



CONNECTING COMMUNITIES

GRANT:

FY2020 BUILD Transportation
Discretionary Grants

APPLICANT:

Teton County, WY

PROJECT TYPE:

Capital

TOTAL PROJECT COST:

\$28,397,661

TOTAL CASH & IN-KIND:

\$7,031,532 (24.76%)

GRANT REQUEST:

\$21,366,129 (75.24%)





WY-22 and Teton Pass Trail looking west towards Idaho

ACRONYMS:

BCA - Benefit Cost Analysis
FLAP - Federal Lands Access Program
FHWA - Federal Highway Administration
GYT - Greater Yellowstone Trail
HUD - US Department of Housing & Urban Development
ITD - Idaho Transportation Department
ITP - Integrated Transportation Plan
JHMR - Jackson Hole Mountain Resort
NEPA - National Environmental Policy Act
NPS - National Park Service
SOV - Single Occupancy Vehicle
START - Southern Teton Area Rapid Transit
TMCI - Teton Mobility Corridor Improvements
TVTAP - Teton Valley Trails & Pathways
USFS - United States Forest Service
VARD - Valley Advocates for Responsible Development
VMT - Vehicle Miles Traveled
WYDOT - Wyoming Department of Transportation



FUNDING PARTNERS:

- Teton County, WY
- Teton County, ID
- City of Driggs, ID
- Town of Jackson, WY
- Idaho Transportation Department
- Southern Teton Area Rapid Transit
- Jackson Hole Mountain Resort

SUPPORTING PARTNERS:

- Wyoming Department of Transportation
- Grand Targhee Resort
- Teton Village Association
- Driggs Airport
- Driggs Urban Renewal Agency
- Wyoming Pathways
- Teton Valley Trails and Pathways
- Valley Advocates for Responsible Development

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WY-22 in Wilson looking east towards
Stilson Park Transit Center site

I: Project Location

The Teton Mobility Corridor Improvements (TMCI) project is located in the Greater Yellowstone Region of Idaho and Wyoming, spanning over 30 miles from Driggs, ID to Jackson, WY through the Teton mountain range. Made up of ID-33 and WY-22 state highways, the corridor connects Teton County, ID to Teton County, WY and lies just south of Grand Teton and Yellowstone National Parks. Over the past decade, these communities have experienced tremendous growth in population and visitation due to their proximity to world-class recreation and open space. This growth has created new pressures and challenges on the ID-33/WY-22 corridor to support the daily needs of residents and tourists visiting the region.

The project area is considered rural as it is not located within an Urbanized Area. Driggs and Jackson are the county seats for Teton County, ID and Teton County, WY, respectively. The project area is not located in a designated Opportunity Zone.

Local Communities

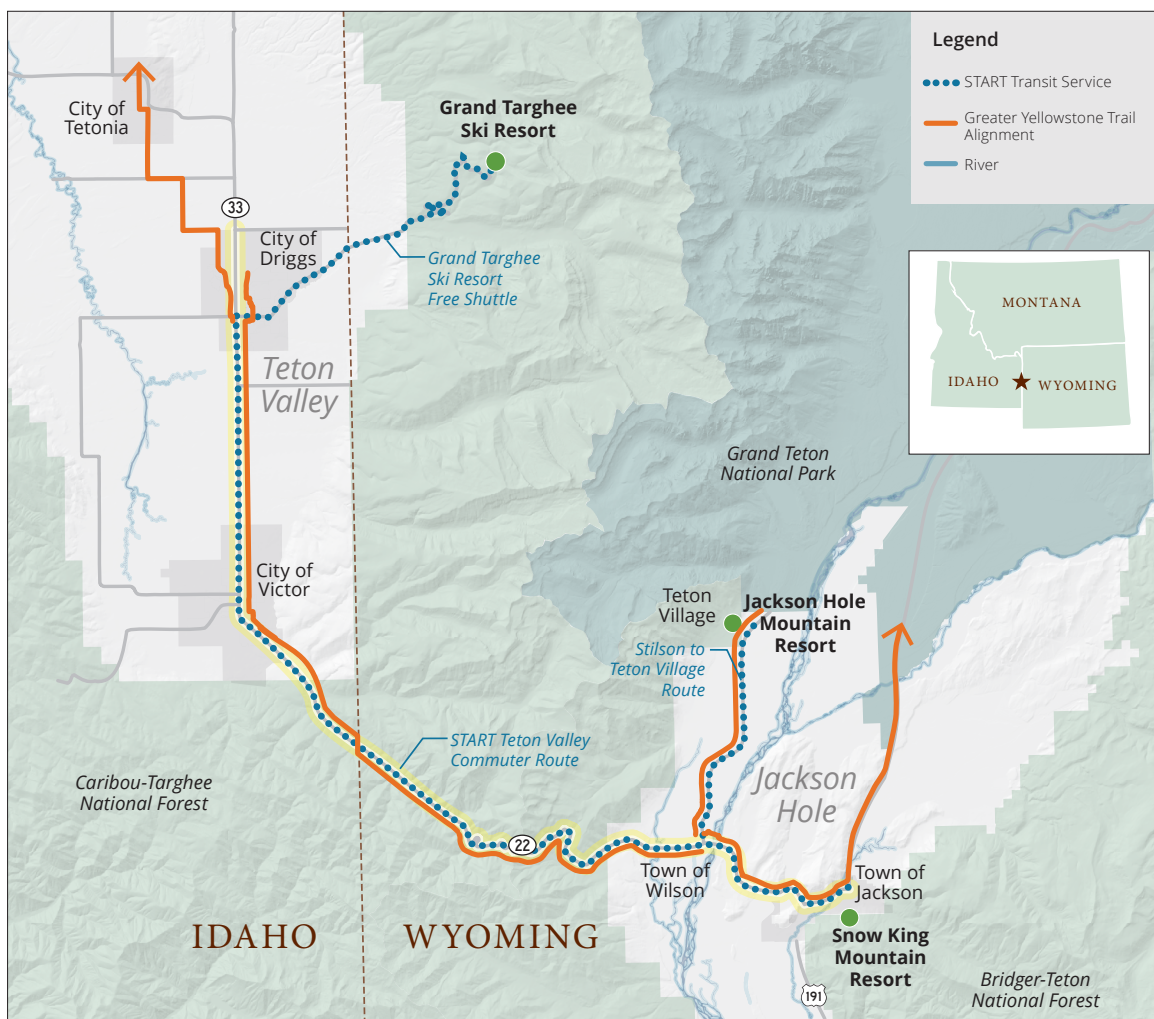
JACKSON HOLE, WYOMING

Jackson Hole is a high mountain valley located in Teton County, Wyoming. The Town of Jackson sits in the south end of the valley, part of a resort community of approximately 21,000 residents (2010 Census) and is internationally known as the gateway to Yellowstone and Grand Teton National Parks. The region is surrounded by millions of acres of federally managed lands including the Bridger-Teton and Caribou-Targhee National Forests and the National Elk Refuge, and is home to the largest intact ecosystem and most abundant collection of wildlife in the lower 48 states. World class skiing, hiking, cycling, hunting, fishing, boating, and mountain climbing, and extraordinary natural and scenic resources are just some of the outdoor opportunities that attract over 5 million visitors

to Jackson Hole from around the world each year. The community recognizes that the long-term economic health of the region depends on the preservation and protection of the area's ecosystem, and local leaders and residents have prioritized the broader responsibility to protect these resources for the benefit and enjoyment of generations to come. This project will help address barriers to continued economic growth by providing vital transportation connections to adjacent communities while preserving the region's environment and natural assets. This will be accomplished through development of a multimodal transportation system that reduces individual car trips and makes it easy, safe, and convenient to walk, bike, or ride public transit to the region's many destinations.

TETON VALLEY, IDAHO

Over Teton Pass, the neighboring community of Teton County, Idaho is a part of the Jackson Micropolitan Statistical Area. This designation by the United States Census Bureau is of an area consisting of two counties, one in Wyoming and one in Idaho, and anchored by the town of Jackson, defined as having a high degree of social and economic integration with the central county as measured through commuting. Teton County, ID possesses a population of 10,170 according to the 2010 census.



Regional Transit and Pathway Framework

SOUTHERN TETON AREA RAPID TRANSIT (START)

START is the transit provider for the Town of Jackson and Teton County, Wyoming, as well as providing commuter transit service for Teton County, Idaho. Service to/from Teton Village began as early as 1978 and has steadily expanded over the last 40 years, currently operating year-round service. Ridership totals over 1,000,000 passengers per year. Service intensity varies seasonally by route and can be divided into two distinct seasons: the winter season extending into the limited spring season, and the summer season extending into the limited fall season. START was formed and currently operates by a Joint Powers Agreement between the Town of Jackson and Teton County, WY. It is funded by local sales and lodging tax, passenger fares, Federal Transit Administration (FTA) grants and contributions by the Teton Village Association and The Jackson Hole Mountain Resort.

GREATER YELLOWSTONE TRAIL PLAN (GYT)

The Greater Yellowstone region is world-renowned for its stunning beauty, natural diversity, wildlife, pristine wilderness and abundant recreational opportunities. The Greater Yellowstone Trail Concept Plan was developed through a collaborative regional planning process that formalized a vision for a world-class regional trail system that would enhance quality of life, provide sustainable transportation options, connect to public land and recreational assets, and spur economic development opportunities along the unique and diverse 180-mile corridor. The corridor follows historic railroad grades linking existing and planned pathways from West Yellowstone down through Teton Valley, ID communities including Driggs and Victor,

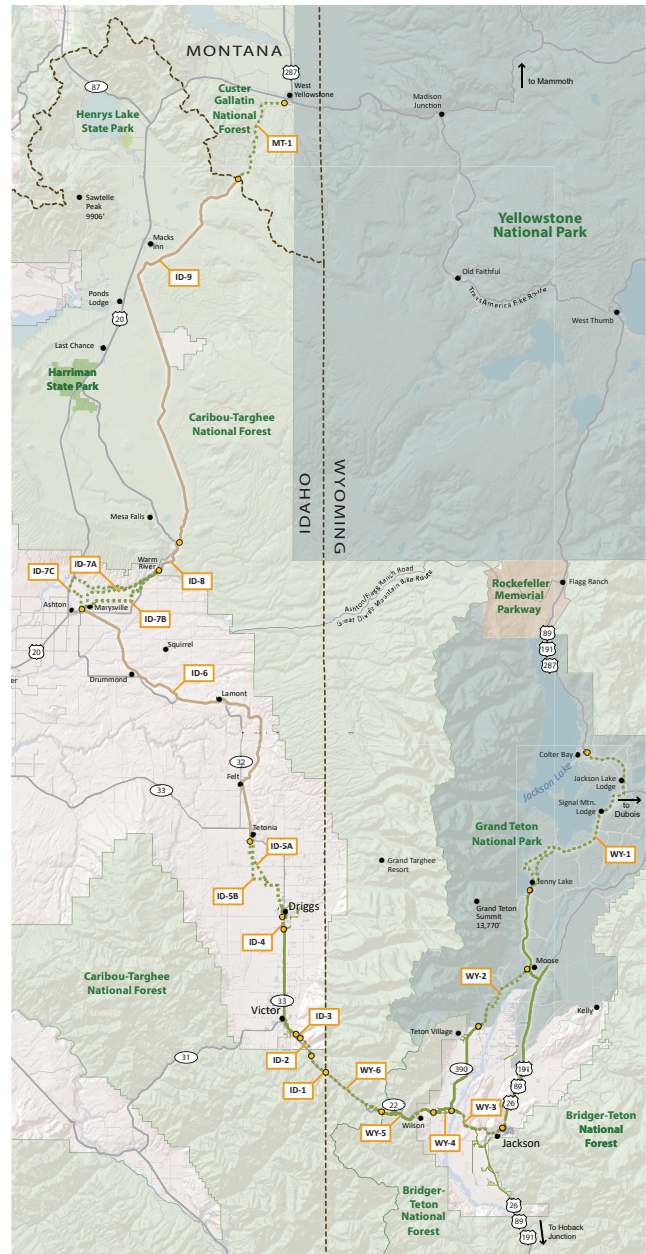


Figure 2: Greater Yellowstone Trail map

before crossing over Teton Pass to connect to Grand Teton National Park, Yellowstone National Park and the Town of Jackson. The concept seeks to provide residents and visitors alike with a sustainable, healthy, and authentic way to experience the region's unique environment. This plan identified the future trail as not only a quality of life improvement, but as an economic generator consistent with the priorities of the HUD Sustainable Communities Planning Grant that funded the study.

PROJECT DESCRIPTION

II: Project Description

Project Overview:

The Teton Mobility Corridor Improvements (TMCI) will implement a series of multimodal improvements along the ID-33/WY-22 corridor between Driggs, ID and Jackson, WY, connecting residents and visitors to many of the region's economic generators, including Grand Targhee Resort, City of Driggs, City of Victor, Jackson Hole Mountain Resort, and the Town of Jackson. The project will include the development of two transit centers; a park-and-ride facility; completion of 8.5 miles of missing links in the pathway network; optimization of signals for transit vehicles; purchase of four regional commuter buses and two electric local buses for the transit fleet; and development of rural regional highway upgrades to improve safety and operations.

Project Goals

The collaboration among rural, regional partner communities described in this application share many values and characteristics and have come together to plan and construct a mutually beneficial regional transportation project. These values, priorities, and projects have been codified over decades in numerous planning documents within the respective communities including the following key guiding documents:

- Driggs Comprehensive Plan (update in progress)
- 2019 Driggs Transportation Plan
- ID-33 Corridor Plan
- Teton County, ID Transportation Plan

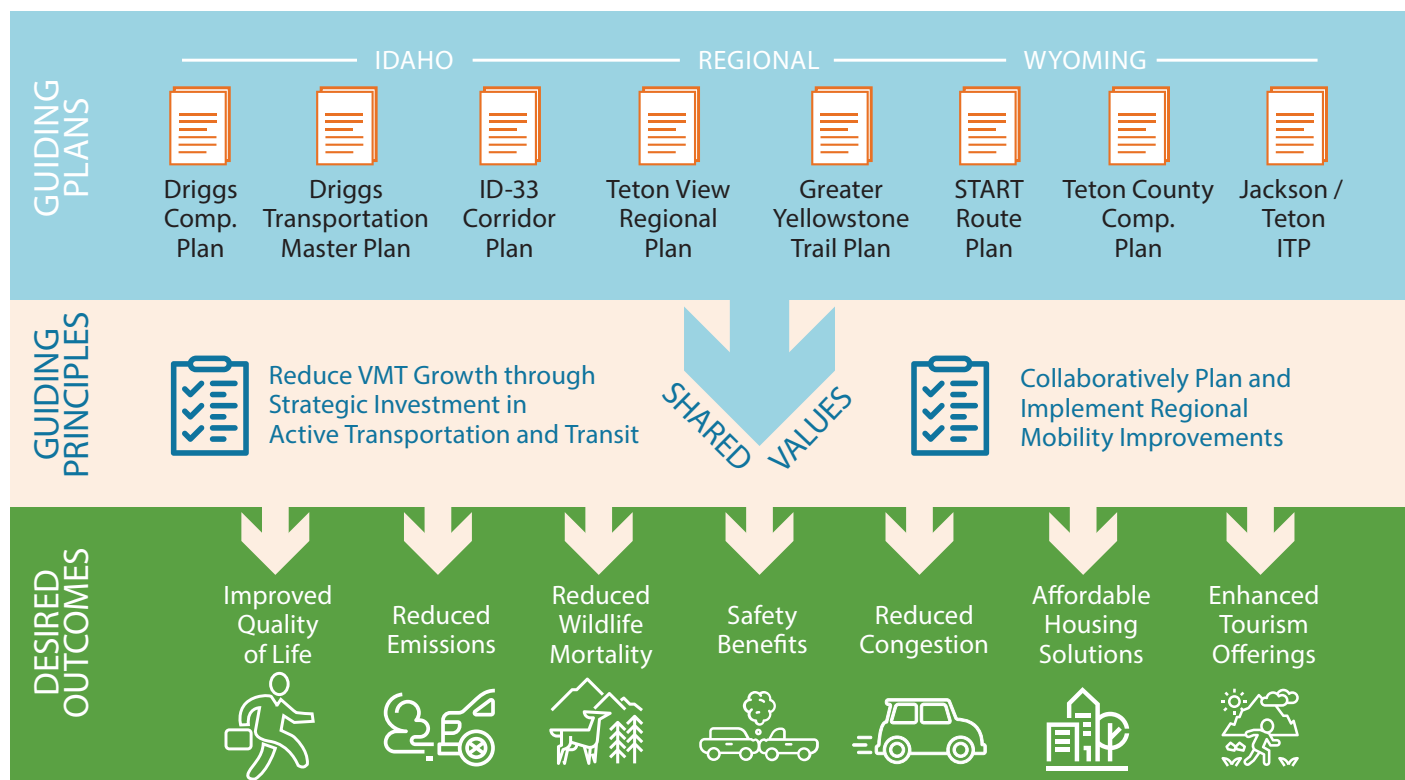


Figure 3: Teton Mobility Corridor Improvements guiding principles and desired outcomes

- Teton View Regional Plan
- Greater Yellowstone Trail (GYT) Concept Plan
- START Routing Plan 2020 - 2025
- Jackson/Teton County, WY Comprehensive Plan; 2012, 2020 Update
- Teton County / Jackson Integrated Transportation Plan (ITP); 2015, 2020 Update
- Stilson Park Master Plan (In progress)

Links to many of these documents can be found in Appendix C: Relevant Plans. Based on these prior efforts, two guiding principles (shown at right) have emerged that led to the development of this grant application, informed project development, and guided the overall decision-making among the partners.

Guiding Principle:

Collaboratively plan and implement regional mobility improvements between Jackson Hole, Wyoming and Teton Valley, Idaho

Guiding Principle:

Reduce vehicle miles traveled (VMT) through strategic investment in transit and active transportation to support quality of life, environmental, and economic benefits

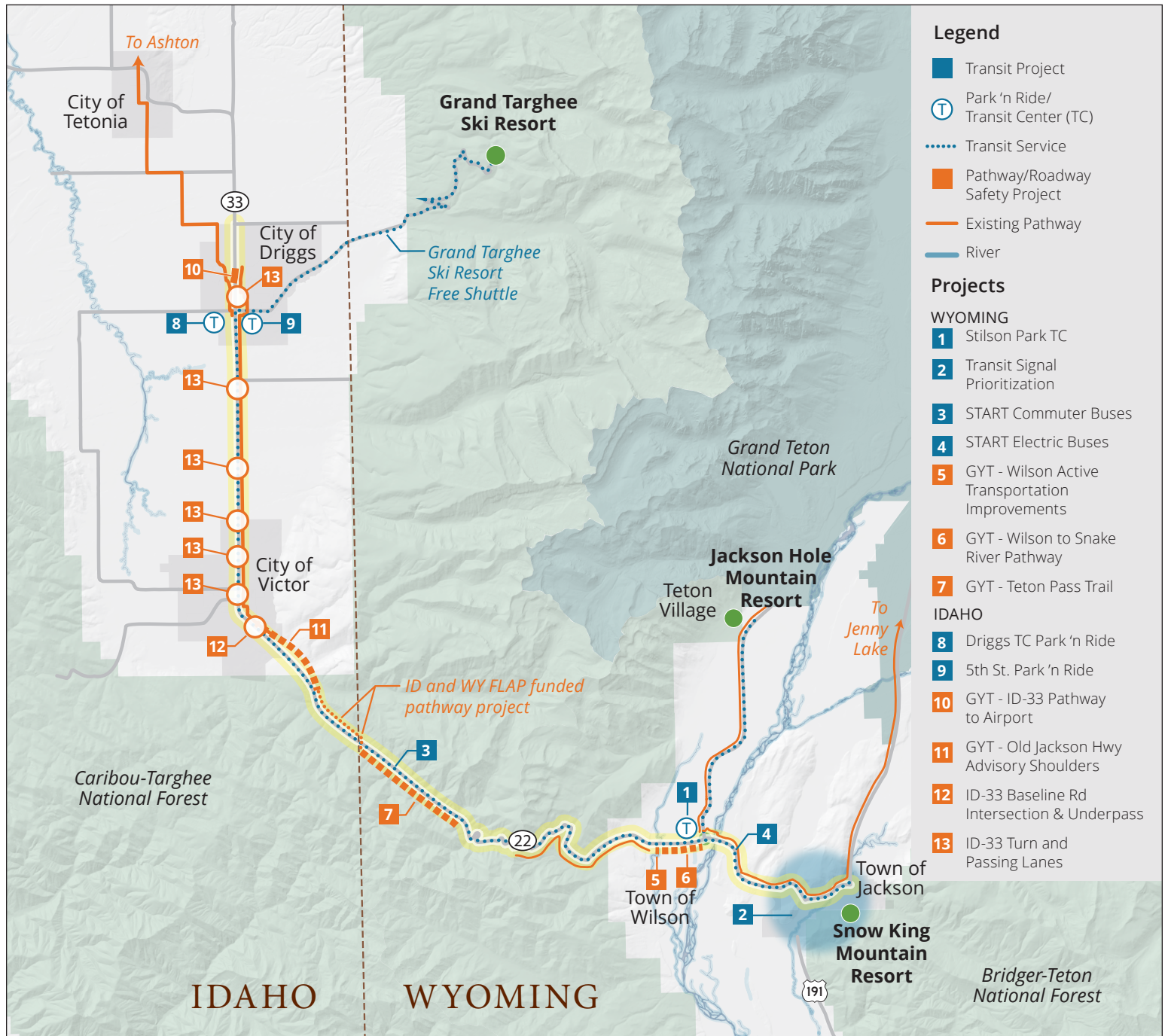


Figure 4: Project Area Map

Table 1: Project Component Descriptions

	Name	Description	Lead Agency	Partners
Wyoming Project Components				
1	Stilson Park Transit Center	Construction of transit center, access road, park 'n ride, pedestrian and bicycle interconnections, covered bike parking and transit priority signal at WY-390	Teton County, WY	Town of Jackson, START, Jackson Hole Mountain Resort, Teton Village Association
2	Transit Signal Prioritization	Transit Priority System - includes units for 30 buses, emergency vehicles, and 13 intersections	Teton County, WY	WYDOT, Town of Jackson, START
3	START Commuter Buses	Purchase of four Commuter coaches, with bike racks, serving the Teton Valley route	Town of Jackson/ START	Teton County, WY
4	START Electric Buses	Purchase of two Proterra 40 ft. all electric buses for Stilson/Teton Village/Jackson Service	Town of Jackson/ START	Teton County, WY
5	GYT: Wilson Active Transportation Improvements	Construction of continuous active transportation facilities along WY-22 through the community of Wilson linking regional pathways	Teton County, WY	WYDOT, Wilson Community
6	GYT: Wilson to Snake River Pathway	Construction of pathway and underpass below WY-22 linking Wilson to the planned Stilson Park Transit Center	Teton County, WY	WYDOT
7	GYT: Teton Pass Trail	Construct next phase shared use pathway from Trail Creek Campground to Coal Creek	Teton County, WY	WYDOT, Wyoming Pathways
Idaho Project Components				
8	Driggs Downtown Transit Center & Park-and-Ride Phase 2	Serves START & Targhee Shuttle. Double capacity by adding 52 park & ride spaces and 2nd bathroom in passenger facility.	City of Driggs	Driggs Urban Renewal Agency, START, Grand Targhee Resort
9	Driggs 5th St. Park-and-Ride	Serves Targhee Shuttle. Constructs 47 spaces. Frees up additional capacity at Driggs Transit Center.	City of Driggs	START, Grand Targhee Resort
10	GYT: ID-33 Pathway to Airport	Construct shared use pathway extension to airport / NE Driggs	City of Driggs	Driggs Airport
11	GYT: Old Jackson Hwy Advisory Shoulders	Striping advisory bike lanes to connect segments of the GYT	Teton County, ID	TVTAP
12	ID-33 Baseline Intersection Turn Lane and Pathway Underpass	Construct turning lanes on SH33 Baseline Road Intersection, and replace pedestrian underpass to comply with ADA	ITD	City of Victor, City of Driggs, TVTAP
13	ID-33 Turn and Passing Lanes	Construct turn lanes at LeGrande Pierre, 2000 S., 4500 S., 6000 S., 7000 S., 8000 S., and a passing lane from mile post 151.25 - 153.00	ITD	City of Driggs, City of Victor

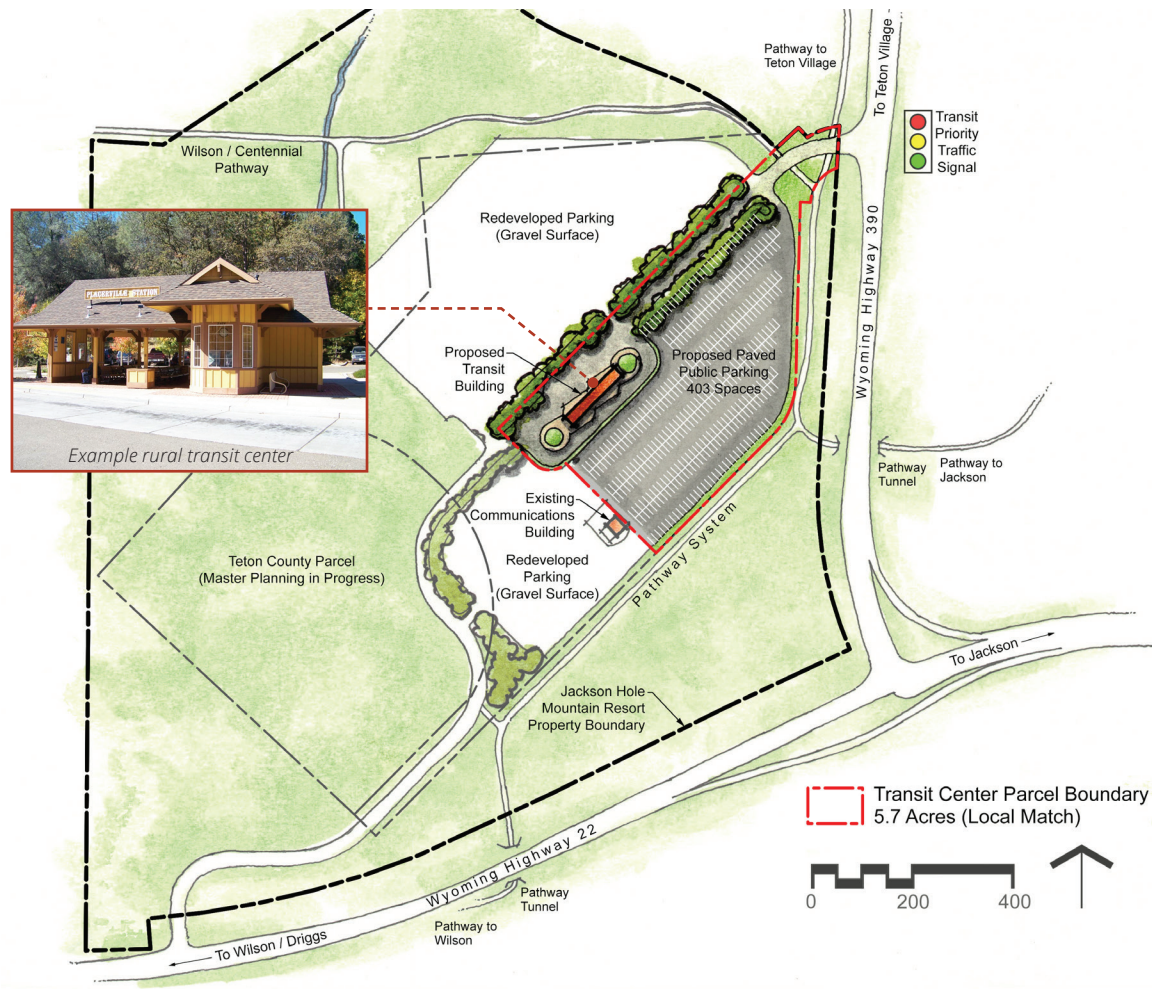


Figure 5: Stilson Park Transit Center conceptual design

Project Descriptions:

Wyoming Project Components

STILSON PARK TRANSIT CENTER

The Stilson Park Transit Center would include the construction of a new 2,100 sq. ft. transit center providing enhanced transit center amenities including indoor waiting and bicycle parking areas, public restrooms, public information, seasonal coffee/snack sales and other amenities to improve the transit user experience. In addition, 403 paved parking spaces will be constructed to improve park-and-ride functionality in all seasons. JHMR has committed to convey 5.7 acres of land upon which the

transit center would be constructed, resulting in a collaborative public-private partnership between JHMR and START.

As planned the transit center will better serve the Wilson area, which includes a permanent population of approximately 3,000 persons in 1,200 households and thousands more tourists, especially during the winter season. As 19 percent of Teton Valley commuters transfer at this location, it will also improve the overall transit trip for travelers between Teton Valley, ID; Teton Village; and the Town of Jackson. The transit center will also serve as a remote parking location as transit service expands to serve popular destinations in Grand Teton National Park.

TRANSIT SIGNAL PRIORITIZATION

The proposed transit signal priority program would reduce transit running time and improve transit service reliability between the proposed Stilson Park Transit Center and on-system routes through the Town of Jackson. These improvements would create a nine percent reduction in transit travel times attracting new riders to the system. Based on research noted in the Appendix B: Benefit Cost Analysis, this would yield an annual ridership increase of 85,000 boardings per year. This same technology will also allow emergency vehicles to preempt traffic signals in a future implementation phase.

START COMMUTER BUSES

Bus capacity is a constraint on the Teton Valley route, which links Driggs and Victor, ID to Jackson, WY. Up to 45 passengers use the busiest runs, which typically require standing room only due to limited capacity. When asked what improvement would best increase ridership, a majority of the existing passengers indicated the need for additional service times/runs. The expansion of parking at the Downtown Driggs Transit Center (described below) will allow the increase in service identified in the START Routing Plan 2020-2025 recently approved by the START Board. This would expand annual ridership on the Teton Valley Route by 34,000 passenger-trips per

year (a 103 percent increase). The addition of new commuter bus vehicles will allow START to respond to this current and future demand for transit riders and significantly reduce traffic over Teton Pass.

START ELECTRIC BUSES

BUILD Grant funding would allow for the purchase of two all-electric Proterra buses for use on the Stilson Park/Teton Village/Jackson route. These vehicles would comply with Teton County's stated goal of reducing green house gas emissions while also allowing for future doubling of service as specified in the START 2020-2025 Routing Plan.

GREATER YELLOWSTONE TRAIL: WILSON ACTIVE TRANSPORTATION IMPROVEMENTS

The Wilson Active Transportation Improvements seek to develop continuous and safe active transportation improvements linking pathways and pedestrian crossings along the WY-22 commercial corridor through the community of Wilson. The corridor connects to the Teton Pass Trail on the west and the proposed Wilson to Snake River Pathway on the east. These improvements will provide access to local shops, businesses, and Wilson Elementary school while allowing residents and visitors to travel safely along the highly-trafficked WY-22 corridor.

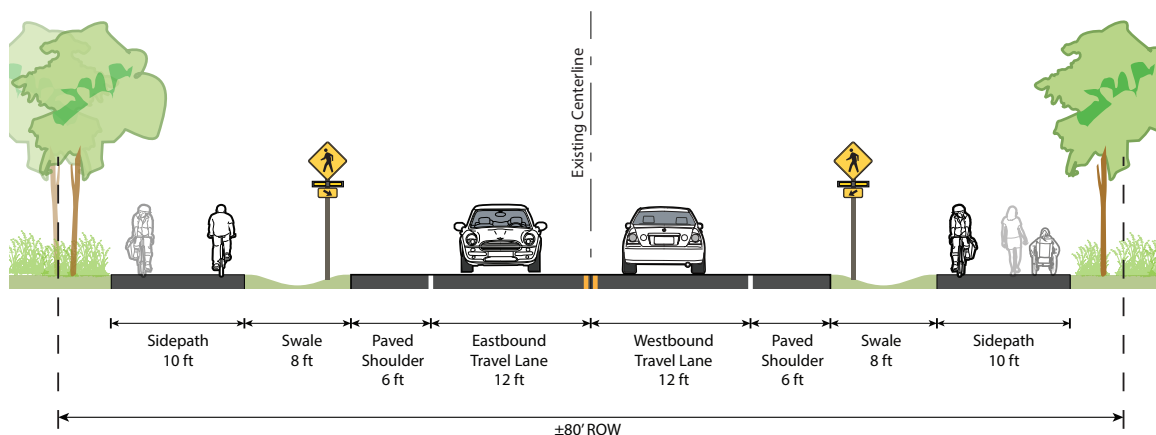


Figure 6: GYT- Wilson Active Transportation Improvements cross-section

GREATER YELLOWSTONE TRAIL: WILSON TO SNAKE RIVER PATHWAY

The Wilson to Snake River Pathway is planned to extend from the eastern edge of the community of Wilson along the south side of WY-22, connecting to the Stilson Park Transit Center and the Snake River Pathway. This project would provide a valuable connection to transit for Wilson residents and provide broader pathway connectivity to points east towards the Town of Jackson. This project is part of the Greater Yellowstone Trail system.



Figure 7: Conceptual renderings of the Wilson to Snake River Pathway

GREATER YELLOWSTONE TRAIL: TETON PASS TRAIL

The proposed Teton Pass Trail is planned to extend from the ID/WY state line at the Trail Creek Campground, where the phase one section of the GYT, which is funded with a FLAP grant and under design, will terminate and extend east 3.5 miles towards the Coal Creek Trailhead. This project will provide a safe pathway alternative that will reduce roadway conflicts and allow pedestrians and cyclists to avoid this busy and narrow section of WY-22. It will also provide access to scenic sections of Caribou Targhee National Forest and help implement the vision for the Greater Yellowstone Trail. This segment of the Teton Pass Trail is a continuation of a larger project started with the 2000 USDOT Millennium Trail Program. U.S. Senator Mike Crapo, a champion of the trail, took part in the ribbon cutting in Victor for the 2003 phase.



Figure 8: Conceptual rendering of the Teton Pass Trail

Idaho Project Components

DRIGGS DOWNTOWN TRANSIT CENTER (PHASE II)

The existing parking lot at the Downtown Driggs Transit Center is 100 percent full in the winter months. Even in summer (when walking and biking is a more viable option), 43 percent of START riders boarding in Driggs drive to catch the bus. This indicates that parking capacity is a limiting factor for transit ridership. Improvements include the construction of 52 additional parking spaces and a second bathroom facility for transit riders.

DRIGGS 5TH STREET PARK-AND-RIDE

During the winter and summer season, START operates the Grand Targhee shuttle service, with funding from the FTA 5311 program and the Grand Targhee resort. Service is provided seven days a week from November through April and also from June through September. The route operates between three stops in Victor, Driggs,

and the Grand Targhee resort area. The truncated 2019/2020 winter season was on track for a 24 percent ridership increase over the 2018/19 season, indicating a current ridership (absent of COVID-19 impacts) of 33,200 passengers per year. Expanding and formalizing the parking capacity at the 5th Street site is important to support future growth in ridership on this service. This project will add 47 additional spaces serving an estimated 78 people per day.

GREATER YELLOWSTONE TRAIL: ID-33 PATHWAY TO AIRPORT

This project will extend a pathway alongside ID-33 approximately 0.6 miles from its current terminus to the Driggs Airport. This pathway would be part of the Greater Yellowstone Trail vision and connect to over 14 miles of pathway that currently exists along ID-33. Due to the lack of pedestrian crossing opportunities and narrow shoulders on the highway, this pathway will provide an important and safe connection for bicyclists and pedestrians between the busy general aviation airport and the rest of the community.



Figure 9: Conceptual site plan of Driggs Downtown Transit Center (Phase II) improvements

GREATER YELLOWSTONE TRAIL: OLD JACKSON HWY ADVISORY SHOULDERS

This project will stripe advisory shoulders on Old Jackson Hwy to link existing and planned sections of the Greater Yellowstone Trail. Advisory shoulders create dedicated space for pedestrians and bicyclists on low-volume rural roads that are unable to provide separated facilities such as sidewalks or bike lanes. Wayfinding signage will also be installed in coordination with the advisory shoulders to promote and brand the segment as part of the regional Greater Yellowstone Trail.



Figure 10: Conceptual rendering of Old Jackson Hwy advisory shoulders and wayfinding

ID-33 BASELINE INTERSECTION TURN LANE AND PATHWAY UNDERPASS

The ID-33 / Baseline Road intersection includes the addition of left- and right-hand turn lanes to improve safety and capacity. The inclusion of left- and right turn lanes can increase approach capacity by up to 25%. These improvements will require the realignment of the ID-33 / Baseline Rd intersection and the extension of a pedestrian undercrossing that currently connects pathways below ID-33.

ID-33 TURN AND PASSING LANES

The ID-33 Turn and Passing Lane projects seek to improve safety and operations through the construction of turning lanes at seven intersections along ID-33. A passing lane will be provided for an extent of 1.6-miles from milepost 151.35 to 152.9. Passing lane improvements provide added capacity and safety measures, especially due to the variety and mix of commuter, recreation and trucking traffic along ID-33. These improvements will benefit freight traffic, transit, and commuters traveling between Teton Valley, ID and Jackson Hole, WY

GRANT FUNDS, SOURCES AND USES OF ALL PROJECT FUNDING



START Teton Valley commuter bus
descending Teton Pass

III: Grant Funds, Sources, and Uses of All Project Funding

Although it is understood that the Secretary may increase the federal share of project costs above 80% in a rural area, these improvements are of such critical importance to the residents of Teton Valley, ID and Jackson Hole, WY that the project partners have all committed to provide a local matching contribution of at least 20% or more.

Table 2: Overall Funding

	Contribution
Overall Project Cost	\$28,397,661
Local Match Provided	\$7,031,532 (24.76%)
BUILD Grant Request	\$21,366,129 (75.24%)

Table 3: Local Match Funding Summary

Jurisdiction/Agency	Contribution
Teton County, WY	\$2,168,782
Town of Jackson	\$411,194
Jackson Hole Mtn. Resort (private)	\$3,100,000*
City of Driggs	\$249,557
Teton County, ID	\$2,000
Idaho Transportation Dept.	\$1,100,000
Total Local Match	\$7,031,532

* Match contribution in the form of land conveyance

Table 4: Wyoming Project Component Cost Breakdown

Project Component	Overall Cost	Total Local Match	Local Match - Teton County, WY	Local Match - Town of Jackson	Local Match - JHMR	Federal Request
Stilson Park Transit Center	\$8,740,000	\$3,100,000			\$3,100,000	\$5,640,000
Transit Signal Prioritization	\$215,228	\$43,046	\$23,675	\$19,371		\$172,183
START Commuter Buses	\$2,521,392	\$504,278	\$277,353	\$226,925		\$2,017,114
START Electric Buses	\$1,832,198	\$366,440	\$201,542	\$164,898		\$1,465,758
Greater Yellowstone Trail- Wilson Active Transportation Improvements	\$1,900,000	\$380,000	\$380,000			\$1,520,000
Greater Yellowstone Trail- Wilson to Snake River Pathway	\$1,431,060	\$286,212	\$286,212			\$1,144,848
Greater Yellowstone Trail- Teton Pass Trail	\$5,000,000	\$1,000,000	\$1,000,000			\$4,000,000
Wyoming Projects	\$21,639,878	\$5,679,976	\$2,168,782	\$411,194	\$3,100,000	\$15,959,903

Table 5: Idaho Project Component Breakdown

Project Component	Overall Cost	Total Local Match	Local Match - City of Driggs	Local Match - ITD	Local Match - Teton County, ID	Federal Request
Driggs Transit Center and Park & Ride Phase 2	\$348,708	\$69,742	\$69,742			\$278,966
Driggs 5th Street Park and Ride	\$574,806	\$114,961	\$114,961			\$459,845
Greater Yellowstone Trail- ID-33 Pathway to Airport	\$324,269	\$64,854	\$64,854			\$259,415
Greater Yellowstone Trail- Old Jackson Highway Advisory Shoulders	\$10,000	\$2,000			\$2,000	\$8,000
ID-33 / Baseline Rd Intersection and Undercrossing	\$1,200,000	\$240,000		\$240,000		\$960,000
ID- 33 Turn and Passing Lanes	\$4,300,000	\$860,000		\$860,000		\$3,440,000
Idaho Projects	\$6,757,783	\$1,351,557	\$249,557	\$1,100,000	\$2,000	\$5,406,226



IV

SELECTION CRITERIA

U.S. Senator Mike Crapo participating in a 2003 ribbon-cutting for a segment of the Teton Pass Trail

IV: Selection Criteria

Primary Selection Criteria



Safety

CHALLENGES

ID-33 / WY-22 Crash History: The ID-33/WY-22 corridor is a critical connection between Teton Valley, ID and Jackson Hole, WY. The rural and high-speed nature of the roadway and grades over Teton Pass create hazardous driving conditions, especially in winter. Between 2015 and 2018 there were an average of 145 crashes per year on the ID-33 / WY-22 corridor between Driggs, ID and Jackson, WY.

Congestion and Operational Deficiencies

on ID-33: The ID-33 corridor is experiencing rapid growth in population and employment. That growth is expected to continue as a result

of growing popularity of recreation in the Yellowstone-Grand Teton-Eastern Idaho area and high development costs in Jackson Hole, WY. The 2008 ID-33 Corridor Study projected future congestion and level of service issues on the ID-33 based on these trends which have endured or accelerated since the completion of the study. ITD projected the section of ID-33 from Driggs to the Wyoming border to fall to a level of service F by 2027.

Inconsistent Accommodations for Vulnerable Roadway Users:

The communities along the ID-33 / WY-22 corridor have become increasingly popular destinations for walking and bicycling for both transportation and recreation. Given the rural, high-speed character of the highway, this sometimes creates conflicts between pedestrians, bicyclists, and motorists. Incomplete and missing

infrastructure can make it challenging to safely walk or bicycle, even to nearby destinations. In addition, destinations such as the Wilson Elementary School near the corridor lack safe routes for walking or biking that are capable of serving students and parents.

Traffic Signals Lack Transit or Emergency Vehicle Preempt Capabilities: The existing traffic signals in Teton County, WY do not have the capability to allow for emergency vehicles to preempt the signal during emergency runs by police, fire, and ambulance resulting in potentially hazardous situations and increased response times.

SOLUTIONS

Crash Reduction Through Conversion of Private Vehicle Trips to Transit: Many of the projects developed as part of the TMCI seek to reduce VMT through the creation of robust and convenient transit options. Projects including the Stilson Park Transit Center, Driggs Downtown Transit Center (Phase II), and Driggs 5th Street Park-and-Ride all seek to serve commuters and convert private auto trips to transit trips, thus limiting vehicles miles driven over rural roads that can be quite hazardous, especially during the winter season. Based on National Safety Council data (available at <https://injuryfacts.nsc.org/home-and-community/safety-topics/deaths-by-transportation-mode/>), the fatality rate (deaths per million passenger-miles) for light duty motor vehicles (passenger cars, light trucks, SUVs) for the ten years between 2009 and 2018 was 0.488, while the rate over the same period for buses was 0.047. This indicates that the ratio of bus fatality rate to light duty motor vehicle rate was 9.63 percent, a crash reduction factor of 0.0963.

In total, the 20-year net present value of safety benefits for transit improvements was found to be \$2,137,325.

ID-33 Safety Improvements: Projects recommended on ID-33 including turn lanes and access point closures have a prominent safety focus. Using information from cmfclearing.org (Crash Modification Factors Clearinghouse) on roadways with comparable situational layouts and similar countermeasure improvements, (ie. rural two-lane undivided four-leg stop-sign-controlled intersections improved to include painted channelized right and left turn lanes on the major roadway) the addition of left turn lanes could give an estimated 58% decrease in crashes while the addition of right turn lanes could give an estimated 26% decrease. In addition, passing lane improvements provide added capacity and safety measures, especially due to the variety and mix of commuter, recreation and truck traffic along ID-33.

Improvements specified for ID-33 could reduce crashes by an estimated 56%

Safety Improvements for Vulnerable Roadway

Users: The TMCI also seeks to protect the corridor's most vulnerable roadway users by providing high-quality active transportation infrastructure. Pathway and active transportation projects slated in both states seek to fulfill the vision of the Greater Yellowstone Trail Plan linking together over 180 miles of pathways from West Yellowstone, to Jackson, making connections between and within communities while leveraging those connections into a national-level tourism facility. In addition, Wilson Elementary school sits just off WY-22 and in proximity to the proposed Wilson to Snake River Pathway and the planned Wilson Active Transportation improvements. Both projects will help provide Safe Routes to School for Wilson Elementary students, teachers, and parents.

Traffic Signal Priority Upgrades: By adding modules to the WYDOT-owned traffic signals throughout Teton County, WY, transit vehicles

will be given preference as signal phasing allows. With the addition of vehicle-based transmitters, this same technology could also be used in the future by all emergency vehicles in Teton County. This added capability would greatly enhance safety and reduce loss of life by allowing emergency vehicles to control the traffic signals during emergency runs resulting in reduced response times and reduced potential for collisions between the traveling public and emergency vehicles.



State of Good Repair

CHALLENGES

Limited Opportunity to Increase Capacity on ID-33 / WY-22: Teton Pass presents a formidable barrier to increasing vehicular capacity between Teton Valley, ID and Jackson Hole, WY. Steep and challenging terrain would make it difficult to widen or add lanes without incurring significant costs and encountering potential environmental challenges. In addition, both Teton County, WY and Teton County, ID have seen VMT increases in recent years. WY-22 currently operates at a level of service D, degrading to a level of service E in peak summer travel season.

Parking Limitations: Parking capacity at existing Transit Centers and Park-and-Rides are at or near capacity. The Driggs Downtown Transit Center Lot is 100-percent full in winter months and the informal lot at the proposed Driggs 5th Street Park-and-Ride location often operates at near capacity. Currently the amount of available parking at these transit facilities limits START's ability to support future growth in ridership or service improvements. The current Stilson Park-and-Ride is also heavily used during winter months and is near capacity. Future transit system plans assume greatly increasing transit use and reliance on more park-and-ride capacity at all locations.

Long-term maintenance implications:

Proposed transit and pathway projects require a commitment to maintenance and operations in order to continue to sustainably deliver benefits over the long term.

SOLUTIONS

Improved Parking Capacity: Expanding parking capacity at the Stilson Park Transit Center, Driggs Downtown Transit Center and Driggs 5th Street Park-and-Ride locations will allow for increases in ridership and planned service improvements to better utilize the transit system. By creating remote parking capacity in Driggs and at the Stilson Park Transit Center east of Wilson, vehicles can be intercepted before needing to travel on the already congested corridor.

Strategic Investments to Reduce VMT on ID-33 / WY-22: The expansion of START's commuter bus fleet and park-and-ride capacity would allow the increase in service identified in the START Routing Plan 2020-2025 recently approved by the START Board. By increasing transit capacity in the corridor, the ability to move people and goods will be greatly enhanced and will delay the need for other expensive capacity improvements. The recently conducted vehicle occupancy survey has confirmed the demand for increased transit service.

Park-and-ride improvements coupled with service improvements on the Teton Valley Commuter Route would expand annual ridership to 34,000 passenger-trips per year, removing vehicle trips from ID-33/WY-22 and preserving capacity.

Robust Partnerships to Support Maintenance:

One of the central themes of the TMCI is the robust partnerships that exist to ensure the long-term success of the project. These established partnerships between private businesses,

non-profit organizations, and local governments provide strong support for both pathway and transit projects identified in the TMCI. Pathway projects identified in both states are supported by established non-profit organizations including Wyoming Pathways and Friends of Pathways in Wyoming; and Teton Valley Trails and Pathways (TVTAP) in Idaho. Additionally, Teton Village Association will play a role in the maintenance of the Stilson Park Transit Center. These organizations have stepped forward to fund maintenance projects, advocate for investment, and serve as general stewards of the regional pathway network and transit system.

Economic Competitiveness

CHALLENGES

Managing Access to World-Class Destinations:

Teton Valley, ID and Jackson Hole, WY are home to two major four-season resorts, two national parks, and several other recreational amenities that draw visitors from around the country and the world. Convenient access to these attractions is vital not only for employees who work in the hospitality and tourism industry, but also visitors who desire alternatives to renting a car or using a personal vehicle on their trip. Tourism revenue generated at these destinations makes up a sizable component of local, county, and state budgets.

Domestic and international travelers spent 1.24 billion in Teton County, WY and generated \$65 million in state and local taxes

Jackson Hole Travel and Tourism Board 2019 Annual Report

Regional Job Access: The ID-33/WY-22 corridor is a critical commuting corridor for the region's workforce. The US Census Longitudinal Employer Household Dynamic (LEHD) dataset indicates

that 1,030 Teton Valley, ID residents commute to Jackson, which is equal to 26.2 percent of total Teton Valley, ID employed residents. Put another way, 15 percent of employment opportunities in Jackson are filled by Teton Valley residents. This trend will continue to increase as housing limitations and affordability issues grow in Jackson Hole, WY causing more reliance on housing across the mountain range in Teton Valley, ID.

COVID-19 Impacts: COVID-19 has had a severe impact on the tourism and service-based economies of both Teton Valley, ID and Jackson Hole, WY. Local government agencies rely almost exclusively on sales tax revenue for budget funding. The region has developed with tourism as the foundation of economic activity since the creation of Grand Teton National Park in the 1940's. Teton County, WY has a population of approximately 21,000 but over 50% of all tax revenues are generated from tourist-based visitation. Over 70% of Town of Jackson revenues derive from taxable sales and lodging tax, and over 50% of that revenue comes from tourism. Teton County, WY is projecting a decline of over 20% in revenue this next fiscal year and the Town of Jackson is projecting a revenue shortfall of 50% in sales and lodging. Grand Teton and Yellowstone Park concessions have recently announced that the major lodges will not open this summer and there is concern that the shortfalls may be even more significant than projected. Tourism will not return to historic levels until people feel safe to travel and will also be impacted by the reduction in disposable income which forms the basis for discretionary tourist visitation.

SOLUTIONS

Transportation Choices for Visitors and

Residents Alike: The project will enhance the efficiency and economic capacity of both locals and visitors by supporting mode shift to walking, bicycling and transit. START Bus

provides a valuable year-round mobility option for visitors, with the Town Shuttle and frequent service to the ski area and resort at Teton Village. Shuttle service for employees and visitors is also provided to Grand Targhee Resort from the adjacent communities of Victor, ID and Driggs, ID. With the development of the Stilson Park Transit Center, future service to Grand Teton National Park is expected to be developed to make the area more attractive to visitors and enable them to enjoy lower transportation costs while they visit, allowing for increased spending on other items.



Addressing Commuting Burdens:

Teton County, WY is 97% publicly owned with only 3% in private ownership, with much of that land dedicated to ranching, open space, and conservation easements. The resulting scarcity in private land and affordable housing for the workforce has resulted in commute patterns where many employees live in adjacent valleys including Teton Valley, ID. Providing better commuter options to the workforce commuters is essential to the economic viability of the area. Most of the commute trips are made in single occupant vehicles across Teton Pass which is a challenging mountain pass for drivers. With the provision of added transit capacity and reliability across Teton Pass, safety will be improved due to reduced congestion and the quality of life for commuters will be enhanced. At present, many peak hour runs on the Teton Valley Commuter route operate

as standing room only. This indicates a strong potential for additional access to jobs associated with expansion of service on the Teton Valley Commuter Route.

Strategy for Both Short- and Long-term

Recovery: Although COVID-19 has exacted a heavy price on Jackson Hole, WY and Teton Valley, ID communities, the TMCI specifies a strategy for recovery that would provide a near-term boost to local economies while simultaneously positioning communities for a sustainable, long-term recovery that will provide

lasting benefits well-beyond initial construction efforts and associated job creation. The award of the TMCI grant will directly stimulate the local economy through the creation of jobs for engineers, architects, contractors, and other trades. Pathway and roadway projects identified in the TMCI are projected to create 172 new jobs. In addition, the ability to connect workers living in

Economic Highlights:

- Pathway and roadway safety projects identified in the TMCI would **create 172 jobs within the region**
- **\$4,654,302** in total benefits from **transportation cost savings** related to increased transit ridership over a 20-year period
- **Over \$30,000,000** in total benefits from **health care savings** related to increased physical activity on pathways over a 20-year period

more affordable areas to their tourist-based jobs in high priced areas will enhance the viability of families and businesses.

Many of the transit improvements identified as part of the TMCI seek to enhance and optimize the transportation network by both improving service levels and providing efficiencies and savings for both transit users and START as the operator. These improvements would enable START to better serve the needs of visitors returning to the area to access local resorts and destinations. As a tourist-based economy,

Jackson Hole has the second highest jobs per capita ratio (1.4) in the entire nation, second only to Manhattan. The area has big city transportation challenges despite a relatively small population. Smart investments in flexible transit solutions that respond to seasonal fluctuations (winter skier-based tourism versus summer outdoor recreation-based tourism) will enable the local economy to recover from what has already become a very depressed economy. All the local resorts were forced to close due to the COVID-19 crisis and the ability to re-open and provide safe, convenient access between the mountain resorts and key population nodes will help enable a speedier economic recovery.

The TMCI specifies a strategy for economic recovery from COVID-19 that would provide a near-term boost to local communities while optimizing a critical transportation corridor to foster a sustainable long-term recovery.



CHALLENGES

Wildlife-Vehicle Collisions: The Yellowstone/Teton region is known for its diverse and abundant wildlife population and is one of the only remaining regions in the U.S. with a complete set of large predator/prey populations. Not counting collisions occurring in GTNP, an average of 222 wildlife-vehicle collisions occurred each year from 2010-2020 in Teton County, WY. These roadway conflicts threaten wildlife preservation efforts, endanger drivers, and ultimately undermine the natural assets that help support local economies.

Transportation-Related Emissions: According to a 2019 study, nearly 65% of greenhouse gas emissions Teton County, WY come from

ground transportation. Additionally, the 2019 ITP update showed that from 2012-2019, ground transportation emissions increased by 21%.

SOLUTIONS

Wildlife Mortality: When implemented, the TMCI will reduce dependence on personal vehicle ownership and use, converting SOV trips to transit and reducing the overall VMT along the corridor. This decrease in traffic, combined with initiatives for wildlife protection by WYDOT and Teton County will mitigate barriers to daily wildlife movement and annual migrations while reducing the potential for dangerous wildlife-vehicle conflicts. This is consistent with the Jackson/Teton Comprehensive Plan's emphasis to protect the region's natural capital.

The Comprehensive Plan states "A healthy ecosystem is our community's most important economic asset".

All Electric Buses: The project will allow the introduction of all electric buses to serve the route between Jackson and Teton Village via the Stilson Park Transit Center with express service on 15-minute intervals during the peak periods during the year. This will provide enhanced, attractive transit service on this high demand route and complement the commitments to a zero-emission goal for both the JHMR and START. Future plans call for new service that will connect the Town of Jackson, Stilson Park Transit Center, the Jackson Hole Airport, Teton Village/Jackson Hole Mountain Resort to key visitor destinations in Grand Teton National Park including Moose Junction, Bradley Taggart Trail Head and Jenny Lake. These Grand Teton Park destinations are already over capacity with traffic and parked cars spilling onto the narrow park roads shoulders.



Quality of Life

CHALLENGES

Regional Traffic Impacts on Small Towns:

While the ID-33/WY-22 corridor is an important regional connection between Teton Valley, ID and Jackson Hole, WY, it also serves as “Main Street” for the communities of Driggs, ID; Victor, ID, and Wilson, WY. The corridor’s regional traffic often negatively impacts quality of life through congestion, emissions, high vehicular speeds, and crashes. Improvements and strategies to these state routes are needed to help mitigate impacts and improve the corridor for both residents and regional travelers.

Commuting Impacts on Quality of Life: For the thousands of employees traveling daily between Teton Valley, ID and Jackson Hole, WY, having efficient and convenient transportation options is a major quality of life determinant. Congestion, crashes, and hazardous roadway conditions over Teton Pass contribute to daily stressors that negatively and significantly affect quality of life over time. The 2008 ID-33 Corridor Study projected future congestion and level of service problems on the corridor based on the growing trend of Teton Valley, ID residents commuting to Jackson Hole, WY. ITD projected the section of ID-33 from Driggs to the Wyoming border would fall to a level of service F by 2027.

Healthy Lifestyles and Active Living Options:

Teton Valley and Jackson Hole, WY residents unquestionably value the ability to walk and bike for recreation and transportation. The Integrated Transportation Plan places high priority on upgrading and enhancing the provision of infrastructure and related elements need to support “active transportation” – walking, bicycling and other non-motorized activities.

SOLUTIONS

Multimodal Small Towns: The TMCI seeks to protect and enhance quality of life in the small towns along the ID-33 / WY-22 corridor. Strategic transit investments included in the TMCI will provide mobility options to residents while also mitigating regional traffic impacts through these communities. In addition, pathway projects specified in both Driggs and Wilson will provide safe and convenient transportation options in proximity to each community’s downtown. Proposed improvements in Wilson will also help to maintain safe highway speeds, provide improved crossings of WY-22, and contribute to the local character and sense of place.

Convenient Commuting Choices: The TMCI seeks to specifically improve commuting options and convenience for those traveling between Teton Valley, ID and Jackson Hole, WY. Enhanced transit options made possible through park-and-ride improvements and service increases on the START Teton Valley route will make transit a more viable option for local residents. In addition, ITD projects specified for ID-33 will seek to improve operations and preserve capacity of those who do choose to commute by personal vehicle as well as by transit.

Community Health and Resiliency: When implemented, the TMCI will improve quality of life for residents and visitors by expanding transportation choices and providing safe, convenient connections to regional amenities and economic drivers. Improved multimodal options will reduce traffic congestion along the corridor, reducing travel times for commuters - time better spent with family and personal endeavors. Additionally, expanded active transportation options will improve quality of life by enabling healthier, more active lifestyles for residents and visitors.

Secondary Selection Criteria



Innovation

This grant application brings together an impressive number of partners across two states and in two counties. In particular, the public-private partnership that has developed between the Jackson Hole Mountain Resort (JHMR) and START to support the development of the Stilson Park Transit Center displays an innovative approach to transit planning in rural and resort-based communities. JHMR's commitment to convey 5.7 acres of land to the public for development of the transit center and active transportation connections helps meet the needs of the traveling public including transit riders transferring between routes, JHMR employees, commuters traveling into Jackson, and bicycle and pedestrian users on the Jackson Hole Pathway system.

The Stilson Park Transit Center will also provide a focal point for the future development of the planned Stilson Park, which will include a County owned recreation area, recycling center, and possible workforce housing for JHMR employees. This public-private partnership will allow for well-conceived joint use facility that will be an asset to the entire County and readily accessed by pathways and public transit.

In the winter months, the Transit Center will provide remote parking for the ski resort with 15-minute frequency express transit service between Teton Village and Stilson Park utilizing all electric transit vehicles. This investment will minimize impacts to wildlife and traffic congestion on WY 390 and help JHMR and the Teton Village Association to meet the goals of the successful Teton Village Transportation Demand Management program.

The infrastructure components of the TMCI would establish convenient transportation choices through the region and to major destinations. These improvements would also be supported by Teton Village's transportation demand management program which seeks to promote travel by alternate modes to ensure that vehicle traffic generated by JHMR does not overwhelm local roads. This combination of improved infrastructure and coordinated programming would cultivate the transportation behaviors and outcomes desired by the project partners.



Partnerships

The TMCI Project will connect rural communities in Jackson Hole, WY and Teton Valley, ID over Teton Pass. With interlinked economies, the Project brings together a remarkably broad range of partners and supporters to collaborate on a major regional transportation investment long envisioned in community plans.

Teton County, Wyoming is the lead applicant, with the experience to manage complex projects and enter into agreements with the Project Partners to deliver a quality project in a timely fashion. Joining Teton County, Wyoming are government agency partners in Idaho and Wyoming, visionary major business owners, two State DOTs, public land managers, and many community supporters from NGOs and small rural business owners.

In Wyoming, partners include the Town of Jackson, administrative lead for the Southern Teton Area Rapid Transit (START) transit system that will help deliver transit components of the project including the Commuter Buses and Transit Signal Prioritization.

The Stilson Park Transit Center exemplifies the strong public-private collaboration that makes this project unique. The Kemmerer family, owners of the Jackson Hole Mountain Resort and the Stilson Park property, intend to convey over five acres of privately owned land for the Transit Center,

park and ride, and active transportation facilities to Teton County Wyoming for public ownership. Teton County and START will then build and maintain the Transit Center, in partnership with the Teton Village Association and the Town of Jackson. WYDOT is a project partner and is assisting with the transit signal on WY-390. The Transit Signal Priority Project will be managed by WYDOT in collaboration with START and will provide transit prioritization at 13 signals throughout Teton County, resulting in travel time savings and more reliability for transit vehicles. This same technology will also allow for future emergency vehicle traffic signal preemption during emergency runs by police, fire and ambulance vehicles which will reduce response times, help save lives, and limit the potential for serious collisions.

Teton County will directly manage the Wilson to Snake River Pathway, Wilson Active Transportation Improvements, and the Teton Pass Trail elements. Supporters of these projects include Wilson Advocacy, Wyoming Pathways, Teton Transportation Coalition, and many local small business owners. WYDOT will provide partnership support for projects within the ROW and will provide guidance and assistance to Teton County for a smooth BUILD grant obligation and project delivery.

The Idaho partners include the City of Driggs, which will construct the transit center, park and ride, and pathway project, the Idaho Transportation Department (ITD), which will lead a highway safety intersection improvement project along the congested State Highway 33 between Driggs and Victor; and Teton County Idaho, which will install Advisory Bike Shoulders on the Greater Yellowstone Trail route that follows the Old Jackson Highway. Grand Targhee Resort, located in Wyoming but accessed via Driggs, is another major business partner in the Project. Nonprofit partners Teton Valley Trails and Pathways, Valley Advocates for Responsible Development (VARD),

and other NGO partners are assisting in public outreach and project development.



V: Environmental Risk

TMCI partners have a demonstrated history of successful collaboration and implementation of regionally significant infrastructure and other initiatives. These effective working relationships combined with the advanced progress made to date on the various components of the project put the project partners in an ideal position to complete the proposed scope of work in a timely manner.

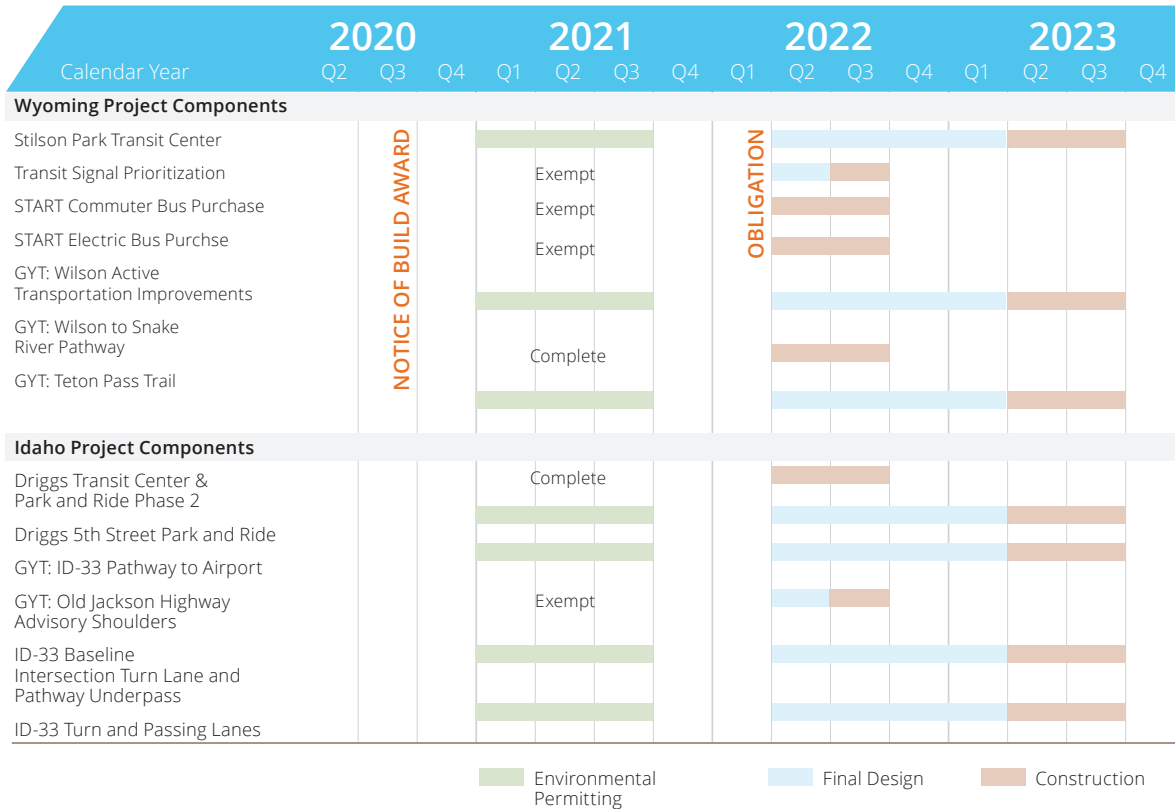
Project Schedule

Upon receipt of a BUILD Grant Obligation notice, some of the project components will be ready to begin construction immediately and the remaining components will be ready to finish preliminary design with construction to follow shortly thereafter. This project readiness is

illustrated in the project schedule in Figure 11 on page 25.

The components that will be immediately ready for implementation include the procurement of START coach and electric buses, the Wilson to Snake River Pathway, and the Driggs Transit Center & Park and Ride Phase 2. These projects are either exempt from environmental approvals or already have environmental approvals completed or underway. Additionally, the Transit/Signal Prioritization and Old Jackson Highway Advisory Shoulders will yield an expedited planning and design process and thus be ready for construction shortly after the obligation of awarded funds. As for the remaining project components, all have either commenced conceptual planning and preliminary design or are slated to do so by year 2022. It is anticipated that construction for all project components will be completed by the end of 2023.

Figure 11: Project Schedule



Required Approvals

STATE AND LOCAL APPROVAL

Letters of support have been provided in the Appendix A indicating state and local support for the overall grant application and respective local match contributions.

TRANSPORTATION IMPROVEMENT PROGRAM

Both WYDOT and ITD have agreed to add applicable transportation projects included in this application to their respective state's Statewide Transportation Improvement Program (STIP) if the BUILD Grant is awarded. Projects will be added to the STIP prior to the September 2022 obligation deadline.

Project Risks and Mitigation Strategies

RISK: PROJECT PARTNERS ARE UNFAMILIAR WITH BUILD GRANT IMPLEMENTATION AND PROTOCOLS

Mitigation: All project partners have experience implementing projects of similar scope involving federal funding and associated requirements. Additionally, START, Teton County, WY; and the Town of Jackson implemented a 2013 TIGER-funded project and are familiar with the nuances of delivering transit and pathway projects through this program.

RISK: PROJECTS HAVE NOT BEEN SUFFICIENTLY VETTED BY PLANNING AND ENGINEERING PROFESSIONALS

Mitigation: Every project component identified as part of the TMCI are included in long-range planning documents. These components have been vetted through the grant application

process from both state DOTs and construction documents are already in place for several projects. Other projects, such as the Wilson Active Transportation Improvements, have ongoing design efforts underway that will flow seamlessly into environmental permitting processes upon grant award.

RISK: THE PROJECT SPANS ACROSS COUNTY AND STATE LINES AND REQUIRES CAREFUL COLLABORATION

Mitigation: Communities within the Idaho Teton Valley and those surrounding the Teton Range on the Wyoming side are regarded as one region, largely due to the shared economic focus on the region's popular natural resources and associated tourism. Both counties, DOTs, and START can rely on lessons learned from their long history of cooperation and collaboration on regional transportation projects.

Table 6: Project Planning and Environmental Review Status

Name	Planning / Design Status	Environmental Review Status
Wyoming Project Components		
Stilson Park Transit Center	Conceptual design complete	Categorical exclusion anticipated
Transit Signal Prioritization	Recommended by WYDOT in WY 22/390 PELS Study; coordination and preliminary design with WYDOT complete	Exempt
START Commuter Buses	Supported in ITP and START Route Plan	Exempt
START Electric Buses	Supported in ITP and START Route Plan	Exempt
GYT: Wilson Active Transportation Improvements	Teton County/WYDOT Wilson Corridor Study underway (2020 completion)	Categorical exclusion anticipated. Tier NEPA off of prior WY 22/390 PELS study
GYT: Wilson to Snake River Pathway	Final design in progress, 2020 completion	NEPA underway, 2020 completion
GYT: Teton Pass Trail	FHWA Concept Plan complete; PE and Final Engineering needed	Update prior NEPA decision from State Line to Coal Creek
Idaho Project Components		
Driggs Transit Center & Park and Ride Phase 2	Preliminary engineering and architectural plans complete	Categorical exclusion completed
Driggs 5th St. Park and Ride	Conceptual design complete	Categorical exclusion anticipated
GYT: ID-33 Pathway to Airport	Conceptual alignment complete	Categorical exclusion anticipated
GYT: Old Jackson Hwy Advisory Shoulders	Concept plan complete	Exempt (striping only)
ID-33 Baseline Intersection Turn Lane and Pathway Underpass	Conceptual Plan complete, construction plans needed.	NEPA underway; 2022 completion
ID-33 Turn and Passing Lanes	Conceptual Plan complete, construction plans needed.	NEPA underway; 2022 completion



START riders boarding Blue Line route to Jackson Hole Mountain Resort

VI: Benefit Cost Analysis

The TMCI will provide comprehensive benefits to communities within Teton Valley, ID and Jackson Hole, WY. These benefits are important as the effects of COVID-19 are felt on local budgets throughout Idaho and Wyoming communities. Benefits from these projects will not only strengthen and hasten economic recovery as visitors return to the region to experience world-class resorts and National Parks, but also optimize and streamline operations for transit while making active transportation trips possible and convenient for local residents.

Projects identified in this grant application have been grouped into two categories: pathway/roadway safety projects and transit projects. Pathway/roadway safety projects offer benefits in the form of reduced crashes, reduced greenhouse gas emissions and criteria

pollutants, healthcare savings due to enhanced compliance to CDC recommendations for physical activity, and reduced roadway maintenance and congestion savings. Similarly, planned transit projects provide benefits including travel time savings, transit operations savings, transportation cost savings, reduced greenhouse gas emissions, and reduced roadway maintenance and congestion costs.

The 20-year benefit-cost analysis estimate for the TMCI reflects a **benefit-cost ratio of 2.03 and a net present value of \$23,569,085**. This estimate is supported by extensive local demographic data and expands greatly on the benefit-cost analysis methodology proposed by NCHRP Report 552: Guidelines for Analysis of Investments in Bicycle Facilities as well as US DOT's Benefit Cost Analysis Guidance for Discretionary Grant Programs. A

complete breakdown of benefit calculations by project component can be found in Appendix B: Benefit Cost Analysis Calculations

The TMCI benefit-cost analysis has been careful to omit recreational benefits from its calculation so that the project can be evaluated solely on its merits as a transportation facility in accordance with BUILD grant selection guidelines. However, Teton Valley, ID and Jackson Hole, WY communities both rely heavily on access to recreation as a driver for local economies while also serving as a foundational community characteristic for existing and potential residents. The pathway, roadway safety, and transit improvements specified in the TMCI would enhance access to recreation. Pathway projects would also serve as a recreation, in addition to transportation, and provide visitors to the region with a unique and authentic way to experience the area's world-class natural areas and destinations.

Table 7: Total Benefit Results by Type

Benefit Type	Total Benefits (20 years)
Pathway / Roadway Safety Components	
Reduced greenhouse gases and criteria pollutants	\$1,934,000
Healthcare expense savings	\$31,004,526
Household transportation expense savings	\$19,980,312
Reduced roadway maintenance costs	\$19,513,400
Reduced congestion costs	\$2,950,333
Safety benefits	\$7,399,003
Travel time benefits	\$109,292
Transit Components	
Transit travel time savings	\$9,355,965
Transit rider transportation cost savings	\$4,654,302
Reduced greenhouse gases and criteria pollutants	\$517,571
Safety benefits	\$2,137,325
Transit operational cost savings	\$40,000

Table 8: Overall Benefit-Cost Analysis Results

Project Component	Net Present Value	Benefit-Cost Ratio
Pathway / Roadway Safety Projects	\$23,569,085	2.94
Transit Projects	\$3,001,398	1.22
TMCI- All Project Components	\$26,570,483	2.03