



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Working together to plan for the future

Rail with Trail 2019 – 2021 Progress Report

04-2022

December 2021

What are rail with trail projects?

Rail with trail refers to trails or pathways built parallel to railroad tracks, either inside a railway corridor or near it so the path can run along the same route. By running next to the train tracks, the pathway provides access to the same corridor the railway does. Rail **with** trail is often confused with rail **to** trail. Rail to trail projects repurpose discontinued rail lines *into* pathways while rail with trail projects build trails *alongside* active rail lines (Figure 1). Given that rail with trail projects require greater coordination with rail companies, they are often more difficult to implement. Despite their difficulty, there has been nationwide growth in rail with trail projects from 279 miles in 2002 to 917 miles in 2018.¹

Since the early 2000s, stakeholders in the Treasure Valley (Ada and Canyon Counties, Idaho) have been exploring the potential of a rail with trail pathway along the active Union Pacific Railroad (UPRR) rail corridor.

Did you know?

- This is the first local rail with trail effort with seven different jurisdictions involved
- About 170,000 Ada/Canyon County residents live within one mile of the 35-mile alignment
- Research shows that in a month, bicyclists spend more in retail, restaurant, and drinking establishments than drivers¹
- Cycling infrastructure can boost home values¹
- Over 40,000 riders visit the Hiawatha Rail-to-trail in Northern Idaho annually¹

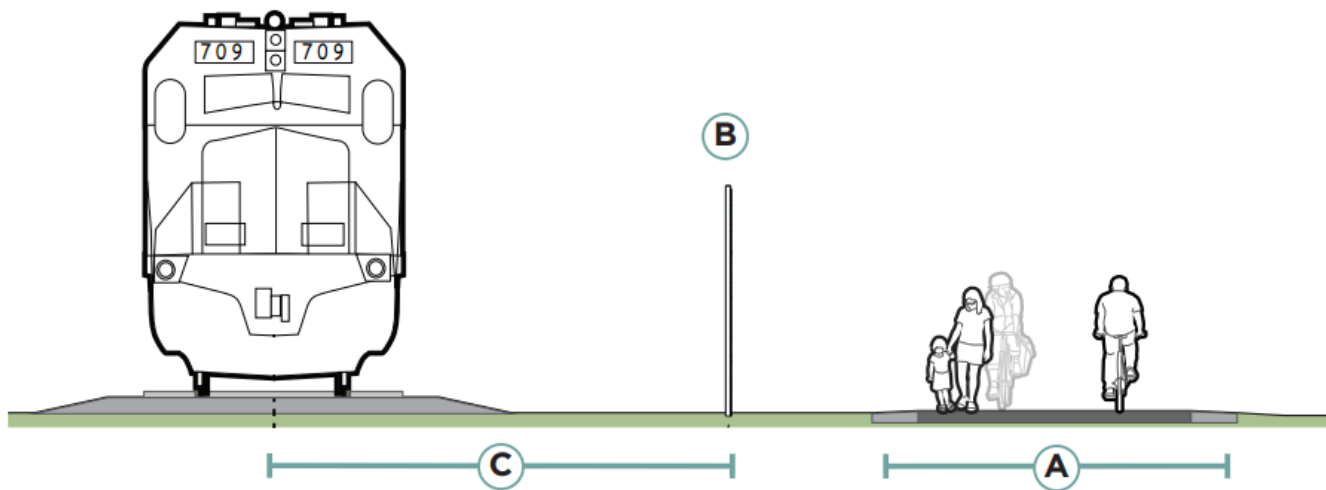


Figure 1: Rail with Trail Projects Provide Trails Alongside Active Rail Lines²

¹ [https://www.railstotrails.org/resourcehandler.ashx?name=Rail with Trails-best-practices-and-lessons-learned&id=26482&fileName=Rails-Trails-Layout_06_17_21_508.pdf](https://www.railstotrails.org/resourcehandler.ashx?name=Rail+with+Trails-best-practices-and-lessons-learned&id=26482&fileName=Rails-Trails-Layout_06_17_21_508.pdf)

² <https://www.cityofnampa.us/DocumentCenter/View/10450/2019-Bike-and-Pedestrian-Master-Plan-Draft-?bidId>

Background

Due to stakeholder interest, the Community Planning Association of Southwest Idaho (COMPASS) formed the Rail with Trail Workgroup in 2016 to explore the potential of a dedicated, off-street, low-stress, bicycle, and pedestrian route along the UPRR Boise spur line, known as the Boise Cutoff. The regional benefit of such a trail would be to encourage a healthy community, provide transportation choices, promote safety, and foster economic development and tourism along the line.

From 2019-2021, the Rail with Trail Workgroup:

- Identified best practices in liability, safety, trail design, maintenance, agreements, and funding
- Researched right-of-way (ROW) needs, property rights, appraisal methods, and taxation systems
- Identified corridor conditions and constraints and estimated construction costs³

On October 1, 2021, the Rail with Trail Workgroup merged with the Active Transportation Workgroup to more effectively coordinate pathway planning in the Treasure Valley. The purpose of this report is (1) to document the activities of the Rail with Trail Workgroup from 2019-2021, (2) provide next steps to continue planning for rail with trail, and (3) provide background and a history of rail with trail planning efforts in the Treasure Valley.

3

www.compassidaho.org/documents/prodserv/CIM2040_20/COMPASS_FINAL_RWT_COST_STUDY_090419_web.pdf

Previous Planning Efforts

Many local and national planning efforts have laid the groundwork for a future Rail with Trail in the Treasure Valley. Notable plans and efforts are described below.

Treasure Valley Plans

City of Meridian

2010 [Rail with Trail Action Plan](#)⁴

The City of Meridian 2010 *Rail with Trail Action Plan* identifies the location, constraints, fatal flaws, and next steps for a trail along the railway in the City of Meridian. The plan also identifies jurisdictional conflicts with UPRR as the key barrier to moving forward. Next steps from this plan should be considered in subsequent rail with trail planning efforts.

City of Nampa

2019 [Bike and Pedestrian Master Plan](#)⁵

The City of Nampa 2019 *Bike and Pedestrian Master Plan* recommends a pathway system along the rail corridor as a project that should be pursued as opportunities arise.

COMPASS

2019 [Rail with Trail Feasibility and Probable Cost Study](#)⁶

COMPASS worked with the consulting firm Alta Planning + Design and member organizations to put together a cost-feasibility analysis of the primary trail alignment. The cost estimates developed in this study should be used in future planning efforts.

COMPASS

2016-2021 [Rail with Trail Workgroup](#)⁷

Organizations from Ada and Canyon Counties formed the Rail with Trail Workgroup, facilitated by COMPASS. From 2019-2021 the Rail with Trail Workgroup met on the following dates and discussed the following topics:

- 10/10/2019 – *Reviewed 2019 Rail with Trail Feasibility and Probable Cost Study and next steps*
- 5/26/2020 – *Discussed funding options*
- 3/23/2021 – *Discussed regional high-capacity transit and its relevance to rail-with-trail*
- 6/30/2021 – *Merged with Active Transportation Workgroup*

Rail with Trail Workgroup members are listed in Appendix A.

Meeting notes from each Rail with Trail Workgroup meeting are included in Appendix B.

Nationwide Plans

Federal Highway Administration (FHWA) and Federal Railroad Administration (FRA)

⁴ https://www.compassidaho.org/documents/planning/studies/Meridian_RWTActionPlan.pdf

⁵ <https://www.cityofnampa.us/DocumentCenter/View/10450/2019-Bike-and-Pedestrian-Master-Plan-Draft-?bidId=>

⁶

https://www.compassidaho.org/documents/prodserv/CIM2040_20/COMPASS_FINAL_RWT_COST_STUDY_090419_web.pdf

⁷ https://www.compassidaho.org/prodserv/CIM2040_2.0/railswithtrails.html

2021 [Rail with Trail: Best Practices and Lessons Learned](#)⁸

The FHWA and FRA worked together to produce a report on the best practices and lessons learned from rail with trail projects across the US. This report built off an earlier report published in 2002.

UPRR

2018 [Guidelines for Railroad Grade Separation Projects](#)⁹

UPRR published a guide on how the company views and addresses projects along a rail corridor. This document can help local jurisdictions identify potential conflicts between public and private entities in a rail corridor.

FHWA

[SHRTP2Solutions: Railroad-DOT Mitigation Strategies](#)¹⁰

The FHWA's Strategic Highway Research Program (SHRP2) published a collection of model agreements, sample contracts, training materials, and standardized best practices to help public agencies and railroads identify and circumvent sources of conflict and develop memorandums of understanding to advance projects.

⁸ https://www.fhwa.dot.gov/environment/recreational_trails/publications/rwt2021/

⁹ https://www.up.com/cs/groups/public/documents/document/pdf_rr_grade_sep_projects.pdf

¹⁰ https://www.fhwa.dot.gov/goshrp2/Solutions/Renewal/R16/RailroadDOT_Mitigation_Strategies

Proposed Rail with Trail Network

There are two proposed rail with trail networks in the Treasure Valley: the primary network and secondary network (Figure 2). The primary network (dark red) runs from the City of Nampa to the Boise Cutoff. The secondary rail network (pink) runs from the City of Wilder to the City of Caldwell and from the City of Middleton south to the City of Nampa. Given the relative concentration of population and activity, planning efforts have largely been focused on the primary network.

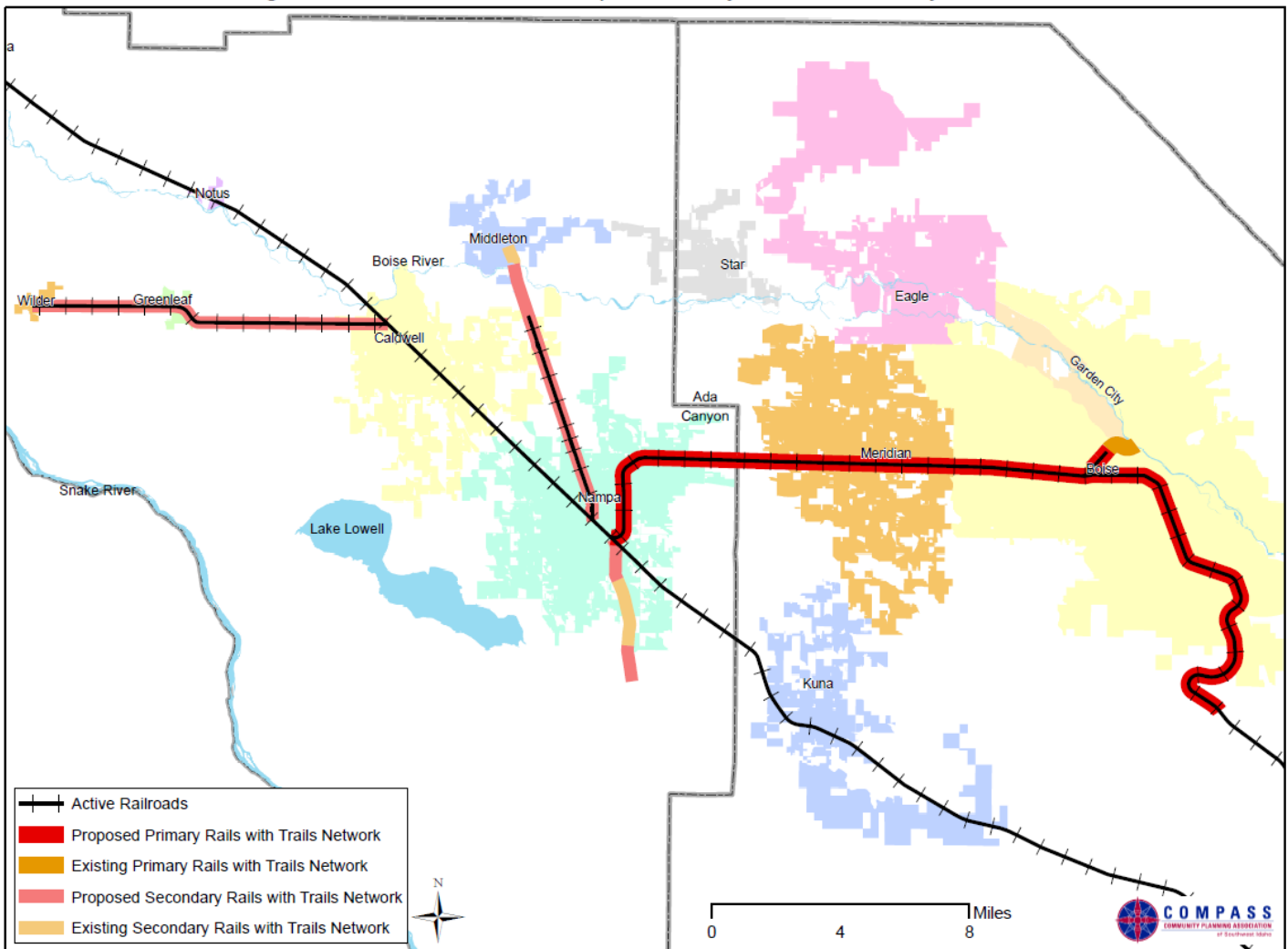


Figure 2: Proposed Primary and Secondary Rail with Trail Networks in the Treasure Valley

Key Accomplishments

In 2016, COMPASS involved stakeholders to take part in a Rail with Trail Workgroup to further rail with trail planning efforts from a regional vantage point. A previous progress report identified key accomplishments from 2016-2019¹¹. The scope of this progress report is limited to accomplishments from 2019-2021. The six key accomplishments of the workgroup from 2019-2021 are as follows:

1. Identified Section Types (corridor conditions and constraints)
2. Identified Crossing Types
3. Estimated Costs (construction and ROW)
4. Explored Jurisdictional Considerations (safety, trail design, maintenance, agreements, and funding)
5. Identified Potential Funding Options
6. Identified Opportunity Segments for Potential Future Projects

Each accomplishment is summarized in the sections below. Further planning efforts will build off the accomplishments of the Rail with Trail Workgroup identified in this report.

¹¹ Contact COMPASS at info@compassidaho.org or 208/855-2558 to request a copy of the 2016-2019 progress report.

Section Types

In 2019, COMPASS commissioned Alta Planning + Design to determine cost and feasibility of a pathway along the UPRR corridor¹². The resulting plan breaks the pathway into different section and crossing types (Figure 3). Section types refer to identified pathway segments with a specific construction needs. Crossing types refer to the type of road crossing necessary to ensure safe bike and pedestrian travel.

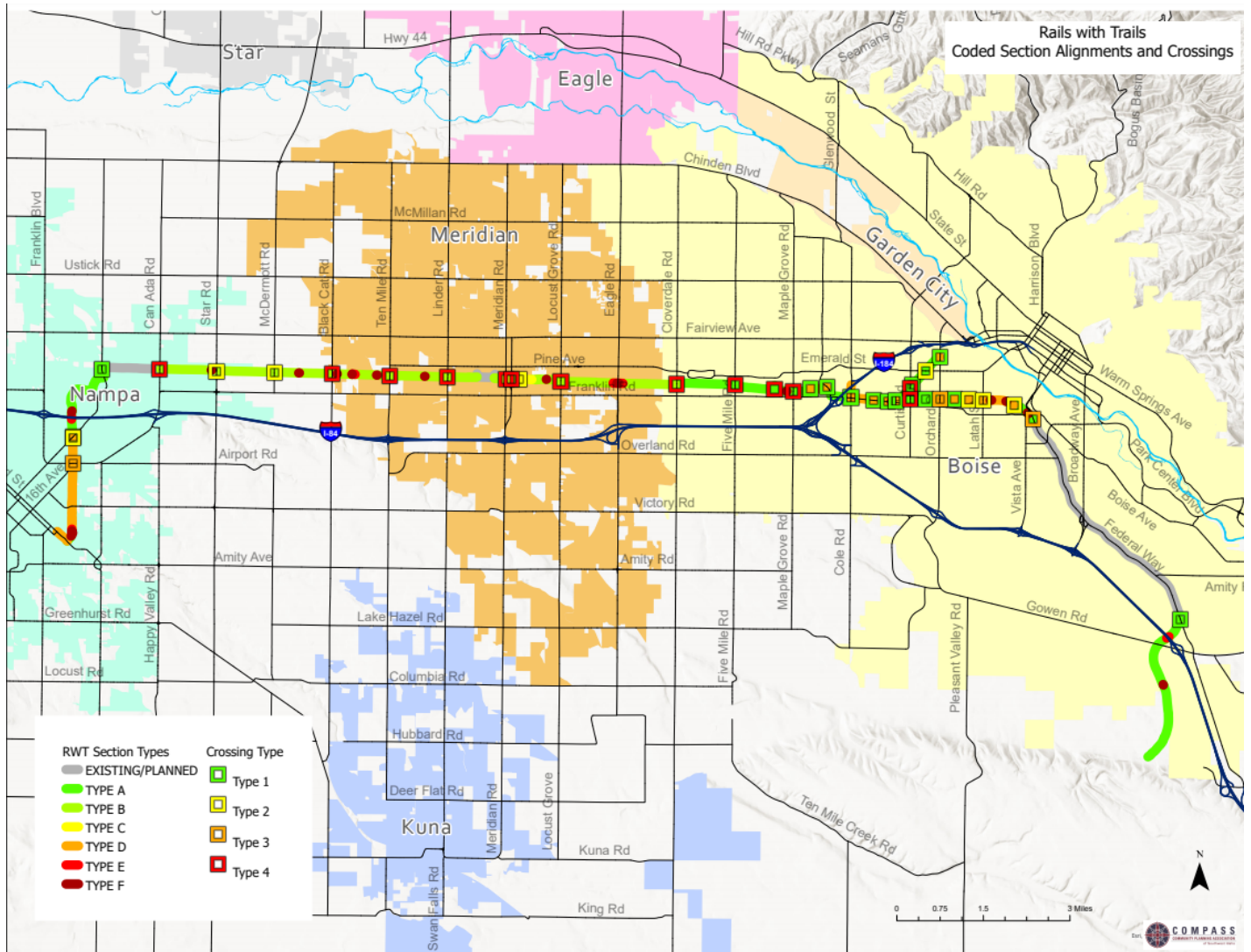


Figure 3: Treasure Valley Proposed Rail with Trail Color-Coded Section and Crossing Types¹³

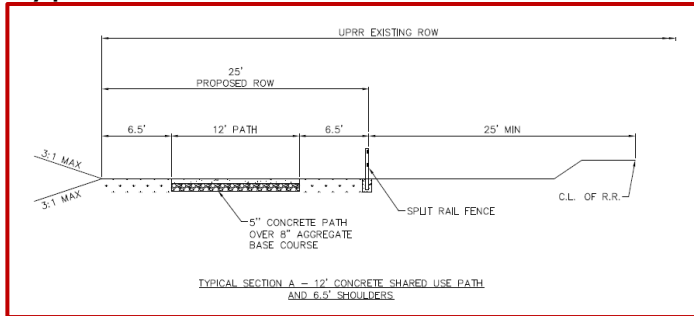
¹² https://www.compassidaho.org/documents/prodserv/CIM2040_20/COMPASS_FINAL_RWT_COST_STUDY_090419_web.pdf

¹³ https://www.compassidaho.org/documents/prodserv/CIM2040_20/Layout1a.pdf

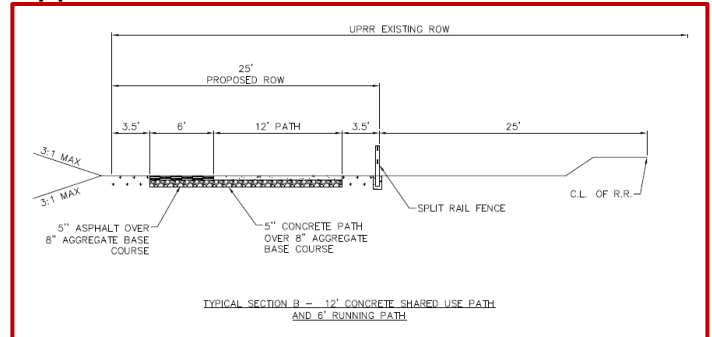
Section Type Breakdown

Six typical sections were identified, each with specific pathway widths, depths, and features (Figure 4). This information was used to estimate the cost of construction for each section of pathway.

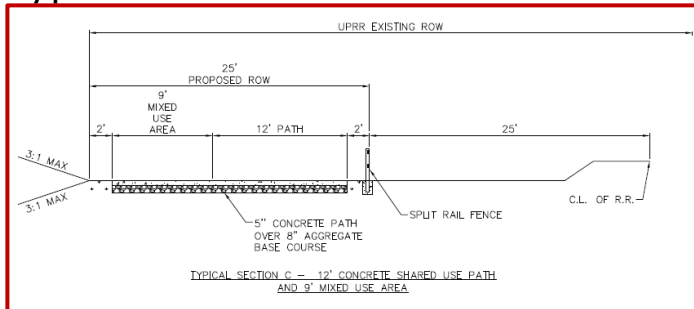
Typical Section A



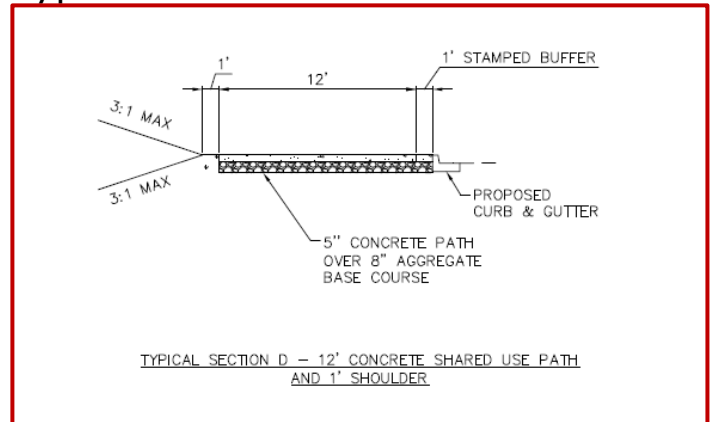
Typical Section B



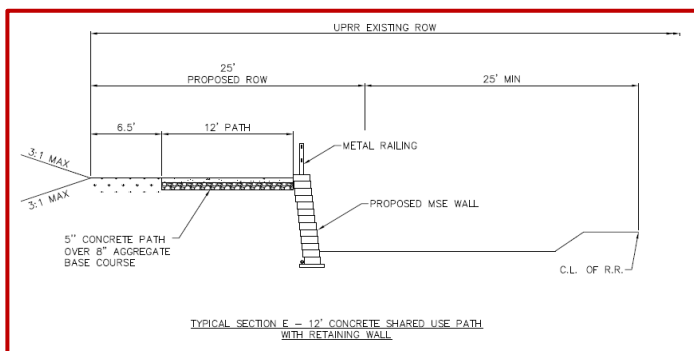
Typical Section C



Typical Section D



Typical Section E



Typical Section F

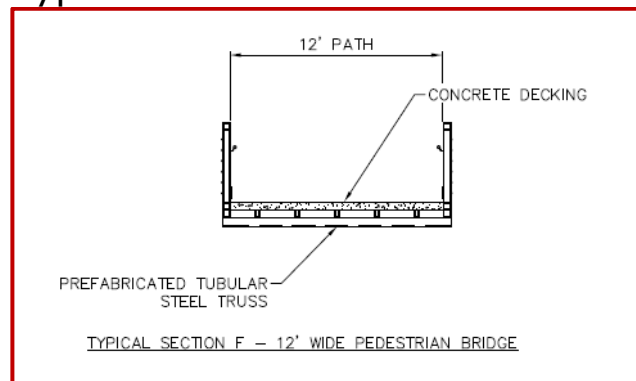


Figure 4: Section Types Identified in the 2019 Rail with Trail Feasibility and Probable Cost Study ¹⁴

Crossing Types

At each crossing, an appropriate bicycle and pedestrian crossing type was determined based on existing traffic, speed limit, road width, and existing infrastructure (Figure 5). Crossing Type 1 requires the least amount of infrastructure improvement and therefore is the lowest cost. Crossing Type 5 requires the greatest amount of infrastructure improvement and therefore is the highest cost.

Type 1: Crosswalk Only



Type 2: Active Warning Beacon



Type 3: Pedestrian Hybrid Beacon



Type 4: Full Traffic Signal



Type 5: Grade Separated

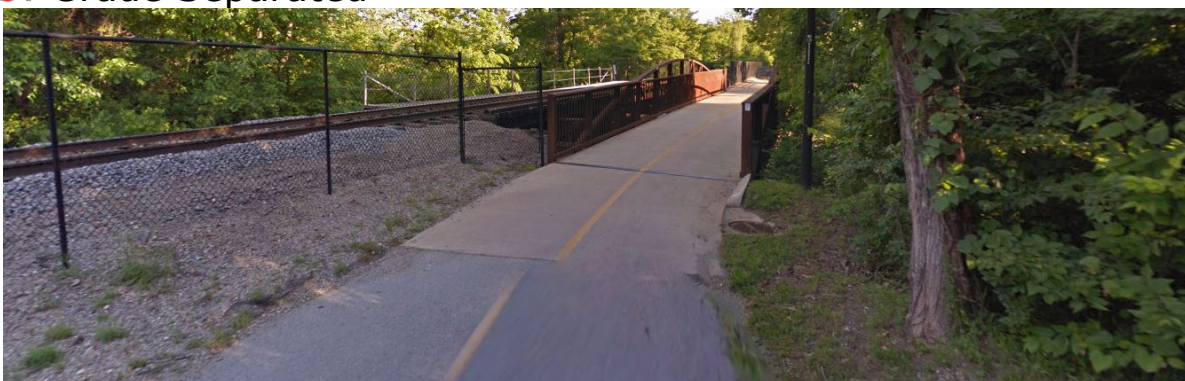


Figure 5: Crossing Types on Identified in the 2019 COMPASS Rail with Trail Feasibility and Probable Cost Study¹⁵

Costs

Cost estimates for trail sections and crossing types were estimated in the *Rail with Trail Feasibility and Probable Cost Study*¹⁶. When the cost of construction was added to the cost of ROW, it was estimated that the total cost of a rail with trail multi-use pathway from the City of Nampa to south Boise on the Boise cutoff alignment was \$49.5 million.

Table 1 shows the estimated cost of construction and ROW for each section. A detailed cost breakdown by section type can be found in the *Rail with Trail Feasibility and Probable Cost Study*. Stakeholders can use these cost estimates to prioritize segments and identify opportunity segments within their respective jurisdictions.

Table 1: Total Cost Estimate of a Rail with Trail in the Treasure Valley

Capital Costs		
<i>Location</i>	<i>Miles</i>	<i>Cost</i>
Nampa Section	5.56	\$12,580,744
Meridian Section	6.70	\$14,139,933
West Boise Section	3.87	\$7,390,153
Spur Boise Section	1.03	\$1,673,064
Central Boise Section	2.40	\$6,044,633
South Boise Section	2.65	\$3,561,337
	22.20	\$45,389,864
ROW Costs		
<i>(Estimated using an across the fence method)</i>		
<i>Location</i>	<i>Acres</i>	<i>Cost</i>
Nampa Section	14.88	\$749,952
Meridian Section	20.44	\$1,562,898
West Boise Section	10.16	\$872,744
Spur Boise Section	3.12	\$268,008
Central Boise Section	5.85	\$502,515
South Boise Section +	8.04	\$155,479
	62.49	\$4,111,596
Total Cost		\$49,501,460
+ Partial ROW already Acquired		

16

Jurisdictional Considerations

One of the biggest hurdles to building a multi-use pathway through the rail corridor is the coordination of various stakeholders, including UPRR and municipal authorities. Since UPRR would continue to use the corridor for freight, liability and ownership within the corridor must be considered. A summary of the major considerations discussed by the workgroup are summarized below.

Who owns the ROW?

UPRR does not allow pathways or any public use in ROW it owns. Therefore, pathways must be built on ROW owned by a city or other public entity. The consulting group Alta Planning + Design assisted COMPASS in determining ROW ownership for each segment of the rail with trail alignment. While UPRR owns much of the ROW in the rail corridor, there are small sections owned by the Cities of Nampa, Meridian, and Boise; as well as other entities such as private companies and irrigation districts.

Would UPRR support a rail with trail project?

UPRR states in the *Guidelines for Railroad Grade Separation Projects*¹⁷ that a trail parallel to the track on railroad ROW or access roads will not be allowed. If another entity bought the ROW and built a trail, the trail would need a barrier such as a fence, ditch, or berm to separate the trail from the tracks and prevent trespassers from entering the railroad ROW. Many states have been successful in building pathways in active rail corridors, but given the varied uses within the corridor, the negotiation process will be key to building support for this pathway project.

Who would maintain the trail system?

Different jurisdictions in the Treasure Valley handle pathway maintenance differently. For example, the Cities of Meridian and Nampa usually require adjacent property owners to maintain buffers and pathways. In some cases, they have designated a city parks department as the responsible entity. In the City of Boise, on the other hand, the city parks department is usually responsible for pathway maintenance, unless another entity is designated responsible. Due to these inconsistencies, stakeholders would need to clearly designate the entity responsible for pathway maintenance for pathway segments, to avoid confusion or incorrect assumptions.

Are adjacent landowners liable for injuries sustained by trail users?

The Idaho Recreational Use Statute (36-1604) protects private landowners who make land available for public purposes without fee or charge. Per this statute, even if the adjacent property owner was responsible for trail maintenance, it would not be liable for physical injuries sustained on the trail.

However, if an area of the trail is environmentally contaminated, a public entity may be responsible. Brownfield analysis and funding is a way to find and clean up environmentally degraded areas.

Is it dangerous to ride or walk through an active railway corridor?

While not a specific jurisdictional issue, safety concerns do influence decisions made by many jurisdictions regarding building trails alongside active rail corridors.

¹⁷ https://www.uprr.com/cs/groups/public/documents/document/pdf_rr_grade_sep_projects.pdf

In all rail corridors nationwide, total reported trespasser casualties (defined as deaths and injuries) increased by over 25% between 2012 and 2017 (815 total reported casualties in 2012, as compared to 1,042 in 2017).¹⁸ However, the FRA does not differentiate between trespasser deaths on railways with pedestrian facilities and those without, so there are not clear data regarding casualties associated with rail with trail pathways. Interviews with agency staff documented in the *2021 Rail with Trail: Best Practices and Lessons Learned*¹⁹ found that staff believed that pathways would reduce the number of trespassing incidents because trespassers could use the pathway instead of walking along the tracks, but data do not exist to corroborate or dispute that belief.

What are potential barriers and conflicts within the corridor?

Physical barriers and jurisdictional conflicts within the corridor will likely hinder progress. Several potential barriers and conflicts have been identified and should be considered when assessing segments for projects, including canals, wetlands, drainage areas, spur lines, maintenance roads, constrained ROW, intersections, potential under crossings, historical background, and easements.

Can horses use the trail?

Treasure Valley residents have stated a strong interest in the trail being accessible to equestrians. However, Utah Transit Authority found that horses were prone to being spooked by loud noises and as a result revoked equestrian access to trails in rail corridors. Stakeholders in the workgroup also brought up the fact that horses were banned from the Boise Greenbelt for similar reasons. Best practices for sharing the trail among bikes, pedestrians, and equestrians should be considered in the event stakeholders determine that equestrian access is a priority on this pathway.

¹⁸ <https://safetydata.fra.dot.gov/officeofsafety/publicsite/query/castally4.aspx>

¹⁹ https://www.fhwa.dot.gov/environment/recreational_trails/publications/rwt2021/

Funding

Several grants and programs were identified as potential funding sources for pathway projects (Table 2). There is an ongoing effort to identify new funding sources, and COMPASS will continue to update the list of funding sources with input from stakeholders. Past planning efforts have also identified the need for an interactive map to show sections with funding potential, especially sections that may qualify for Brownfield loans or grants.

Table 2: Potential Funding Opportunities for Rail with Trail Projects

Organization	Grant Name
America Walks, Inc.	Community Change Grants
Bureau of Land Management (BLM)	BLM Idaho Recreation and Visitor Services
Clif Bar Family Foundation	Small Grants
COMPASS	<i>Communities in Motion</i> Implementation Grants
Environmental Protection Agency	Brownfields Revolving Loan Fund Grants
Environmental Protection Agency	Brownfields Technical Assistance Training and Research 104k
Environmental Protection Agency and Idaho Department of Environmental Quality	Brownfields State Response Programs 128a Multipurpose, Assessment and Cleanup Grants
FHWA	Transportation Alternatives Program
Idaho Department of Parks and Recreation	Recreational Trails Program
Intermountain Gas Company	Land and Water Conservation Fund
McKee Foods OH! Movement	Environmental Community Opportunity (ECO) Fund
National Park Service	The Outdoor Happiness Movement Rivers, Trails, and Conservation Assistance
People For Bikes	Community Grant Program
Quadrantec Cares	Energize The Environment Grant Program
Rails to Trails Conservancy	Doppelt Family Trail Development Fund

Brownfields

A Brownfield is a vacant or underused property where redevelopment or reuse is complicated by actual or perceived environmental contamination²⁰.

Railroad ties, oil, diesel fuel, gasoline, herbicides, fossil fuel combustion products, roofing shingles, discarded train parts, metals, arsenic from pesticides, wood preservatives, and mercury from combustion or leaking gauges are all contaminants found in rail corridors²¹. These contaminants may affect human health and are required to be cleaned up before redevelopment can take place. Brownfield assessments can provide funding for the planning, sampling, developing reports containing the findings and recommendations, and developing risk assessments for the parcel. Additional programs can provide funding for remediation efforts.

The Idaho Department of Environmental Quality (DEQ) has a list of potential brownfield sites in Idaho, available upon inquiry. If a segment is prioritized for development, the next step should be to contact DEQ regarding potential environmental degradation of the area.

Several programs and tools are available to assist with Brownfields assessment and remediation in Idaho (Table 3).

Table 3: Brownfield Assessment and Remediation Opportunities

Program	Description
Waste Facility Mapper	This tool can help identify waste programmatic actions happening on properties of interest. https://idaho.terradex.com/
104(k) Brownfield grants	104(k) grants are competitive federal grants that provide funding opportunities to assess and/or clean up properties of interest. https://www.epa.gov/brownfields/solicitations-brownfield-grants#tab-2
State and Tribal Response Program Grants 128(a)/Voluntary Cleanup Programs	128(a) funds are for programs overseen by a state or tribal response program. In this case, DEQ has a voluntary cleanup program that can assist organizations and agencies in completing remediation projects. https://www.epa.gov/brownfields/state-and-tribal-response-program-grants https://www.deq.idaho.gov/waste-management-and-remediation/sampling-investigation-and-cleanup/voluntary-cleanup-program/

²⁰ https://isb.idaho.gov/wp-content/uploads/enrmat_20160127.pdf

²¹ <https://www.railstotrails.org/resourcehandler.ashx?id=4630>

Opportunity Segments

As pathway planning moves from broad planning considerations to project-level considerations, the newly merged Active Transportation/Rail with Trail Workgroup should continue to identify pathway segments that have the best likelihood of being built. These segments, called “opportunity segments,” may already have ROW, design, funding, linkages to existing pathways, or other advantages.

Identified Opportunity Segments

The following segments have been identified as opportunity segments because they are not in UPRR ROW.

- Sugar Street, Nampa
- Centennial Golf Course, Nampa
- Grimes Pathway, Nampa
- Downtown Meridian
- Boise Towne Square Mall, Boise
- Alpine Street, Boise
- Boise Depot, Boise
- Federal Way, Boise
- South of Gowen Road, Boise

Current Existing and Planned Segments

Table 4 shows planned and Table 5 shows existing pathway segments on the rail corridor.



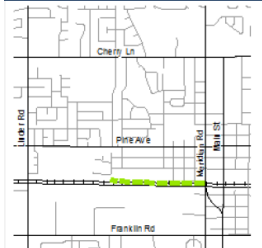
Table 4: Planned Rail with Trail Segments					
Jurisdiction	Source	Description	Length (mi)	Status	Cost
City of Nampa	FY 2021-2027 COMPASS Regional Transportation Improvement Program (TIP)	<p>Extension of the Stoddard Pathway: Extend the Stoddard Pathway from Sherman Avenue to 2nd Street South in the City of Nampa.</p> 	0.8	2022	\$492,000
City of Nampa	FY 2021-2027 COMPASS TIP	<p>Grimes City Pathway Extension: Extend Grimes City Pathway from McDonagh Park to Birch Elementary in the City of Nampa. Project includes 1/2 mile of 12-foot asphalt pathway, lighting, and crosswalk improvements.</p> 	0.5	Preliminary Development (design may begin, but construction is not yet programmed)	\$462,000
City of Meridian	FY 2021-2027 COMPASS TIP	<p>Pathway, Rail with Trail, Meridian: Construct a multi-use pathway in the City of Meridian parallel to the railroad tracks for approximately 1/2 mile west towards Linder Road from Meridian Road.</p> 	0.5	2024	\$724,000

Table 5: Existing Rail with Trail Segments

Jurisdiction	Description	Length (mi.)	Status
City of Boise	Maple Grove to Cole: Use existing pathway on Milwaukee Street	0.2	Existing
City of Boise	Broadway to Rail Intersection: Use existing drive in front of Boise Depot	0.1	Existing
City of Boise	Broadway to Rail Intersection: Use existing Federal Way two-way single bike lane. No new infrastructure needed.	2.6	Existing
City of Boise	Vista to Protest: Use existing Federal Way two-way single bike lane. No new infrastructure needed.	0.5	Existing
City of Boise	Federal Way to Broadway: Use existing Federal Way two-way single bike lane. No new infrastructure needed.	1.5	Existing

Next Steps

The following are a set of next steps to move forward with the rail with trail planning effort in the Treasure Valley:

1. Identify funding sources and apply for funding for opportunity segments
2. Create an interactive map with standard of construction, projected cost, and potential funding source
 - i. Include potential Brownfield sites
3. Gather letters of support from relevant bodies to make grant applications more competitive
4. Work with the public health sector on a potential Health Impact Assessment to make grant applications more competitive
5. Integrate opportunity segments into the greater pathway prioritization process
6. Continue to improve negotiation strategies with relevant stakeholders by researching successful projects and agreements elsewhere
7. Create unified messaging/branding/talking points
8. Continue to incorporate the rail with trail in local and regional pathways plans
9. Educate residents and private entities about rail with trail
10. Identify private sector users
11. Identify common design guidelines for trail developers

Conclusion

A future Treasure Valley rail with trail pathway will provide intercity connectivity for a variety of trail users. As the Treasure Valley continues to grow, it is increasingly important to direct growth towards existing corridors. A trail along the rail corridor can be a great catalyst for redevelopment along the corridor. The Boise River Greenbelt is an example of a successful trail project that has revitalized and attracted new development.

The integration of the Rail with Trail Workgroup into the larger regional pathway planning process is a key step toward achieving the goal of a connected pathway system. However, given the corridor's unique constraints and opportunities, rail with trail projects should still be analyzed separately from traditional pathway projects.

Appendix A: FY2021 Rail with Trail Workgroup Members

Brent Moore	Ada County Development Services
Caleb Hood	City of Meridian
Cody Swander	City of Nampa
Daniel Mediate	St. Luke's Health System
Gary Payne	Foundation for Ada-Canyon Trail Systems
Jaime Aanensen	Southwest District Health
Jennifer Tomlinson	City of Boise
Josef Bartels	St. Alphonsus Medical Group
Kelsey Parra	Nampa Bicycle and Pedestrian Advisory Committee
Kent Goldthorpe	Ada County Highway District Commissioner
Kim Meyers Warren	City of Meridian
Mariah Rutledge	Idaho Transportation Department
Paul Mann	Caldwell Pathways and Bike Routes Committee
Ryan Head	Ada County Highway District
Samantha Kenney	Southwest District Health
Steve Siddoway	City of Meridian
Tami Cirerol	Central District Health
Theresa McLeod	St. Luke's Health System
Tina Elayer	Idaho Department of Environmental Quality
Tom Helmer	Idaho Department of Parks and Recreation
Zach Powell	Boise Police Department

Appendix B: Rail with Trail Workgroup Meeting Notes

10/10/2019 – Reviewed Feasibility/Probable Cost Study + Next Steps

A. Attendance

B. Review results from rails-with-trails study

- Reviewed all parts of the “Rails-with-trails Feasibility and Probable Cost Study” completed by Alta Planning + Design in September 2019.
- The study features cost estimates and a proposed concept design, which includes trail alignment, typical sections applied to each segment of trail, crossing treatment identification for both road and water crossings, and potential trailhead locations.
- Rachel is working on creating a better interactive map and static maps that can be included with the study.
- This study will help us share our vision for the project and make progress.

C. Discuss next steps for rails-with-trails project

- Reviewed the FY2020 Rails-with-trails Workgroup Charter and other potential next steps for the project.
- Brainstormed other next steps and prioritized them through an activity.
- Discussed which tasks are most important, what should happen next, and how to strategize.
- Overall priorities and task groupings are below, and images from the activity are in Appendix A.
- All of the tasks will be compiled into an implementation plan which will guide next steps for this project.
- The Rails-with-trails Workgroup will meet again in the next few months to work on these identified next steps.
- This study will be presented to the Regional Transportation Advisory Committee on October 23 and to the COMPASS Board in February 2020.

Prioritized next steps from the workgroup activity (Photo A):

Primary:

Negotiation strategies

- Freight stakeholder support (users/customers)
- Temperature check with Union Pacific
- WATCO
- Upper level administration
- Liability protection

Funding strategies

- o Local taxing option
- Agreements
- A. Joint powers agreement
 - B. Unity [in local jurisdictions]
- Barriers and challenges narrative
- o Consider other potential corridor uses (e.g. passenger rail)

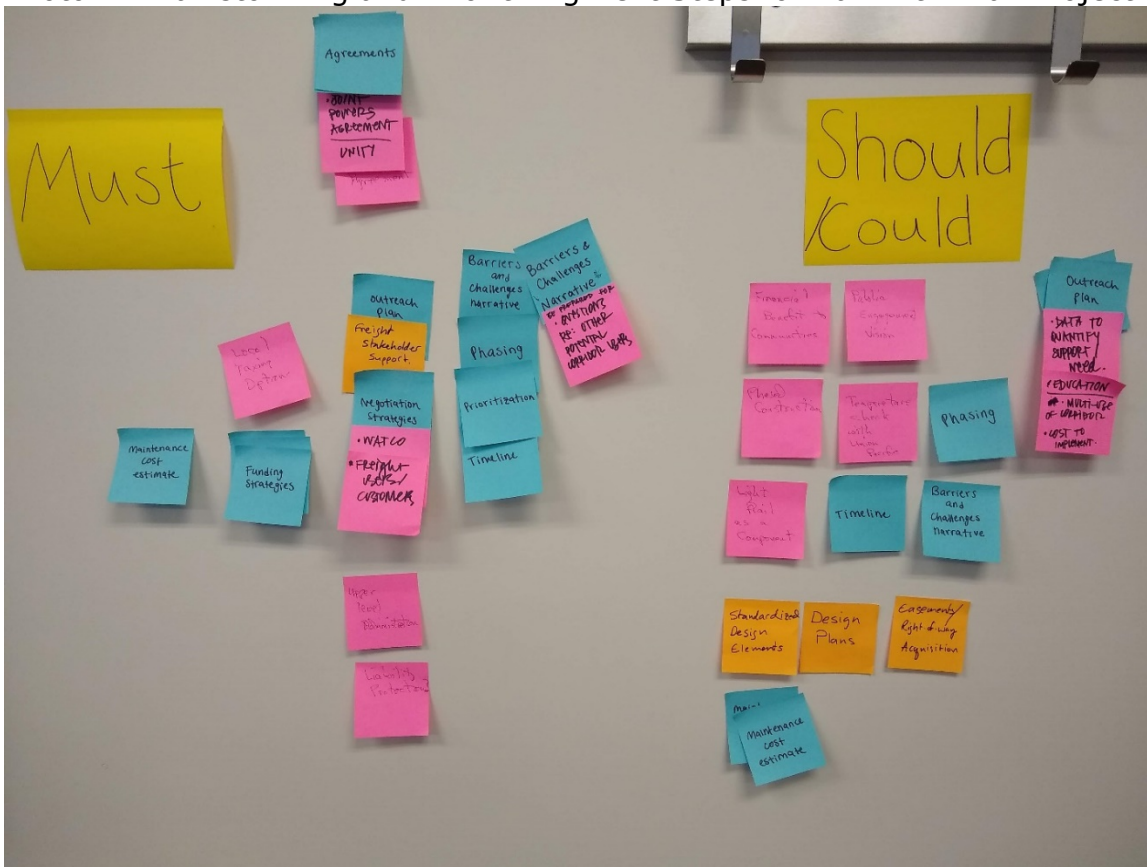
Secondary:

- Outreach plan for public
- o Public engagement vision
 - o Data to quantify support/need
 - o Financial benefit to communities
 - o Education: multi-use of corridor & cost to implement
- Maintenance cost estimate
- Standardized design elements

Tertiary:

- Prioritization
- Phasing
- Timeline
- o Design plans
 - o Easements/ROW acquisition
 - o Phased construction

Photo A: Brainstorming and Prioritizing Next Steps for Rail-with-Trail Project



5/26/2020 – Funding

A. Summary of Previous Meeting

- Reviewed results of the *Rails-with-trails Feasibility and Probable Cost Study*.
- Discussed next steps for this project. The top options included funding strategies (today's focus), negotiation strategies, agreements, and narrative.
- Next, Rachel presented the study results to the Regional Transportation Advisory Committee and then the COMPASS Board of Directors in February.

B. Funding Strategies

- Developing a funding strategy will strengthen our case to Union Pacific.
- The study estimated the total capital cost for the trail at \$46 million. The costing tool also breaks down the cost by city and by segment.
- The segments are smaller, lower-cost steps that we can take towards building the trail.

Opportunity segments (slides 15-23)

- Identified segments that may be considered "low-hanging fruit" as a starting point because they may have opportunities to move forward sooner. These segments may be planned or existing trails, segments along roads and/or outside Union Pacific's ROW, or have other beneficial features.
- The segments along Sugar Street in Nampa.
- The segments that pass through Centennial Golf Course in Nampa.
- The City of Meridian's rail with trail in progress.
- The segments near Town Square Mall in Boise which are outside the Union Pacific ROW. We could look into improving the current infrastructure, like widening the sidewalk.
- The segments along Alpine Street in Boise.
- The segments near the Boise Depot, including the bridge over Vista, may have opportunities.
- The Federal Way segment (4.5 miles) is existing and could be improved.
- The part that the City of Boise owns, south of Gowen Road.
- These "opportunity segments" have a total length of 14 miles.
- Clarification: The City of Meridian is now looking at the entire mile between Meridian and Linder for their rail with trail.

Funding Sources (slides 24-30)

- Reviewed various funding options from a variety of sources which have been used for trails nationwide.
- There are many funding sources for smaller amounts which may still make a difference with our smaller segments.
- Next will complete a more thorough review of these sources and others to confirm eligibility and fit.
- Suggestion: If combined with high-capacity transit in this corridor, might help with funding.
- Suggestion: Add the Albertsons Foundation.
- Discussed rail with trail inclusion in local plans to help with funding. Confirmed that it is included in the City of Nampa Master Plan and the City of Boise Comprehensive Plan and

transportation planning strategy, although no funding is identified. The City of Meridian is currently working on their part.

- Contact Rachel with any additional funding sources or opportunities.

C. Next Steps

- Will continue the funding discussion at our next RTWG meeting. Rachel will provide a detailed matrix with funding options identified for each segment, including those mentioned today. Will highlight the opportunity segments. At the meeting, we will prioritize those segments for near-term action to move towards funding. This will feed into a funding plan.
- Other upcoming items: annual report, technical document, and implementation plan.

D. FY2021 Charter

- Reviewed the proposed FY2021 charter (attached).
- The next COMPASS long-range plan, *Communities in Motion 2050*, is being developed now. It will include a Regional Pathways and Bikeways Plan which Braden is leading and we will hear more about at a future meeting. Both plans will include the rails-with-trails project.
- Suggestion: At some point, we should identify a few people or a committee to build relationships with Union Pacific and work through the issues that they have. Try to meet with higher levels within the administration.

3/23/2021 – High-Capacity Transit and Relation to Rail with Trail

A. Attendance

B. High-Capacity Transit Survey Results

- Reviewed survey results and implications for the rail with trail.

C. Funding Strategies and Prioritization

- Discussed strategies and opportunities for making progress on rail with trail segments.
- Provided suggestions for funding sources.
- Suggested applying for segments of the trail in COMPASS application cycle.
- Brainstormed prioritization criteria that could be used for rail with trail segments.
- Will continue prioritization discussion at next meeting.

D. Next Steps

- Next meeting is planned to be in the next few months to continue working on the funding plan. This will feed into the implementation plan.

6/30/2021 –Active Transportation Workgroup Merger

Merger with Active Transportation Workgroup (ATWG)

- Reviewed rail with trail work to date and discussed the “locally favored” high-capacity transit option – regional rail on the Boise Cutoff alignment –approved by the COMPASS Board of Directors in its June 21, 2021, meeting.
- Reviewed the development of the 2050 regional pathway plan and upcoming tasks.
- Discussed the merger with the Active Transportation Workgroup.