo, you just want to touch on next steps. I know you said it, but just say it one more time since we are at the end.

Ortiz-Miller: Yes. Our next step is to make sure staff is moving forward in the direction that council supports before we process a formal and that would be coming via resolution for you guys.

Simison: So, we will see this back for a public hearing resolution here in the next few weeks?

Ortiz-Miller: Yes.

Simison: Okay. Thank you very much.

Ortiz-Miller: Thank you.

16. Downtown Overlay and Standards Update

Simison: Okay. With that we will go onto Item 16, which is downtown overlay and standards update.

McClure: Mayor, Council, thank you for having me here tonight. I'm here this afternoon -- this afternoon to update council on the downtown overlay and architectural standards project. I will probably just call it project. Over the last few discussions with council we received support and direction on a few things. The project is intended to clarify and improve expectations and consistency. Implement work that aligns with the Comprehensive Plan. Maintain existing zoning, i.e., a zoning overlay rather than mass rezoning. Focus on public realm improvements with development such as sidewalks.

Implement architectural standards that respond to the downtown area and environment. And, importantly, to apply those new architectural standards to a smaller focus area. This is a quick summary of our last several meetings. The work is currently being grouped into three phases or components. That's the new word. The first is enabling overlay zoning in the city. While common in the valley, Meridian code doesn't currently option it. Draft code is more or less ready. We also need to define the geography, not just that we can establish an overlay as an option, but doing so for downtown, deciding what it means. That is well underway. Finally, we need to update the Architectural Standards Manual. This isn't starting from scratch, but, instead, keeping what works and, then, making adjustments. These are express standards and importantly council directed staff to keep that element. These are measurable yes/no and very explicit. It's not discretionary review. One of the requests by MDC is to further constrain some of the loose alternative compliance allowances that we have now. This effort is lagging behind the other ones a bit. Not behind -- just behind -- not behind -- not far -- not as far along. Here is the project area that council previously supported at least as a starting point. The overlay area aligns with the Comprehensive Plan, which is important. The focus of the larger area work is getting consistent public improvements. The standards focus area, the smaller sub area in black is where the architectural and site development review is focused. The working groups -- and more on those in a minute -- have received these well. Staff made some arguments to possibly shrink the focus area and the response from that was to not do it. So, it was kind of nice to hear. That it would impede realizing a vision for downtown. We have talked previously about the working groups and who needed to be engaged. Those groups -- one focused on the code, one on architectural standards are helping us to develop coherent public drafts. Initial staff work was developed, so others had something to respond to. Once we make revisions and have a strong draft we plan to share them more broadly. So, who did we ultimately ask to involve us? Partner agencies, a number of them, architects, builders, construction management companies, Planning and Zoning Commission, historic preservation committee, commission rep, the Chamber of Commerce and a few downtown stakeholders and others. There is representation there and other groups as well, like the UDC focus group. The code group is in it twice and the standards group once. There have been some themes to discussion with the working groups. One area that has come into focus quite a bit is building frontage priorities by that identifying streets for architectural and pedestrian-oriented focus elements, building street presence for vibrant pedestrian engagement. We have a lot of streets and many parcels fronting multiple streets, corner lots and not everything can be important. The area -- the idea is identifying the street hierarchy from Main Street, the contemplated festival street on Second Street, all the way to the other end of the spectrum would be Franklin and Meridian Road, which are not pedestrian friendly. We have also narrowed ideas on how to handle expansion of existing structures and related to ensure we are doing no harm. Emphasis on historic -- historic preservation sort of elements. We don't want new architectural standards pressuring development towards the teardown. A few areas discussed and where work remains is being able to better define high quality materials and administration -- administrative approval or, quote, alternative compliance or design standard exceptions; those ideas work in opposition. So, for example, we currently get a lot of design standard exception requests for restricted materials. We

are also asked to -- we have also been asked to limit how often we do those. Staff under pressure don't always hold that line as well as we like. So, how do we get, for example, good architectural metal and not cheap corrugated metal? It's not just metal, it's defining nuance there. More work is needed to understand workable ideas, particularly on another avenue for design standard exceptions and you will need to revisit that with council in the future. And, then, finally, a note on historic preservation, which is also a recurring theme with questions and interest. That is a large topic with a lot of discussion over the years and it's out of my scope. But we also want to make sure that nothing we do precludes that from being slotted in -- in the future and, again, as noted previously we want to do no harm, so -- and the good news there is the standards focus area is very limited. There is not a lot there that needs to be preserved, so it's not an emergency. Next step -- the -- the big next step is to complete the public drafts. The committees aren't operating on a consensus, but we hope to receive some additional critique -- at least more questions. Respond to them. Receive a general blessing from your groups to do broader outreach. Outreach would involve other groups and partners. It would also include notifying the public, so sending mailers, potentially other means of communication. MDC already did a lot of this when they were working on their plan, but we still feel the best way to engage with residents is just to have a conversation with them. This isn't easy stuff. It's going to seem bigger than it is. We don't think it's a big deal, but we don't -- people are going to probably react strongly to it. So, just talk to them is what we want to be able to do. We would, then, like to share the feedback received from the public and other stakeholders with the working groups and council. Discuss whether additional changes should be made to a formal draft and, then, whether to enter the public hearing process or not. In terms of timeline, staff hope to be able to share a draft more publicly later this fall, with hearings potentially in late spring next year. Just one more -- more note on the screen and I did put it in the memo. But staff is proposing to package these all together and bring them at one -- one time at the end, rather than sort of multiple public hearings over a longer period of time. That was an update. With that I'm happy to take any questions or directions. I also have some maps if useful.

Simison: Thank you, Brian. Council, any questions?

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Talk to me about the -- if you wouldn't mind going back to the map really quick. Just help me understand kind of where the thought process is going with the overlay, but, then, this like smaller standards focus area. Can you just refresh my memory as to why that area is so much more limited and why it wouldn't just apply to the whole area.

McClure: Mr. Mayor, Council Woman Strader, yes, good question. The -- the blue area -- not exact, but more or less it's the same as the comp plan designation for Old Town. We have some civic designations that sort of carve that in a few areas, but the larger area of focus there gets us our alignment with a Comprehensive Plan. That's important

for code changes. It's also representing, you know, future possible work and intent to -- to do more. The smaller standards focus area is that -- that came out of multiple conversations internally with council, with other stakeholder groups, the -- it's an expansion of what's currently referred to as a city core. That's -- that's codified in Title 8 and other areas. We also have an agreement with ACHD for most of that area. It's more similar, if that's a better way of saying it, than the rest of the area. You have very residential areas west and east of that and even north of sort of Carlton, it goes from more of a traditional downtown to sort of old houses that are being rehabilitated as -- as businesses. So, it's -- it's a very different environment. The standards are meant to sort of -- as a way to be more nimble and -- and faster in the development of this, at least the standards themselves. The idea was to focus on something more cohesive first at least and get that underway and see how it works before moving on to other areas potentially.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: I guess the thought would be long term. So, maybe this is the specific downtown core standard, but there is no reason that the same methodology couldn't be expanded into the rest of the overlay area. Maybe with a little bit different take; right? Like if it's a residential area maybe something different is appropriate.

McClure: Mr. Mayor, Council Woman Strader, yes, exactly. So, it may -- the enabling code will already be there. The overlay would already be created for the downtown area. There might be changes based off -- off the need or -- or the desire of what we want to do. Standards themselves would be easier, because the Architectural Standards Manual will have been rebuilt to basically -- retooled to more easily accept the expansion.

Strader: Thanks. That's helpful.

Simison: Council, any additional questions? Ashley, anything you would like to add? Okay. All right.

McClure: Thank you.

17. Linder Road Overpass Concrete Form Liner (Stamp) Options

Simison: Thanks, Brian. Okay. Next item up is Linder Road Overpass concrete form liner options. Mr. Hood.

Hood: Thank you, Mr. Mayor, Members of Council. Give me just one second. I got a couple of pictures I would like to pull up real quick and then -- all right. Pay no attention to that right now, but it's queued up for when we get there. All right. Mr. Mayor, Members of Council, I'm here today to talk to you about a potential partnership with

ACHD and ITD regarding the -- some of the esthetic elements around the Linder Road Overpass project. So, you may have heard, phase two is under construction now. A lot of utility relocates and some trees being removed and trimmed and things up and down -- bless you -- between Linder Road and Overland Road, I-84 basically, because phase one went all the way to Overland. So, they are going to start building the bridge across the interstate and, then, back north towards Franklin Road. Back in 2001, just a little bit of history, the city did put what I referred to in the memo as seed money to kind of get this project off the Schneid and move forward. A lot of that money was intended for design of the project to really -- again kind of get it kickstarted and on everyone's radar, especially the transportation agencies. Two years later in 2003 Miranda was here talking to you about some of those esthetic elements, some of the landscaping and the form liner, which is why I'm circling back with you today. At that time there were some different areas of that bridge structure and some of the landing areas along -- along the roadway that she brought before you to say, hey, here is some of the customization that we could do as a city if we wanted to partner with the transportation agencies on this project. She generally got some head nods in agreement, but there wasn't an official vote taken or anything like that. Three years have since passed and now the contract has been awarded. The bid's been awarded for phase two. ACHD is coming back to city saying, hey, you are still on board with this partnership this cost share; right? So, I'm here to either reaffirm that or it's not too late, we can sort of back out of that deal. We do have a cost share agreement with ACHD, but I think they are willing to -- to continue to work with us and be a good partner if -- if we so choose. Cost has changed, though, too. Back in 2003 Miranda got a -- a cost estimate about 84,000 dollars to put this form line or a stamp on the concrete in certain areas and I will kind of walk you through what that would have bought us in 2023 dollars here in a minute. Those costs have gone up, like everything else practically, about 30 percent. So, I -- I think we have got some options here where if we want to kind of stick to that budget if you will we could and -- and do it in lesser places and maybe get some bang for the buck and not put the stamp in some of the other places that maybe are a little more, you know, less visual, could be less impactful to others and just, by the way, we have talked about with other city staff, particularly parks, because art is also part of this project and so I want to make sure with Cassandra and her team that if -- you know, that -- that relationship. I'm not the right guy for this. I will just say. I don't have an eye for that type of thing, but just wanted to confirm with them that if we didn't do this stamp that I'm about to show you, that it wouldn't detract from the artwork that's also going on in the center medians and things like that and there really was no concern by parks if we so choose not to stamp along the roadway say. So, let me finish kind of the rest of the story. So we had two and a half million dollars. We spent about 1.7, 1.8 million on design, because design was done we turned the rest of that money back to Finance. So, I have no budget for this project as of right now. So, if, depending on the outcome today, my -- my intent would be to come back to you in the new fiscal year October, November, sometime in the next couple of months and ask for a budget amendment in whatever dollar amount given direction for today, so -- but right now I don't have any money on the books for anything here, so -- okay. So, hopefully, you all had a chance to look at the memo. That was a pretty high-level overview. I thought what might be helpful is to look at some other bridge structures in our area. This is in the -- in the middle of some of those, so I

thought just kind of looking on either side and even can go a little bit further to Cloverdale pulled up, Ten Mile pulled up, so we can kind of look at Meridian, Eagle and even just some overchanges not necessarily -- or overpasses, not necessarily interchanges. So, a couple of other things. The way that the memo is structured is abutments or MSC walls are kind of the -- the walls the -- the major support. If you are on I-84 they parallel the -- the roadway. So, I think I have got -- so, in this example at Ten Mile this would be an abutment or the MSC wall. I kind of use those words interchangeably. So, it's what you see sort of as you are driving 65 we will say. Everyone goes the speed limit. Right along the interstate this is -- would be in your periphery or -- or passengers or whatever could really enjoy this -- the enhancement here. This is a parapet wall, so you can see at Ten Mile there is a -- a customized form liner here at the parapet wall, as well as the MSC wall or the abutments on the bridge. Two different designs for this project at Linder Road. One side has some wing walls that kind of go back on them. The other one is more natural grade that kind of sloughs off on the side, so you don't have as much. So, essentially, on one side your wall ends here and it -- it's just dirt that kind of grades out on either side and, then, one side would look more like this, again, with some kind of support walls. So, this form liner would kind of follow that around the -- the curve of one side of the road at Linder Road. So, those are -- those are two areas that I will just cut to the punchline where I think we get -- if we are going to partner. Those are -- those are two stamps that I think you are going to get -- in theory drivers should be -- motorists should be focused on the road, but, in theory, you get more eyes that can take in some of those enhancements in those areas, you know, tens of thousands of cars per day on the interstate there some of the other areas that initially were talked about would be the inside of the parapet wall, so just the other side of this and, I'm sorry, I didn't pull up my exhibit from the memo, but if you look there is -- there is basically another wall -- there is a wall that separates -- it's a half wall I will just say that separates bike ped traffic from motor traffic on either side; right? So, you got the travel lanes for cars and on either side of that outside the -- the curb and gutter you got a wall right there as well. It's 36 inches tall. You could also stamp that on one or both sides if you wanted to and, then, same with the -- the other side of the parapet wall, you could stamp one or both sides of that as well. So, those are kind of where the cost estimates come from and the way that the memo is broke out for the cost engineers -- or that the engineers broke it out was for the bridge structure itself and, then, the roadway. So, you could continue that stamp down -- in this case Linder Road further down the road until it ties back in at grade with the regular -- with the rest of the ACHD roadway. So, that's kind of how the member structured is -- abutments, the bridge structure itself and, then, roadway. So, again, just back to kind of the chase or the punchline. The roadway -- I wouldn't -- I'm not recommending to you all that we pay for any of those form liners customization on the roadway per se. So, it really would be just on the bridge structure itself and in those couple of places that I -- that I mentioned. But if you are so inclined we could -- we could follow that same esthetic down towards Franklin Road off of the bridge structure itself. You know, one of the options I put -- I put in my memo -- because it's -- it's kind of how the -- the engineers put the -- the exhibits together and the cost proposals, the bridge structure was kind of a package deal where, again, the parapet wall -- the cost estimate that you see in the memo is for both sides of that parapet wall. If we wanted to save a little bit

more money, again, the inside of it, so it really would be mostly the bicyclists and pedestrians that kind of see the inside of the wall. We could save a little bit more money and not do that and that -- that would be my proposal today and it's a little bit different than what the memo says even, so that gets us down to about 80,000, which is really darn close to the original. Not the same impact; right? We are having to lessen the area that we are putting it in, but if you are just looking at the dollars it's roughly the same cost estimate that was given to the city three years ago. So, hopefully, that makes some sense. I didn't really get to walk you through some others just to look at that, so I can do that, but if you have questions I will sit stand for those as well.

Simison: Thank you. Council, any initial questions? Any initial thoughts? Would you like me to be the initial thoughts? I'm -- I'm -- I'm -- I will just be honest, I have not -- since the cost differences came back and when I look at our current -- where we are at, this was compounded by two meetings with two directors today, with two potential budget amendments on items that have gone up or -- I think are -- I will just say much higher priorities from my perspective. I have to question if this is the -- the best way to spend dollars at this time. I know these last a long time, but ever since Caleb first brought this to my attention about the increased costs that was -- this was going to be looking at, I have done my best to try to use a critical eye as I drive through all the overpasses around here or even in other places and I just came to realization, we are commuting, we are not looking. You know, the -- the flag on Cloverdale is probably the one that really stands out the most the way it -- as it is, but I go back to -- when the council had decided to put the rocks at the Meridian Road interchange. Like who even knows that that's a design element that we paid money for and the value that that brings or doesn't bring. I mean it was a great presentation and, you know -- you know, to try to tie everything in, but at the end of the day there wasn't enough money to do what they wanted to do or they didn't want to put the money into it to have the impact that probably needed to spend to make it happen. I feel like that's what we are whizzling our way down to is just putting a little bit of money in to say we would do something and I just don't know the ROI on that personally. So, I'm -- I'm -- I'm in a place where I'm not in support of, frankly, doing any of the form liners, just because I don't think it takes away not having them and I can't say that -- I -- I drive by Ten Mile and think, wow, I'm really glad that we put, you know, the family pictures up there. I don't even look at those when I'm driving by anymore, you know. When they first were there I did. But that's just my two cents, so -- but that's why we are here to have the conversation.

Hood: Mr. Mayor, if you don't mind I'm going to just add to that a little bit. If -- if we don't partner what we would get is, essentially, what Ten Mile looks like. This -- it's generally the same design. It may even be the same pattern Austin Ashlar Stone. So, this would kind of be what you would see, you know, uniform throughout. So, again, a different esthetic than -- than the family walking, but this would -- this would, essentially, be what the concrete looks like at -- at this overpass. So, it wouldn't be just a brushed -- you know, brushed concrete, it would have a little bit of a form. You would still get a form liner, it's just not -- it wouldn't -- it really wouldn't dry your eye, so --

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Like -- and -- and like I -- I kind of subscribe to the idea that as you are driving through it you really don't pay attention. Like I don't really think that this form liner that we would get is bad. Like it seems fine. It's interesting, I'm a little more interested on the experience on the inside of the bridge, actually, than on the outside of it, just because I feel like that is the part that people would be going at a speed where they could appreciate it more, but I feel like we have the public art in the middle and that's really going to be like more of the focus. Like I don't have a ton of energy around this and where I think, you know, our financial situation is not ideal, you know, I'm okay with it, if this is like just this regular liner is what we get I think it will be okay. Like that's just my general thought.

Overton: Mr. Mayor?

Simison: Councilman Overton.

Overton: I got to go back to my former career. I would much rather have our drivers paying attention to other vehicles on the road than looking at art on our overpass. I, honestly, couldn't tell you, if you showed me pictures of five different overpasses through our valley which one was which, because I don't pay attention to that, because I use those as forms of transportation. So, I would definitely support the -- saving the money on this, getting the stamped one that they are going to -- it sounds like default to us instead of spending extra money that, quite frankly, we don't have right now to move forward with this project.

Whitlock: Mr. Mayor?

Simison: Councilman Whitlock.

Whitlock: I concur with everything I'm hearing and as nice as we try to make walls with families and -- and stamps and everything, we still have concrete barriers and guardrails and it's -- it's a roadway. So, I -- I'm comfortable keeping it a roadway and not spending the additional funds.

Little Roberts: Mr. Mayor?

Simison: Council Woman Little Roberts.

Little Roberts: Mr. Mayor, I can concur with my colleagues. It just seems like we have got a budget that is so tight, when I heard that money had gone back into the budget I was really kind of happy, because I know we have cut out some things and safety and just having the overpass I think is an enhancement enough in that area of our community and to me the wall that they default to works just fine.

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: I have got a little bit of a slightly different perspective and I don't disagree with my colleagues. I think the -- the challenge is is either do something that blends in or you do something that stands out. The things that stand out cost way more than things that blend in and my wife and I celebrated a great two-week road trip across six states and you certainly could tell when you were in different communities and those that invested in public art and streetscape recognition, particularly along interstates and some I thought did it really really well. They had a much different transportation funding system than we have and there is some that did it okay. I wouldn't -- I think I have drawn the conclusion that doing what comes with the build of the -- of the overpass probably makes sense and I just -- you will hear me say this probably a lot over the next few years is that I -- I want us to find a different funding mechanism for public transportation projects, because if we had dedicated dollars that would allow us the flexibility to do these types of things -- we have seen private development build some beautiful monuments and murals that welcome residents into those neighborhoods -- those micro communities and I do think Meridian is worth investing in that and creating a sense of identity. I know Meridian's gotten a lot larger, but when the -- the mural or the monument was built at the entrance to the interstate here on Meridian Road, the Meridian sign, that welcomed people to our community. It created a sense of place, a sense of identity and I -- I worry that we miss bites at the apple to at least start those conversations on these things that we will -- we will never be able to get there, whether we will ever do that, and, you know, I hear this -- I'm sure you have heard a lot, you know, we don't want Meridian to be Anytown USA and I think it is important for us to create a sense of place in our community that welcomes both visitors and residents and show that this is a community worth investing in. So, I don't -- I don't disagree. I think I'm disappointed that I -- I probably would draw the same conclusion on this. I just would really challenge Mayor, staff and council to start exploring other funding mechanisms, so that it's not an if or or situation, it's like we have a budget for this and is this project worth of spending of that particular budget, as opposed to, you know, putting this against park replacements; right? Sidewalk improvements, et cetera. So, I appreciate the work of staff. Disappointingly I agree.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: You know, I actually agree with a lot of Councilman Cavener's comments in the sense that I think it is important -- like I think that sense of place is important, I just don't feel like that concrete liner versus the one we would get at 80,000 makes that impact to make it a good value. So, I think we are all aligned on that. I mean one idea -- and I will just throw it out there that I -- I tried to chat with the parks director about a long time ago, is like -- I think there are visually impactful things we could do that are really different if we wanted to think outside the box, like, you know, maybe there is a species of wildflower or something that's fairly inexpensive that we could like work with ITD and seed it all along the interstate. You know, you see those like sunflowers that are kind of

like a native sunflower. They don't -- they are very hardy. They are growing there already. If the whole thing was sunflowers would be beautiful and, then, that wouldn't cost us a ton. You know, I don't know, I don't think we should give up on it I guess is my point. Let's not give up on the esthetics, let's just try to find where the dollars really make a difference. I don't think it's here personally.

Simison: And I would concur. We -- we -- we want to have a -- a space that's unique and I think this is a good example. I think the stuff up on the railings actually -- and, again, when I think about -- you go to Oregon, you know, you -- you got the covered wagon as you come in -- you can -- you can -- there are some things that do stand out, but I cannot tell you what a form liner looks on like on any redone place throughout this valley, although I look forward to see what Jerome's looks like. They got different color rock. You know, that's kind of exciting through that. But, anyways, Mr. Hood, I hate -- hate to have you be the bearer of bad news back to our partners.

Hood: Yeah. I will -- I will -- thank you for the feedback. I will -- I will let ACHD know and you don't have to see me in October.

Simison: Thank you. Okay. Council, we are at the end of our agenda. Do I have a motion?

Overton: Mr. Mayor, I move that we adjourn.

Little Roberts: Second.

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

MOTION CARRIED: FIVE AYES. ONE ABSENT.

MEETING ADJOURNED AT 5:18 P.M.

(AUDIO RECORDING ON FILE OF THESE PROCEEDINGS)

_____ MAYOR ROBERT SIMISON	_____ / / DATE APPROVED
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ATTEST:

CHRIS JOHNSON - CITY CLERK