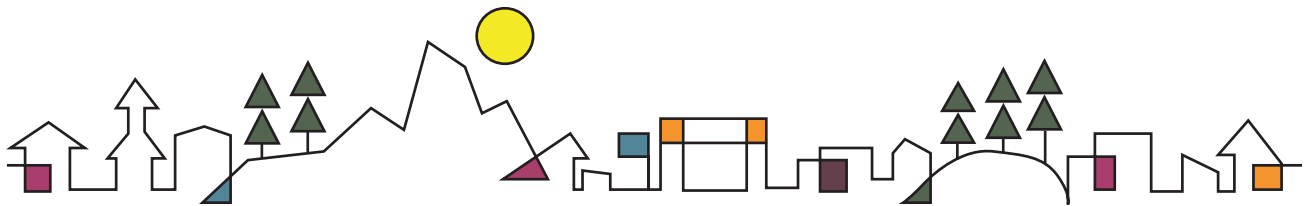


COMPREHENSIVE PLAN APPENDICES



TETON COUNTY, IDAHO

A p p e n d i c e s



A1. GLOSSARY OF TERMS

Affordable (housing). Housing is affordable if the ratio of a household's income to its cost of housing does not cost burden the household.

Amenity. Tangible or intangible features that increase attractiveness or value or contribute to comfort or convenience of a place. Examples of tangible amenities are recreation centers, pathways or services. Examples of intangible amenities are scenic views, good schools, or sense of community.

Attached Housing. Residential dwelling units that share a common wall, floor or ceiling. Examples include duplexes, town homes, apartments or condominiums.

Capital Improvement Plan (CIP). A short-term plan that identifies capital projects and equipment purchases, provides a planning schedule, and identifies financing options.

Clustering. Grouping development on a portion of the development site for purposes of providing open space to protect wildlife habitat, wildlife movement, scenic resources, and/or agriculture.

Commercial Use. A subset of nonresidential uses, such as office, retail and services.

Community Supported Agriculture (CSA). A locally-based socioeconomic model of agriculture food distribution which includes a network or association of individuals who have pledged to support one or more local farms, with growers and consumers sharing the risks and benefits of food production.

Complete Street. Streets that are designed and operated to enable safe access for all users including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Conservation Easement. An encumbrance that creates a legally enforceable land preservation agreement between a landowner and a government agency (municipality, county, state, federal) or a qualified land protection organization (often called a land trust), for the purposes of conservation. It restricts real estate development, commercial and industrial uses, and certain other activities on a property to a mutually agreed upon level. The property remains the private property of the landowner.

Conservation Development (Conservation Subdivision or Cluster Development). A subdivision development that uses clustering in order to protect wildlife habitat, scenic viewsheds, agriculture or other features within areas dedicated as open space.

Cultural Heritage Tourism. Tourism that focuses on traveling to experience the places and activities that authentically represent the people, history and culture of a particular region.

Context Sensitive Design. Roadway standards and development practices that are flexible and sensitive to community values, allowing transportation system design to better balance and support our values.

Cumulative Impacts. The combined, incremental effects of development activity. Although the impact of any individual development activity may be insignificant, their combined impacts over time can be measurable and significant.

Deed-Restriction. A legal restriction in the form of a deed, lease, covenant or other means which is recorded against the property that restricts ownership rights such as occupancy, use, rental rates, transfer, etc.

Development Density. The number of homes or buildings within a given area.

Development Potential. The amount and type of future development allowed to occur in the future. Development Potential is generally determined by subtracting existing development from the maximum possible development on each parcel.

Footloose Industry. An industry that is not tied to any particular location because it is not affected by factors such as resources or transport.

Framework Plan. A structure of ideas, goals, policies and land uses that can be used to guide future development.

Gateway. A point of entry or exit to a place.

Goal. The end toward which effort is directed.

Greenway. A corridor of undeveloped land preserved for recreational use or environmental protection.

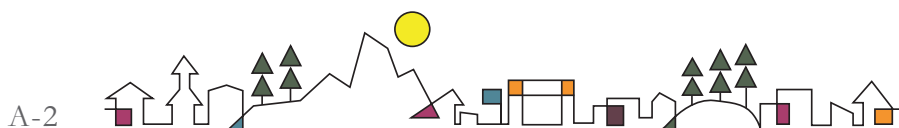
Implementation Plan. A set of action items intended to ensure fulfillment of the County's Vision.

Incentive. Something that encourages or motivates a particular course of action. Development incentive examples could include reduced fees, shorter or streamlined review processes, or reduced development requirements. **Indirect Impacts.** Impacts of a development activity that occur at a different time or place from the development activity itself. Indirect impacts are often considered a subset of cumulative impacts.

Infill. The process of developing or redeveloping vacant or underused parcels within existing developed areas or complete neighborhoods.

Industry Cluster. A geographic grouping of interconnected or similar businesses or industries. Clusters are considered to increase the productivity, drive innovation in the field, and stimulate new businesses in the field.

Infrastructure. The technical structures that support society such as roads, water supply, wastewater treatment, electrical services, telecommunications, etc.



Knowledge-based Industry. An industry or business in which the creation and use of knowledge is the dominant activity and where intellectual property is the primary asset held. **Level of Service (LOS).** The quality and quantity of service provided to the community. In transportation, a qualitative measure that describes traffic conditions in terms of speed, travel time, freedom to maneuver, comfort, convenience, traffic interruptions and safety.

Live/Work. A building or spaces within a building used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work.

Mitigation. The offsetting or reduction of the impacts of a development on a stated community goal.

Mixed Use. Residential, commercial and other nonresidential uses located in a single building or development.

Multimodal Transportation. Transportation that includes pedestrian programs and vehicles types and programs for air, bike, bus, call-and-ride, materials transport and public transit opportunities appropriate for Teton Valley.

Neighborhood Commercial. Small-scale commercial businesses that serve daily needs of the surrounding residential neighborhood and have limited impact on nearby development.

Nonresidential Use. Nonresidential use is a use other than residential, which includes agricultural; institutional; visitor and local retail; private, non-profit, and government offices; lodging; recreation/resort; industrial; and aeronautical uses as well as home and temporary uses.

Non-viable subdivision. A subdivision that has not met the requirements of its Development Agreement with the County and/or has deteriorating or no infrastructure and a history of little to no sales of lots.

Open Space. Undeveloped wildlife habitat and migration corridors; scenic vistas and natural skylines; natural waterbodies, floodplains and wetlands; agricultural land; and areas of active recreation that relieve recreation pressure in areas of greater ecological value.

Ordinance. A law set forth by the County.

Policy. A high level overall plan embracing the general goals and acceptable procedures for the County.

Property Rights. Legal, social, or ethical principles of entitlement associated with real property (the combination of land and any improvements to or on the land) owned by a person or jointly by a group of people.

Quality of Life. Refers to the general well-being of individuals and communities and takes into consideration wealth, employment, built environment, physical and mental health, education, recreation and leisure time, and social belonging.

Riparian Area. Ecosystems that occur along waterbodies, including stream or riverbanks, floodplains, lakeshores and wetlands.

Rural Character. Having a rural, unurbanized quality that includes farmland, undeveloped open space, clean air and clean water.

Service Level. The quality and quantity of service provided to the community.

Skyline. The visual line at which the earth or vegetation and the sky appear to meet. The skyline is typically viewed as the top of a ridge, hillside or butte.

Smart Growth. Planning strategies that focus on concentrating development in compact, walkable population centers. Strategies also address interconnections between environmental protection, social equity, public health, and economic sustainability.

Stewardship. The careful and responsible management of something entrusted to one's care.

Subdivision. A tract of land surveyed and divided into lots for purposes of sale.

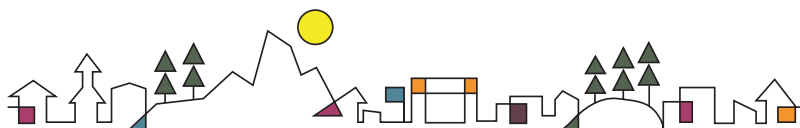
Sustainability. A system of practices that are healthy for the environment, community and economy and can be maintained for current and future generations.

Transfer of Development Rights. Refers to moving the right to develop on one parcel of land to a different parcel of land.

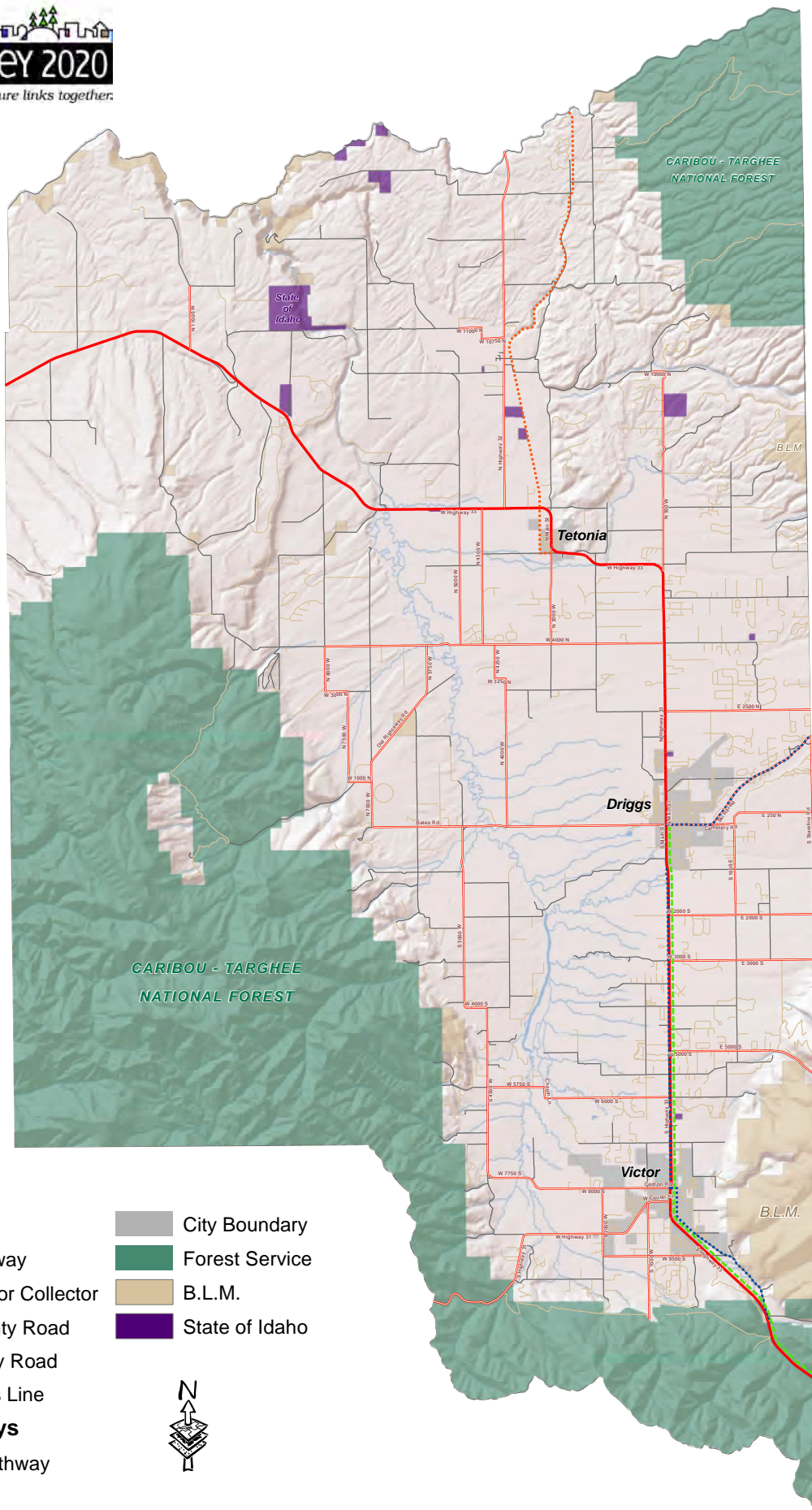
Value. Something as a principle or quality that is intrinsically desirable.

Viewshed. The area from which a fixed point, often of particular scenic value, is visible. Protected viewsheds are often roadways or other public areas.

(our, community) Vision. The basis for the Comprehensive Plan that informs the policies that describe our values.



A2. EXISTING CONDITION MAPS



Legend

Roads

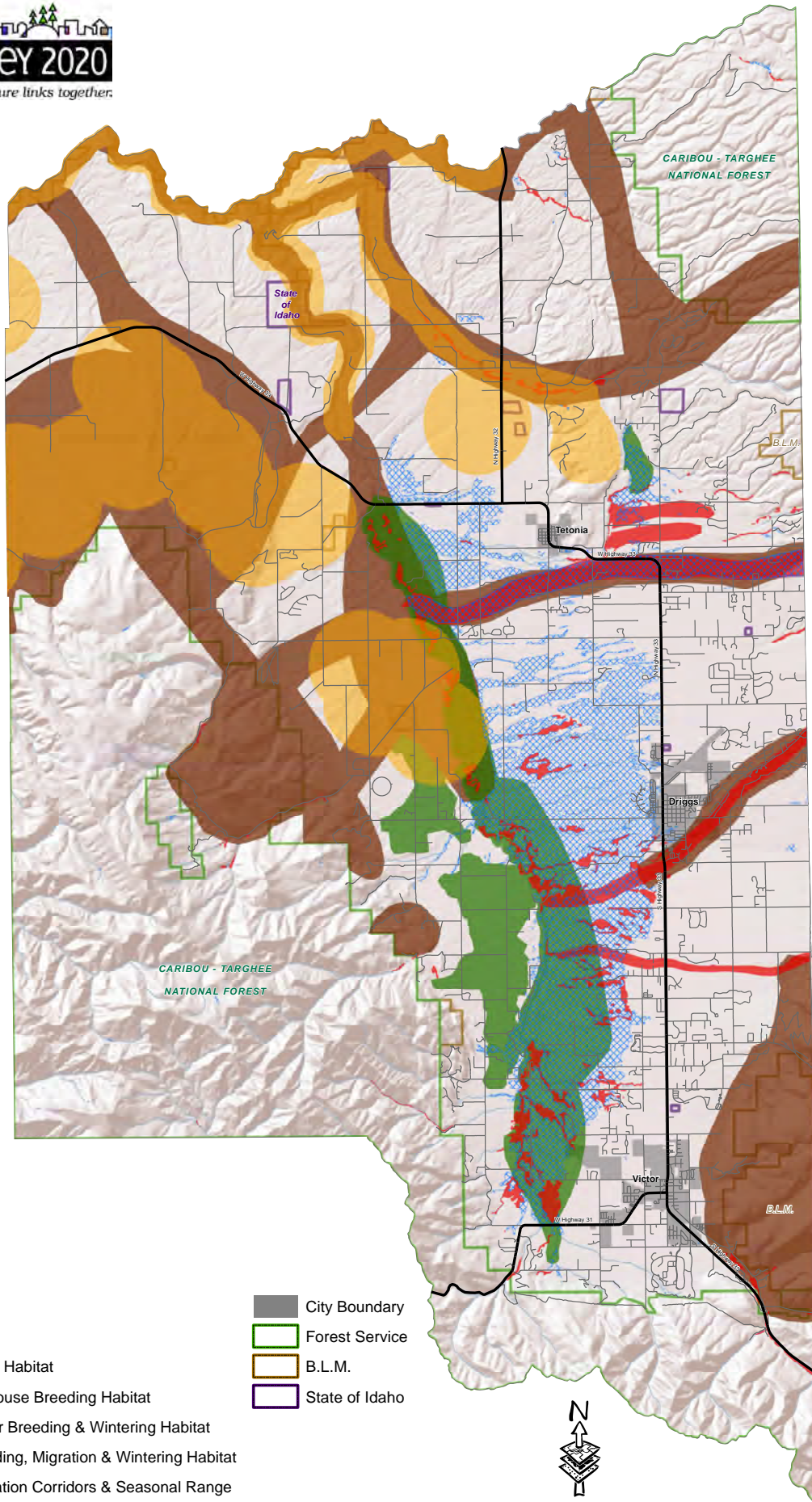
- State Highway
- Major / Minor Collector
- Other County Road
- Non-County Road
- - - START Bus Line

Trails & Pathways

- - - Existing Pathway
- - - Rail to Trail

- City Boundary
- Forest Service
- B.L.M.
- State of Idaho

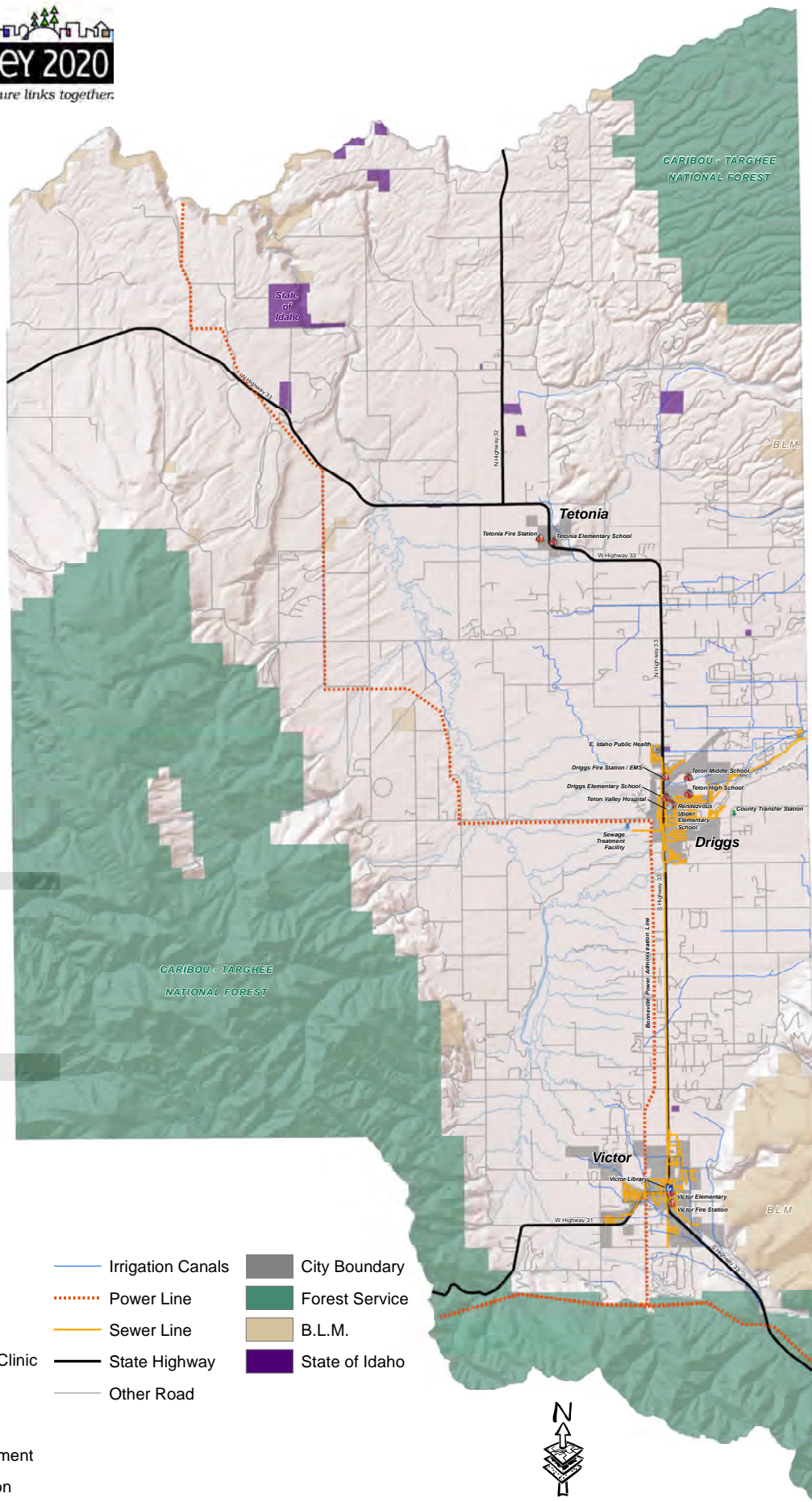




Legend

- State Highway
- Other Road
- Priority Wetland Habitat
- Sharp-tailed Grouse Breeding Habitat
- Songbird/Raptor Breeding & Wintering Habitat
- Waterbird Breeding, Migration & Wintering Habitat
- Big Game Migration Corridors & Seasonal Range
- City Boundary
- Forest Service
- B.L.M.
- State of Idaho





Legend

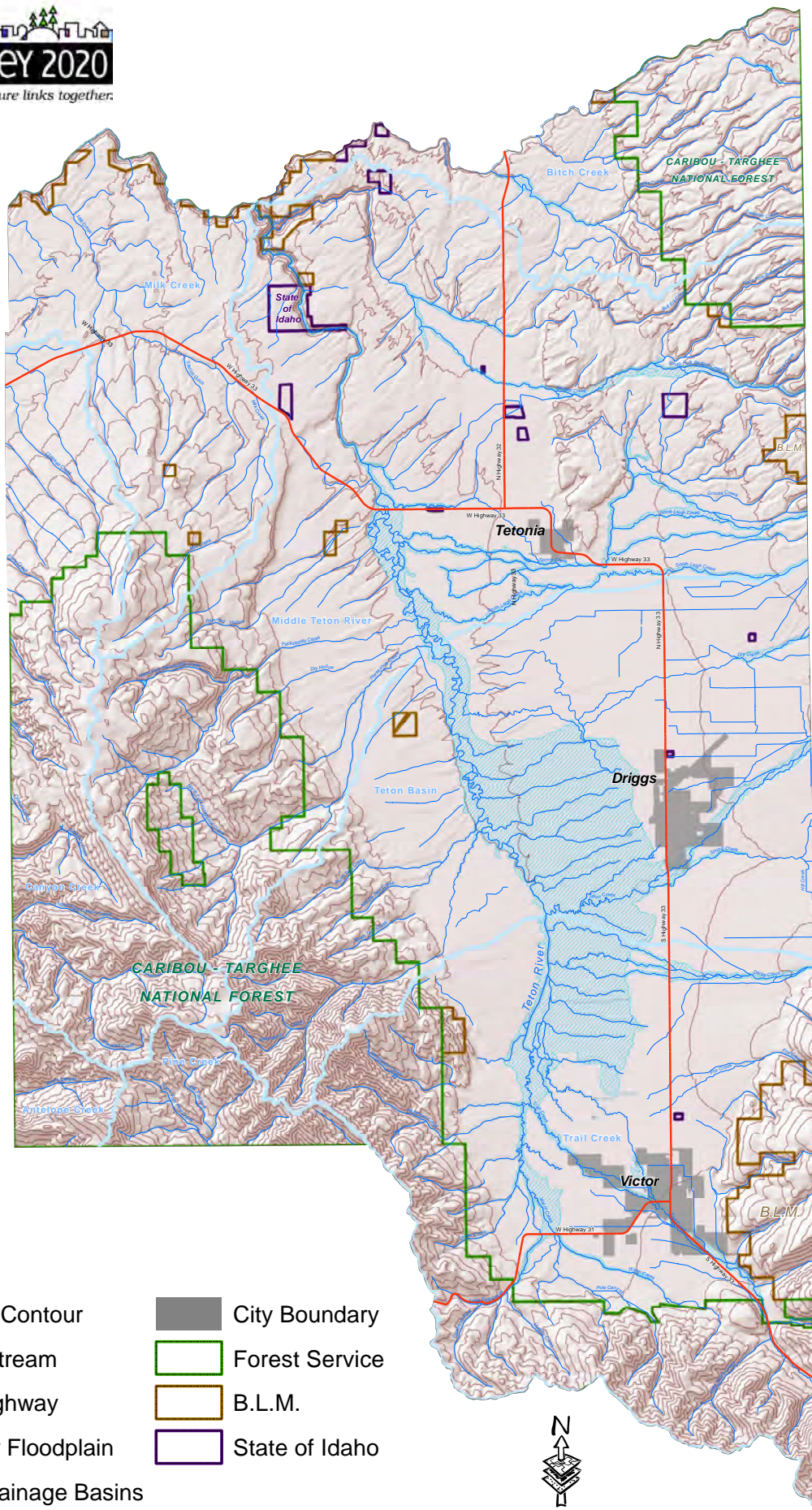
Public Facilities

- Fire Station
- Hospital
- Public Health Clinic
- School
- Library
- Sewage Treatment
- Transfer Station

- Irrigation Canals
- Power Line
- Sewer Line
- State Highway
- Other Road

- City Boundary
- Forest Service
- B.L.M.
- State of Idaho

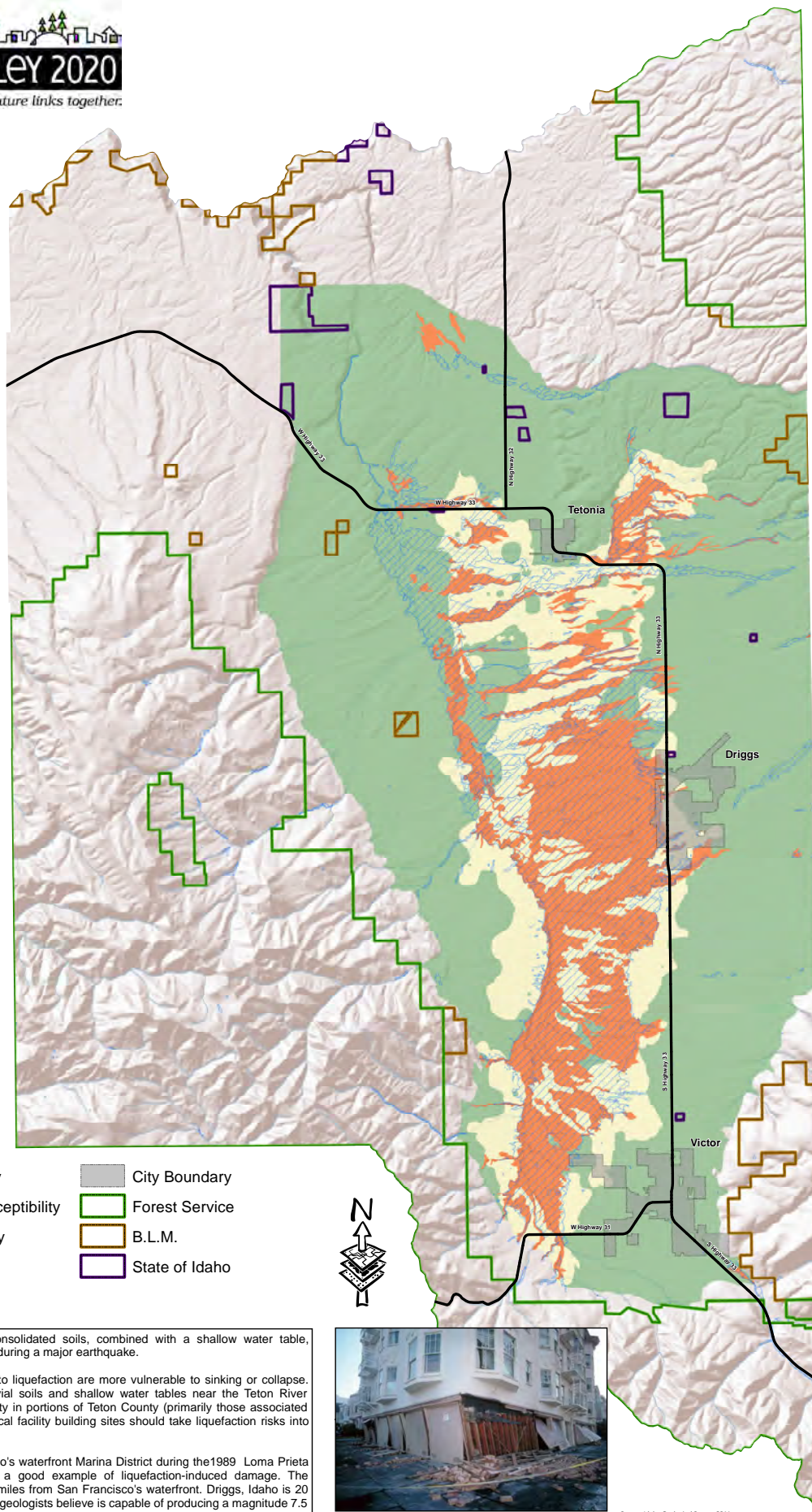




Legend

- | | |
|-----------------------|----------------|
| 200-foot Contour | City Boundary |
| River / Stream | Forest Service |
| State Highway | B.L.M. |
| 100-year Floodplain | State of Idaho |
| Major Drainage Basins | |



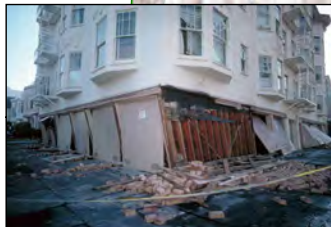


- Low Susceptibility
- Intermediate Susceptibility
- High Susceptibility
- Wetland Areas
- State Highway
- City Boundary
- Forest Service
- B.L.M.
- State of Idaho

Liquefaction occurs when unconsolidated soils, combined with a shallow water table, become saturated and unstable during a major earthquake.

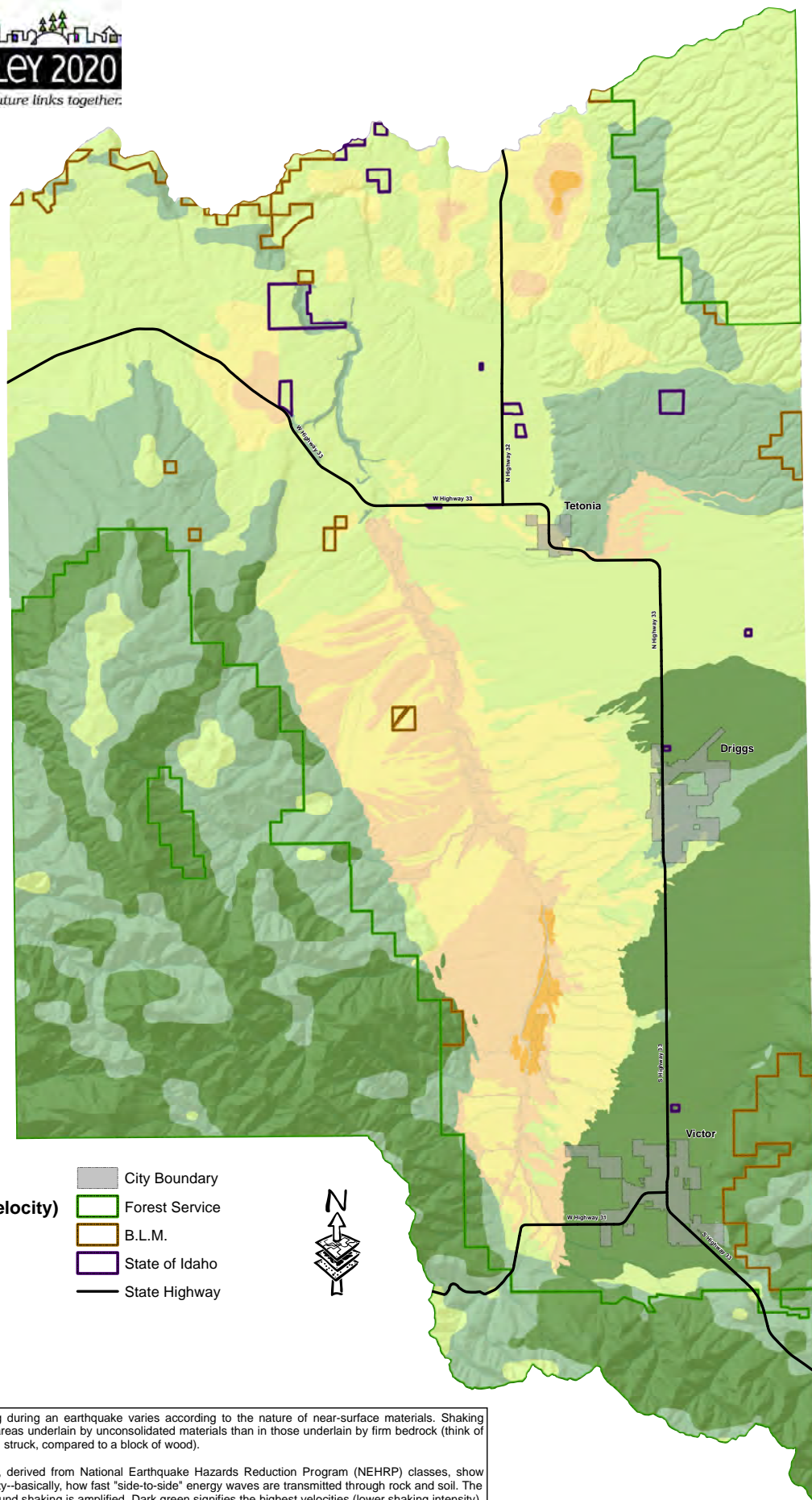
Structures in areas susceptible to liquefaction are more vulnerable to sinking or collapse. The combination of sandy alluvial soils and shallow water tables near the Teton River increase liquefaction susceptibility in portions of Teton County (primarily those associated with wetlands). Selection of critical facility building sites should take liquefaction risks into account.

The devastation of San Francisco's waterfront Marina District during the 1989 Loma Prieta earthquake (magnitude 6.9) is a good example of liquefaction-induced damage. The epicenter of that quake was 60 miles from San Francisco's waterfront. Driggs, Idaho is 20 miles from the Teton fault, which geologists believe is capable of producing a magnitude 7.5 earthquake.



Building damage in San Francisco's Marina District from the Loma Prieta Earthquake (magnitude 6.9, 1989)

Source: Idaho Geological Survey, 2011
Printed: 3/11/11
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NEHRP Site Class

Vs30 (shear-wave velocity)

- C3 (760-620)
- C2 (620-490)
- C1 (490-360)
- D3 (360-300)
- D2 (300-240)
- D1 (240-180)

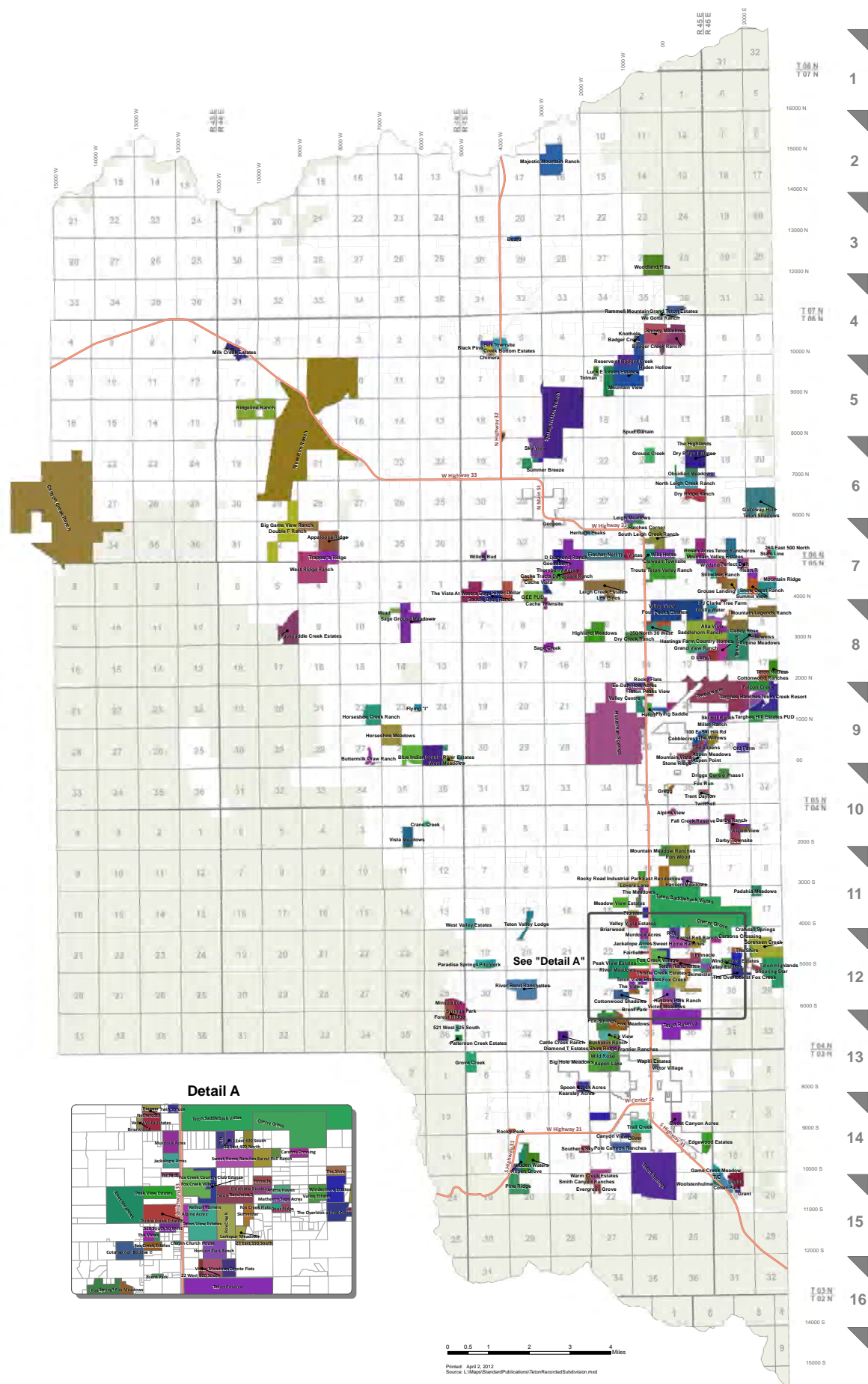
- City Boundary
- Forest Service
- B.L.M.
- State of Idaho
- State Highway

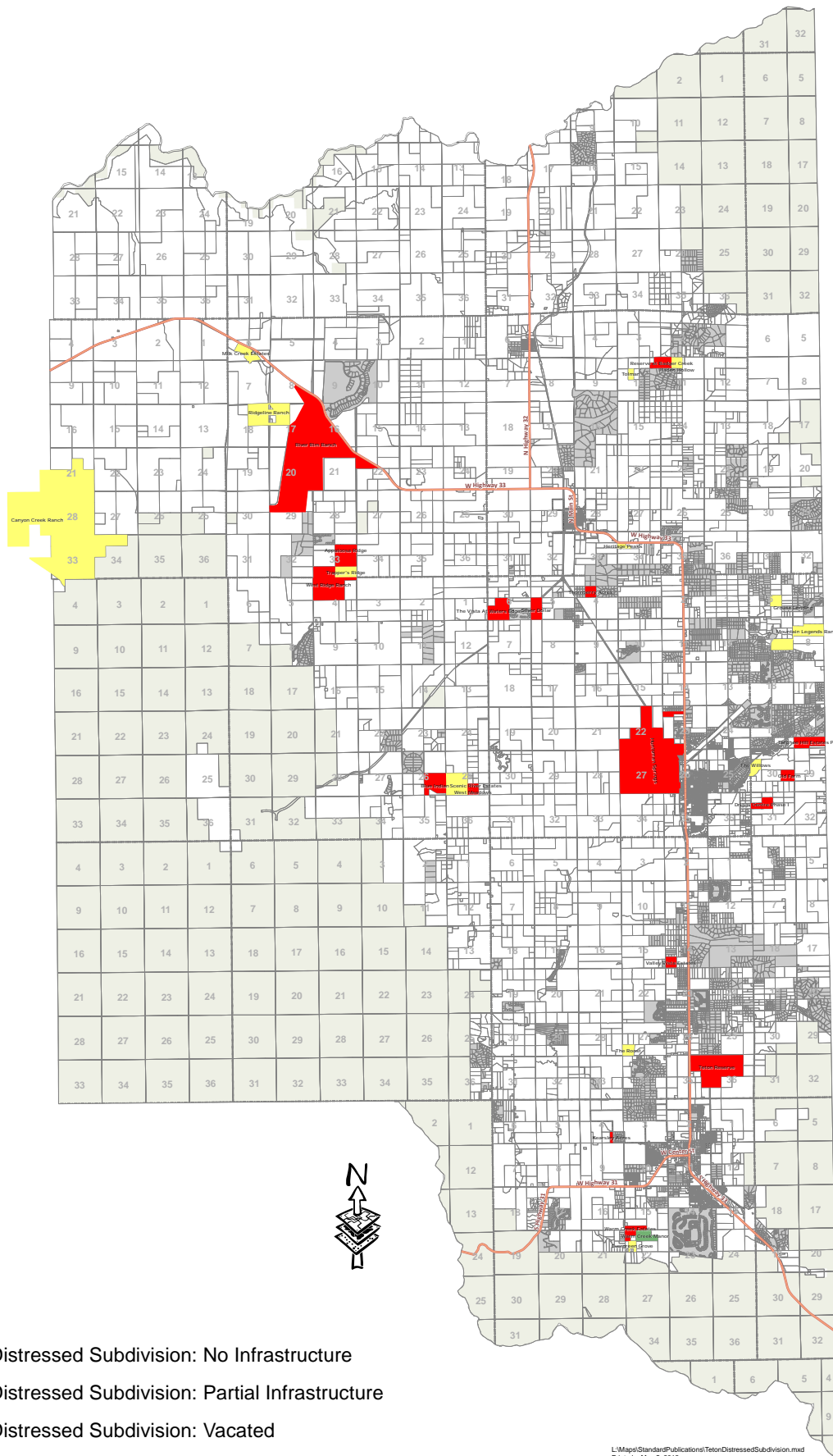


The intensity of ground shaking during an earthquake varies according to the nature of near-surface materials. Shaking intensity is generally greater in areas underlain by unconsolidated materials than in those underlain by firm bedrock (think of how a bowl of Jello shakes when struck, compared to a block of wood).

The classifications on this map, derived from National Earthquake Hazards Reduction Program (NEHRP) classes, show differences in shear-wave velocity--basically, how fast "side-to-side" energy waves are transmitted through rock and soil. The slower the velocity, the more ground shaking is amplified. Dark green signifies the highest velocities (lower shaking intensity), orange depicts the slowest velocities (highest shaking intensity).

Source: Idaho Geological Survey, 2011
 Printed: 3/01/2012
 L:\Maps\Comp Plan Maps\2012CompPlanMaps\Earthquake_NEHRP_SiteClass.mxd

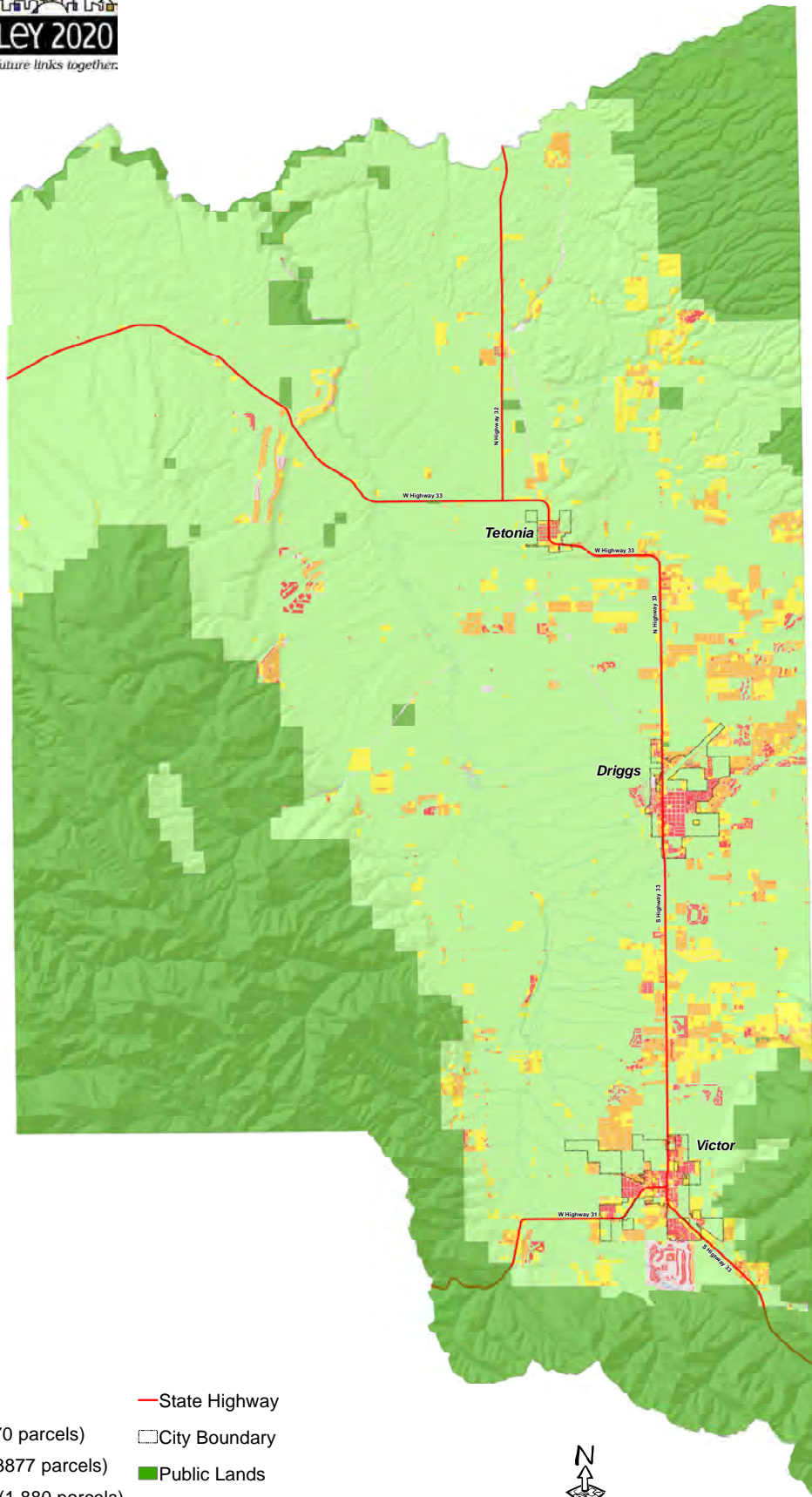
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TETON COUNTY DISTRESSED SUBDIVISIONS

0 0.5 1 2 3 4 Miles





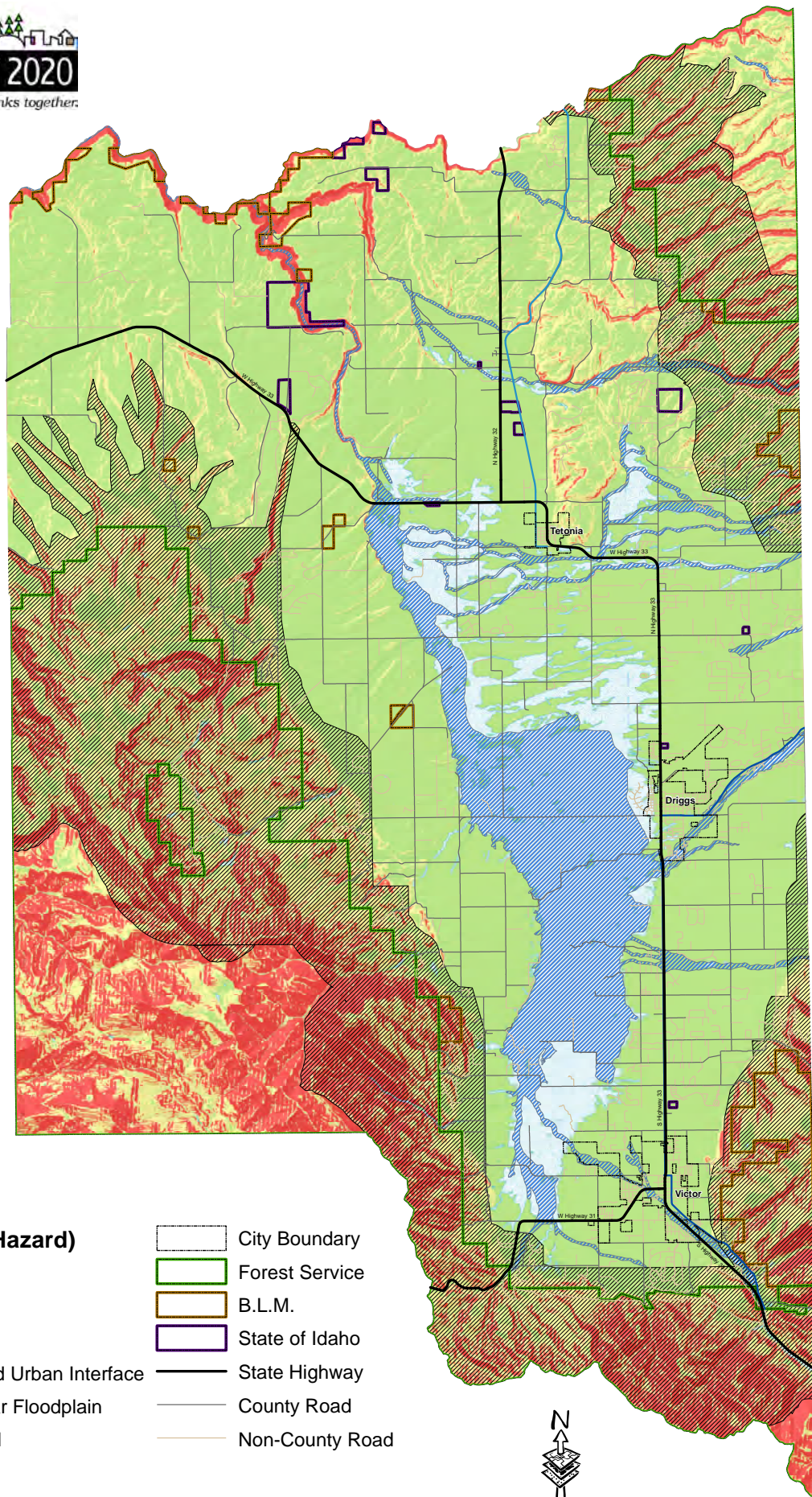
Legend

Private Parcels

- 1 acre or less (6,670 parcels)
- 1.01 - 3.50 acres (3877 parcels)
- 3.51 - 10.00 acres (1,880 parcels)
- 10 acres or more (2,393 parcels)

- State Highway
- City Boundary
- Public Lands





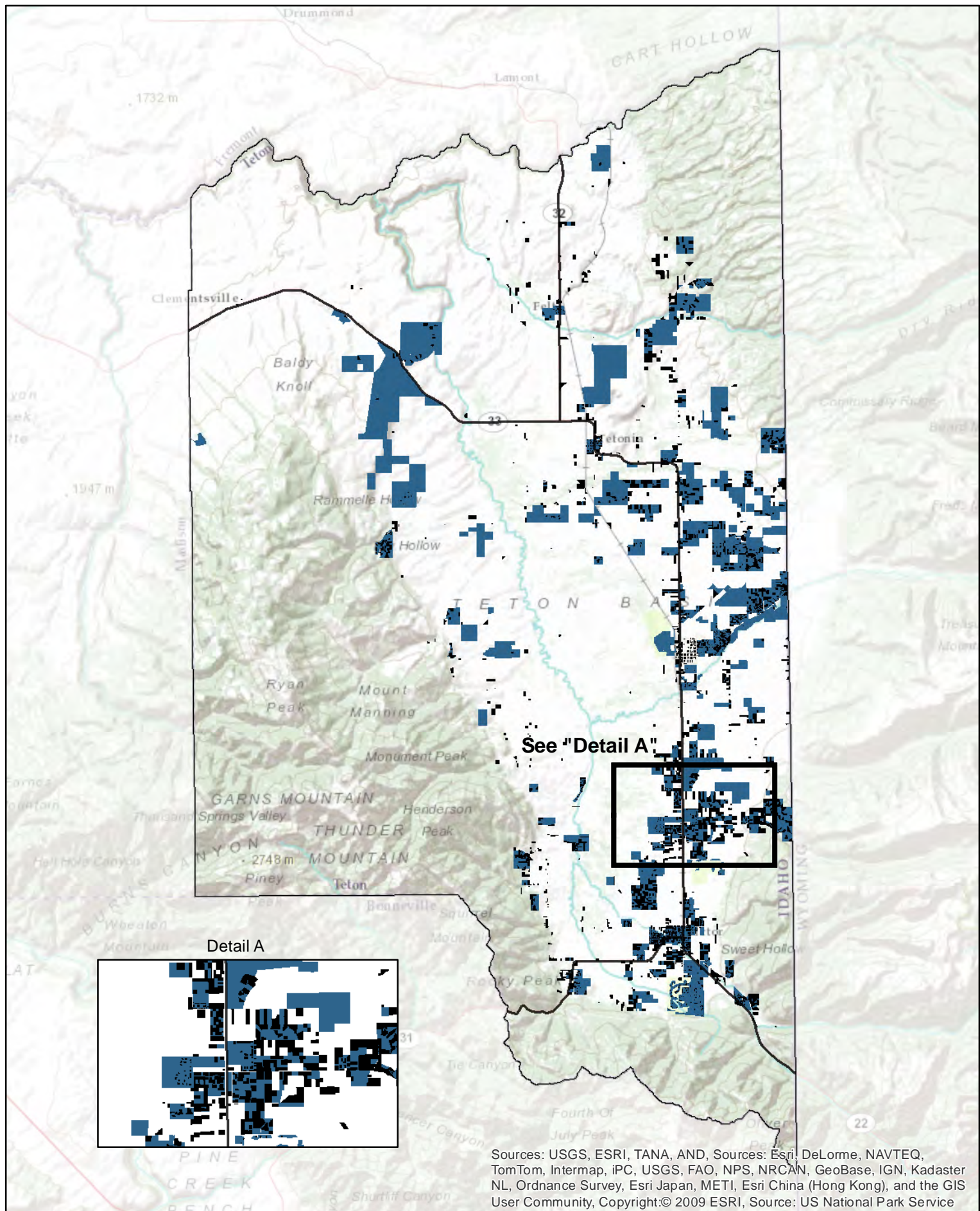
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Slope (Slide Hazard)

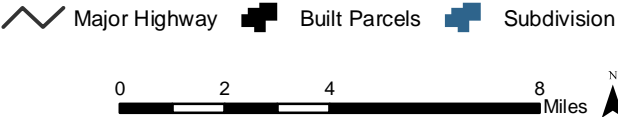
- 0 - 10°
- 10-20°
- >30°
- Wildland Urban Interface
- 100-year Floodplain
- Wetland

- City Boundary
- Forest Service
- B.L.M.
- State of Idaho
- State Highway
- County Road
- Non-County Road





TETON COUNTY SUBDIVISIONS & BUILT PARCELS



A3. EXISTING CONDITION DATA

The following sections contain information and data on existing conditions for each component required by LLUPA.

A3.1. POPULATION

According to the US Census Bureau, the population of Teton County in 2010 was 10,170 with males making up 52% of the population and females 48%. The majority of the population (83%) is non-Hispanic or Latino and 17% have Hispanic or Latino ethnicity. The median age was 33.2 years in 2010, median income was \$53,364, and mean income was \$61,276. Table 1 summarizes the race characteristics of Teton County and Figure 1 illustrates the 2010 age distribution.

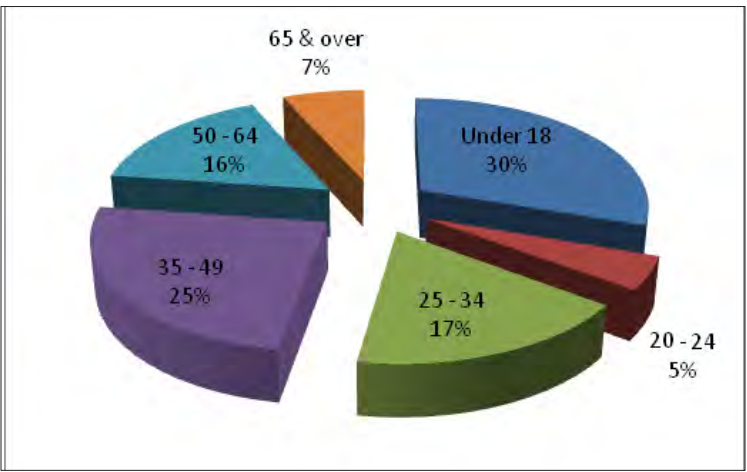
Table 1: Race Characteristics

Teton County, Idaho 2010 Race Characteristics

White	85.6%
African American	0.2%
Asian	0.5%
American Indian and Alaska Native	0.3%
Native Hawaiian and Pacific Islander	0.1%
Other	11.7%
Identified by two or more	1.5%

Source: US Census Bureau

Figure 1: Age Distribution



Source: US Census Bureau

Population changes are caused by two factors, natural growth and mechanical growth. Natural growth reflects the natural rate of deaths and births whereas mechanical growth reflects the rate of in-migration and out-migration to an area and depends on social factors. Currently the natural world population growth rate is 1.092% annually¹. The following table and chart summarize population changes from 2000 to 2010 for units of government in Teton County, the State of Idaho and the US, according to Bureau of Labor Statistics. As of 2010, Idaho has an estimated population of 1,567,582 residents, which is reflective of a 1.88% annual growth rate. The state ranked as the fourth fastest growing state for population growth in the country. Beginning in 2010, the pace of growth slowed as the recession reduced in-migration to the state.

Table 2: Population

Geography	2000	2002	2004	2006	2008	2010
National	282,171,957	287,803,914	293,045,739	298,593,212	304,374,846	308,745,538
Idaho	1,299,551	1,342,149	1,391,718	1,464,413	1,527,506	1,567,582
Teton County, Idaho	5,999	6,733	7,204	7,846	9,032	10,170
Driggs, Idaho	1,179	1,205	1,205	1,289	1,408	1,660
Victor, Idaho	1,024	1,193	1,368	1,602	1,867	1,928
Jackson, Wyoming	8,681	8,806	9,085	9,378	9,861	9,577

Source: Bureau of Labor Statistics

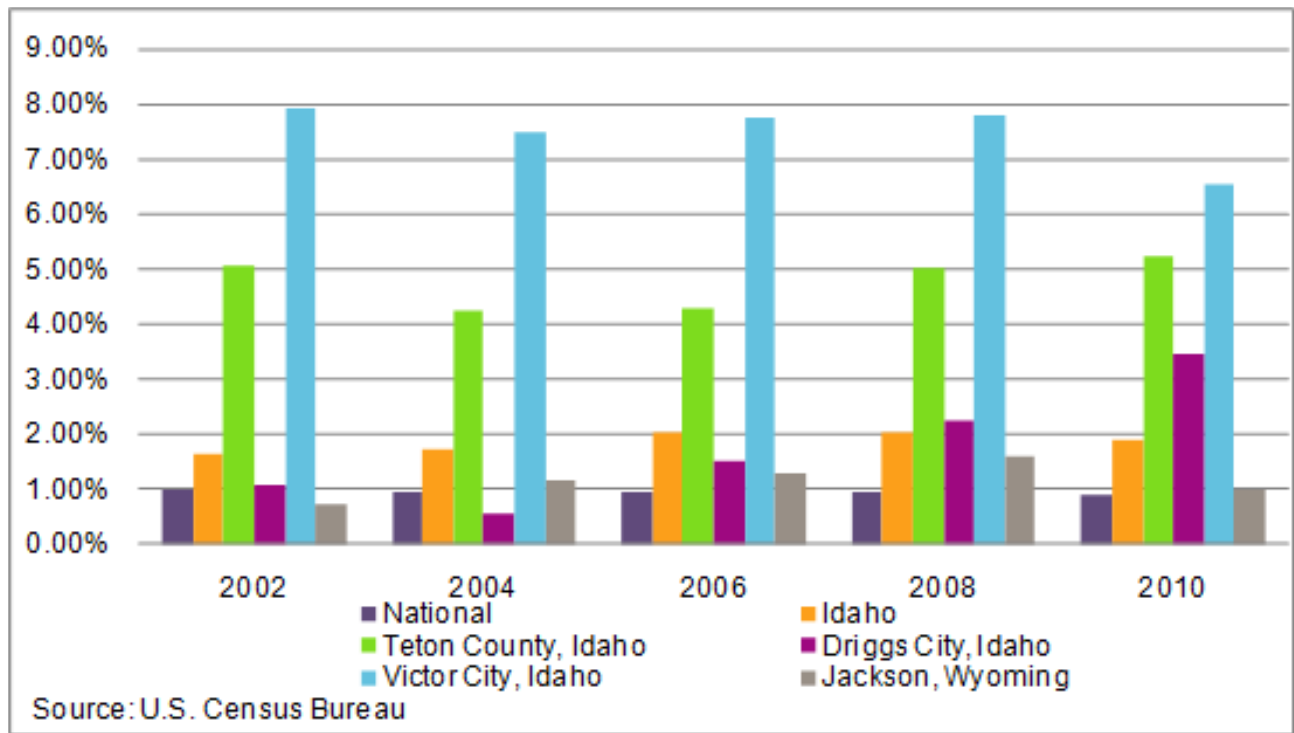
Table 3: Teton County Population and Growth

Year	Population	Annual Growth Rate
1980	2,897	
1990	3,439	1.72%
2000	5,999	5.56%
2010	10,170	5.28%

Between 2000 and 2010, the population of Teton County has grown faster than any other county in Idaho, increasing at an average annual growth rate of 5.28% over the last ten years. According to Idaho Department of Labor, Teton County has attracted many second homeowners near the Wyoming tourist locations of Jackson Hole and Grand Targhee Ski Resort. Additionally, many workers of Wyoming businesses commute from Teton County, Idaho which likely accounts for the high population growth in the City of Victor. Population growth rates for the State of Idaho and the Cities of Driggs, Idaho and Jackson, Wyoming are below the growth rates for Teton County and the City of Victor over the past ten years as shown in Figure 2.

¹ The World Factbook 2009. Washington, DC: Central Intelligence Agency, 2009. Online information updated daily at <https://www.cia.gov/library/publications/the-world-factbook/index.html>. Referenced on May 5, 2012

Figure 2: Historic Population Annual Growth Rates 2000-2010



Population projections for 2020, 2030 and 2040 were calculated using a range of annual growth rates between the historic rates from 2000 to 2010 for Teton County (5.28%) and the State of Idaho (1.88%). Although Teton County has experienced very high growth rates over the last 20 years, predominately led by high in-migration rates to the City of Victor, it is not expected that this rate will be sustained into the future and already the County has seen a decrease in population for 2011. Population projections for 2020, 2030 and 2040 are shown in Table 4 and Figure 3.

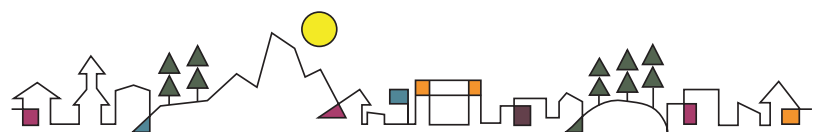
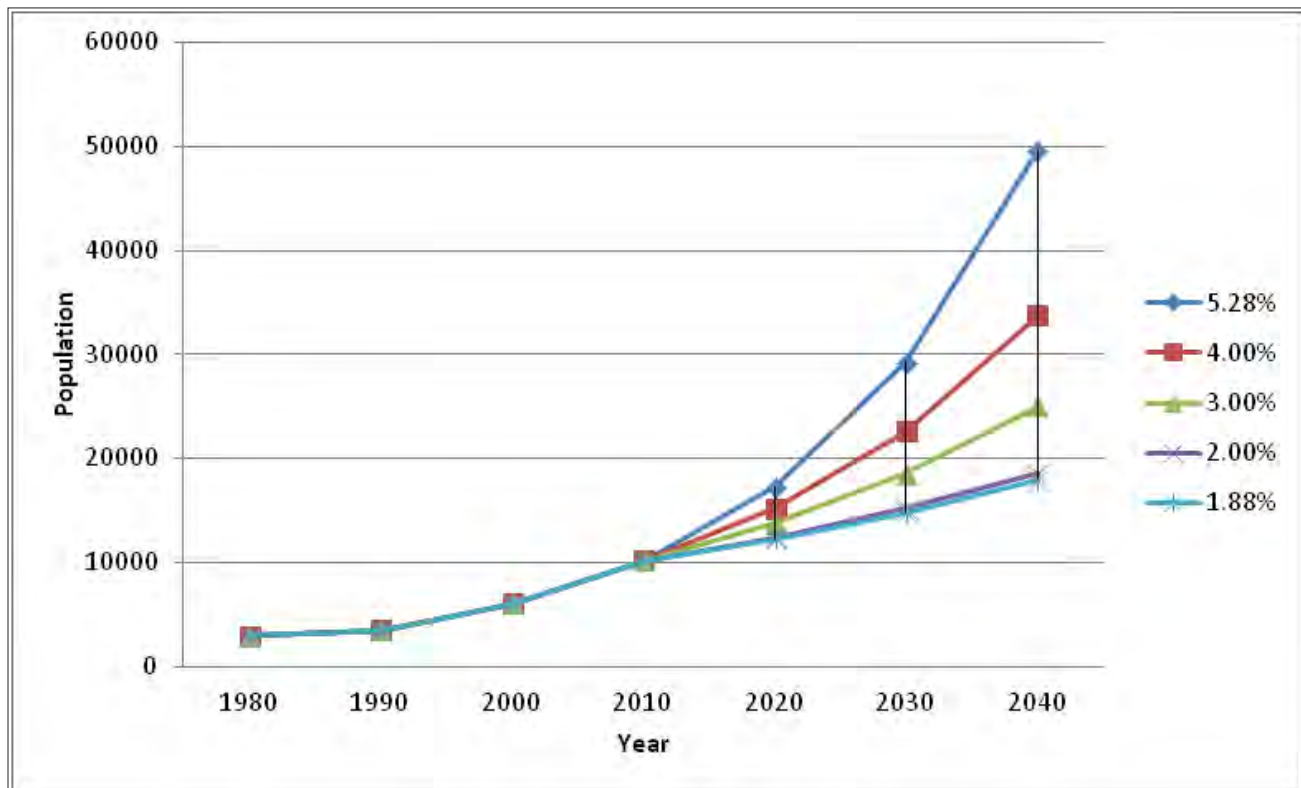


Table 4 – Projected Population

Year	5.28% Annual Growth	4.00% Annual Growth	3.00% Annual Growth	2.00% Annual Growth	1.88% Annual Growth
1980	2897	2897	2897	2897	2897
1990	3439	3439	3439	3439	3439
2000	5999	5999	5999	5999	5999
2010	10170	10170	10170	10170	10170
2020	17244	15172	13728	12422	12273
2030	29237	22634	18531	15172	14812
2040	49573	33766	25014	18531	17876

Figure 3: Graph of Projected Population



Migration

The high population growth rates for Teton County are reflective of the high rate of in-migration into the County. The Figure 4 illustrates the migration trends for Teton County from 2000 to 2007, according to IRS Migration Data. Numbers of both households migrating into Teton County and out of Teton County remain stable prior to 2005, but numbers of households migrating into Teton County started to increase from 2005 to 2007. In-migration from other US States into Teton County is much bigger than out-migration, and the difference has increased since 2005.

Figure 4: Total migration into/out of Teton County

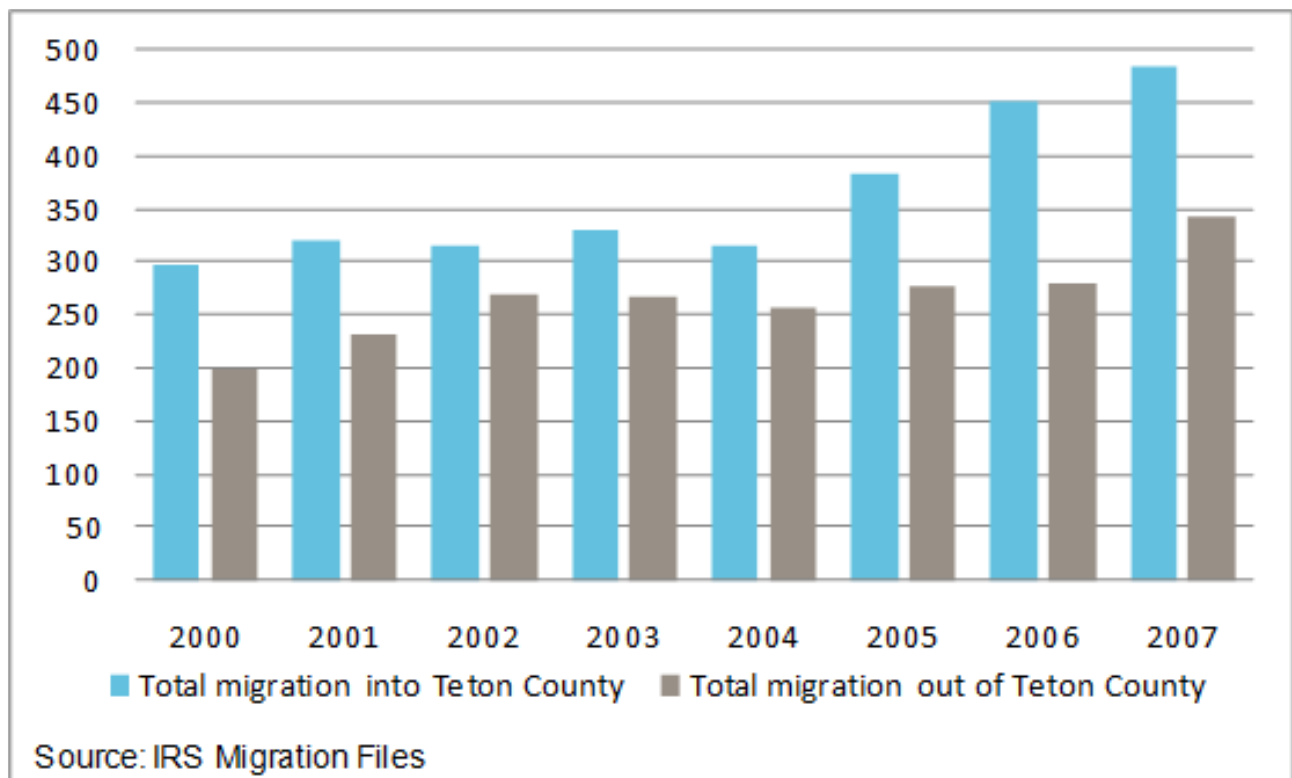
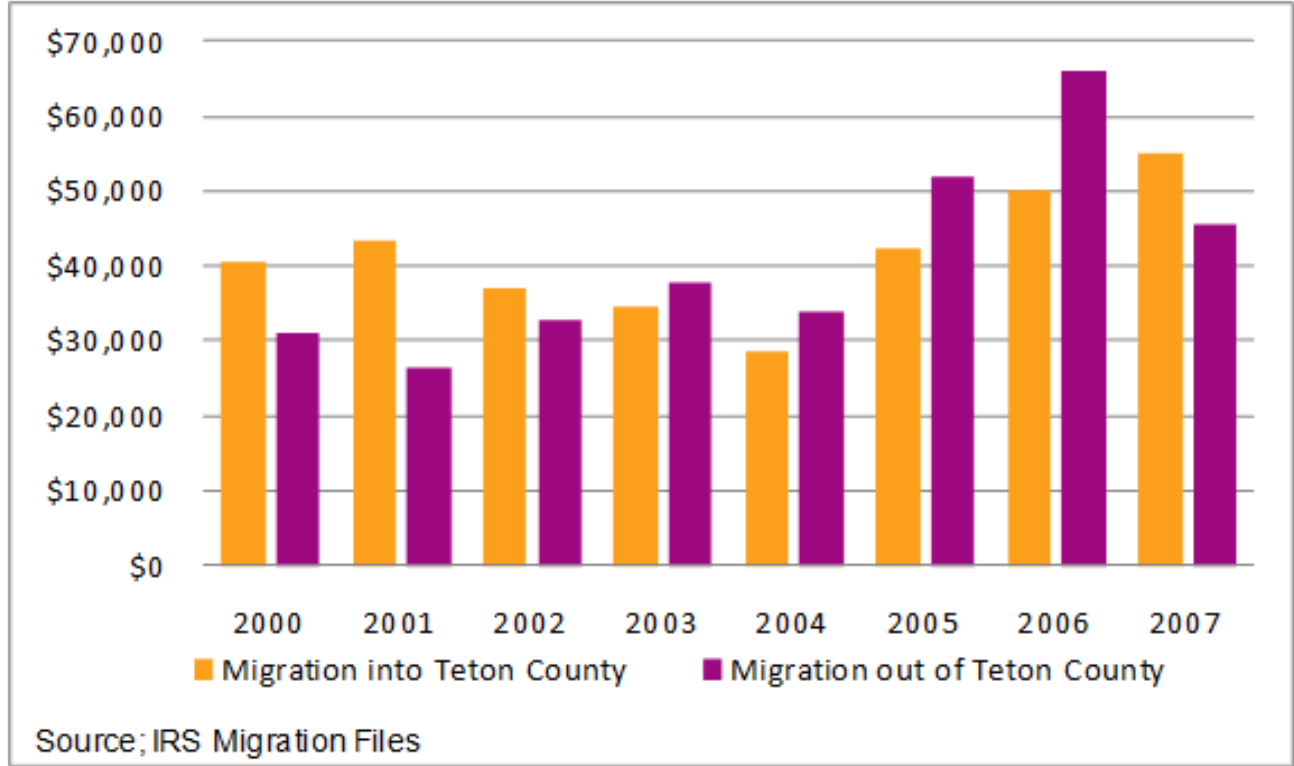


Figure 5 below summarizes average adjusted income growth for in-migrants and out-migrants of Teton County from 2000 to 2007. People who migrate into Teton County during 2000 and 2002 had higher incomes than those who left. However, this situation reversed in 2003 and the difference became greater through 2006.

Figure 5: Average Adjusted Income Growth, IRS Tax Files



A3.2. ECONOMIC DEVELOPMENT

Regional Market Perspective

The following table summarizes broader metrics for 50 and 100 mile rings beyond Teton County. The analysis speaks to a broad market within 100 miles covering about 375,000 residents, as reported by Esri Business Systems. Data is based on actual US Census data for 2000, combined with estimates for 2010 and 2015. Although the US Census has released county level information for 2010, underlying tract and block group data is still being generated.

Table 5: Market Area Demographic Estimates

Population Summary	50 Miles	100 Miles
2000 Total Population	162,808	311,853
2010 Total Population	209,502	374,264
2015 Total Population	232,295	406,193
2000 Households	54,815	107,078
2010 Households	71,599	130,470
2015 Households	79,801	142,341
2000 Housing Units	63,674	123,395
Owner Occupied Housing Units	61.6%	62.8%
Renter Occupied Housing Units	24.5%	23.9%
Vacant Housing Units	13.9%	13.3%
2010 Housing Units	83,897	152,507
Owner Occupied Housing Units	60.7%	61.5%
Renter Occupied Housing Units	24.7%	24.1%
Vacant Housing Units	14.7%	14.4%
Median Household Income		
2000	\$41,048	\$38,916
2010	\$53,523	\$50,542
Per Capita Income		
2000	\$18,551	\$17,487
2010	\$23,398	\$22,166

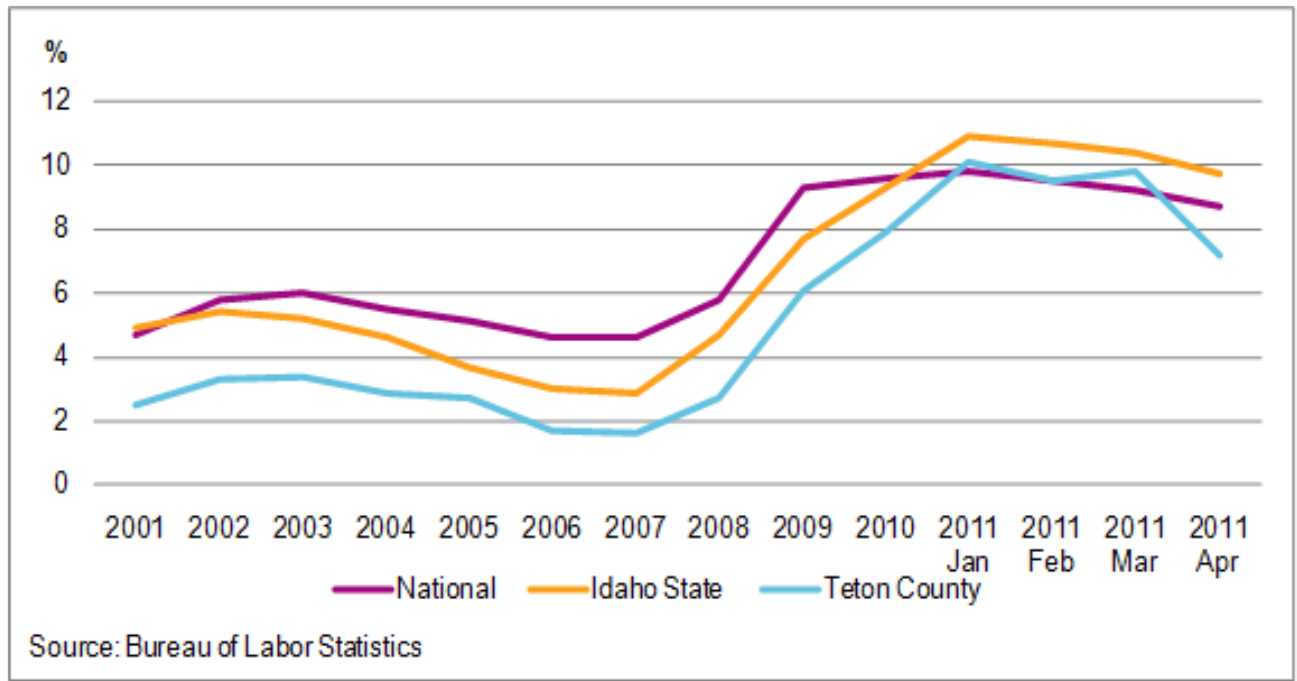


Unemployment Trends

Through 2007, Teton County had sustained an enviable unemployment level, well below state and national levels. During the recession, however, unemployment rates peaked along with the rest of the country. Since 2011, unemployment has begun to improve, at a pace faster than the US.

The following chart summarizes unemployment rate changes between 2000 and 2011 according to the US Bureau of Labor Statistics for Teton County, the State of Idaho, and the United States. The figure below shows that there has been a decline in employment across the nation during 2007-2010. However, both the State of Idaho and Teton County have lower unemployment rates compared to the U.S. before 2010 but topped the national rate for the first time in 2010, reached their highest unemployment rates on record. However, data in this chart point out a continued gradual decrease in the unemployment rate since the beginning of 2011.

Figure 6: Unemployment Rates



Teton County has had one of the lowest unemployment rates in the state, dipping to 1.5% in 2007. The rate has been significantly below both the state and national rates. According to the Idaho Department of Labor, a portion of the county's employment is seasonal and dependent on tourism. From 2008 to the end of 2010, unemployment rate increased significantly and reached historical highs.

On the state level, the labor force in Idaho increased 14.3% in the last ten years, despite a decline in 2008 and 2009. From 2006 to 2010, the rate of unemployment in Idaho has tripled, continued to increase through 2009, and reached its peak in December 2010 at 9.7%. The national unemployment rate from 2000 to 2010 stayed relatively steady until it changed sharply when the economic recession began in late 2007. Since late 2010, the national employment situation started to improve but at a sluggish rate.

Employment by Sector Trends

The tables below summarize employment by sector changes between 2001 and 2009 according to BLS for Teton County, the State of Idaho, and the United States. Although the absolute changes in job levels are not comparable, the compound annual growth rates (CAGR) are. For Teton County, the table below speaks to a region which managed to avoid the worst aspects of the recession through 2009, with employment growth of 6.2% per year. Comparative metrics for the State of Idaho are 0.9% growth, and for the US a decline of -0.3%, annualized.

Table 6: Employment by Sector Trend, Teton County, 2001 to 2009

Industry Sector	2001	2009	CAGR
Natural Resources and Mining	135	132	-0.3%
Construction	230	413	7.6%
Manufacturing	76	100	3.5%
Trade, Transportation, and Utilities	362	461	3.1%
Information	33	61	8.0%
Financial Activities	55	142	12.6%
Professional and Business Services	131	371	13.9%
Education and Health Services	72	126	7.2%
Leisure and Hospitality	220	330	5.2%
Other Services	49	68	4.2%
Base Industry: Total, all industries	1,363	2,203	6.2%

Source: Bureau of Labor Statistics

In Teton County, covered employment trends since 2001 reflect the region's evolving economic base. The job market has been recovering, but varies noticeably across industries. Employment has grown in professional and business services, financial activities, education and health services. While construction employment is shown as growing through 2008, data for the intervening years would suggest that employment in this sector peaked in 2008 and has decreased to the noted level in 2009. Construction also continues to drive employment through 2009.

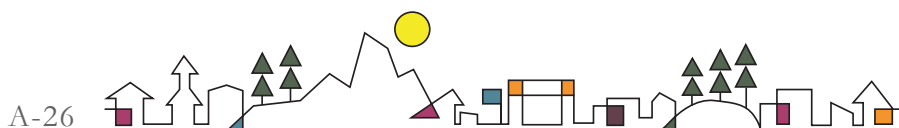


Table 7: Employment by Sector Trend, State of Idaho, 2001 to 2009

Industry Sector	2001	2009	CAGR
Natural Resources and Mining	21,810	24,466	1.4%
Construction	37,851	34,437	-1.2%
Manufacturing	68,380	54,765	-2.7%
Trade, Transportation, and Utilities	115,723	121,293	0.6%
Information	9,598	10,056	0.6%
Financial Activities	23,128	27,691	2.3%
Professional and Business Services	67,653	75,654	1.4%
Education and Health Services	54,499	77,555	4.5%
Leisure and Hospitality	53,049	58,631	1.3%
Other Services	14,745	15,624	0.7%
Base Industry: Total, all industries	466,581	500,194	0.9%

Source: Bureau of Labor Statistics

Within the State of Idaho, employment growth rates remain slow. On one hand, growth took place in Financial Activities and Education & Health Services and added 2.3% and 4.5% gain on employment from 2001 to 2009. On the other hand, construction and manufacturing sectors experienced diminished employment with a CAGR of -1.2% and 2.7% respectively.

Table 8: Employment by Sector Trend, United States, 2001 to 2009

Industry Sector	2001	2009	CAGR
Natural Resources and Mining	1,705,759	1,783,558	0.6%
Construction	6,773,512	5,948,837	-1.6%
Manufacturing	16,386,001	11,810,371	-4.0%
Trade, Transportation, and Utilities	25,648,091	24,651,647	-0.5%
Information	3,591,995	2,807,721	-3.0%
Financial Activities	7,678,974	7,589,821	-0.1%
Professional and Business Services	16,324,890	16,488,835	0.1%
Education and Health Services	14,849,666	18,321,635	2.7%
Leisure and Hospitality	11,884,966	13,001,028	1.1%
Other Services	4,206,345	4,369,780	0.5%
Base Industry: Total, all industries	109,304,802	106,947,104	-0.3%

Source: Bureau of Labor Statistics

On the national level, the job market has been recovering, but growth rates remain sluggish. Education and Health services industries added 2.7% nationally. In the education sector, the increase may come from post secondary education institutions like colleges and universities, which partly reflects the greater demand for high level education. The health care section also added employment across the nation, reflecting the ongoing trend of the aging of baby boomers and the shortage of health care professionals. Employments in manufacturing and information show negative growth rates with CAGR of -4.0% and -3.0% respectively.

Building Permit and Lot Platting Information

Trends for platted lots across Teton County have been a key concern for this study. The analysis shows that lot platting unfolded at a historic pace between 2003 and 2008. Prior to 2000, the county platted approximately 113 new lots per year. From 2001 to 2011, the average increased to over 550 lots per year platted. Acreage consumed through platting also exploded, growing from an average of 300 acres per year prior to 2000, to a total of 2,244 acres per year, on average after 2001. The number of unsold lots also increased, growing from an average of 95 per year before 2001, to 162 per year on average, after 2001. These trends are reflected below.

Figure 7: Platted Lot Trends for Teton County, 1968 to 2011

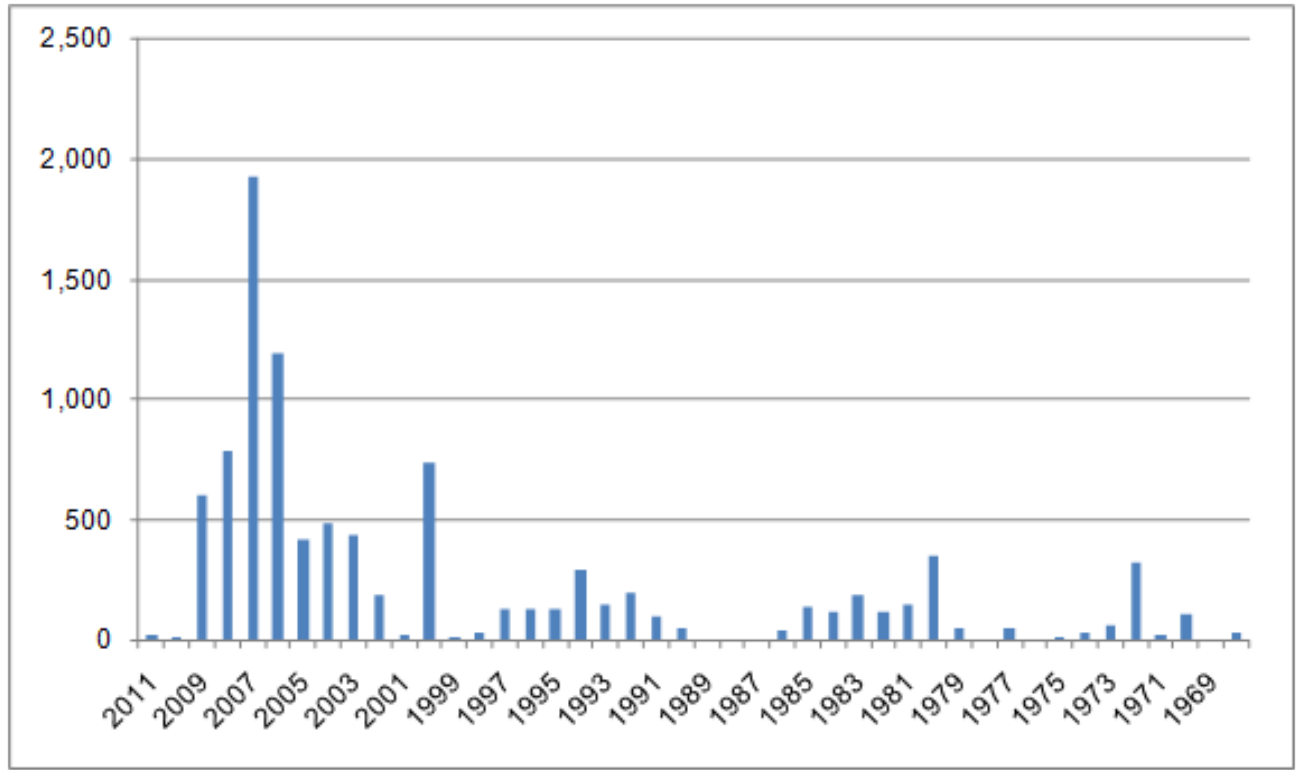
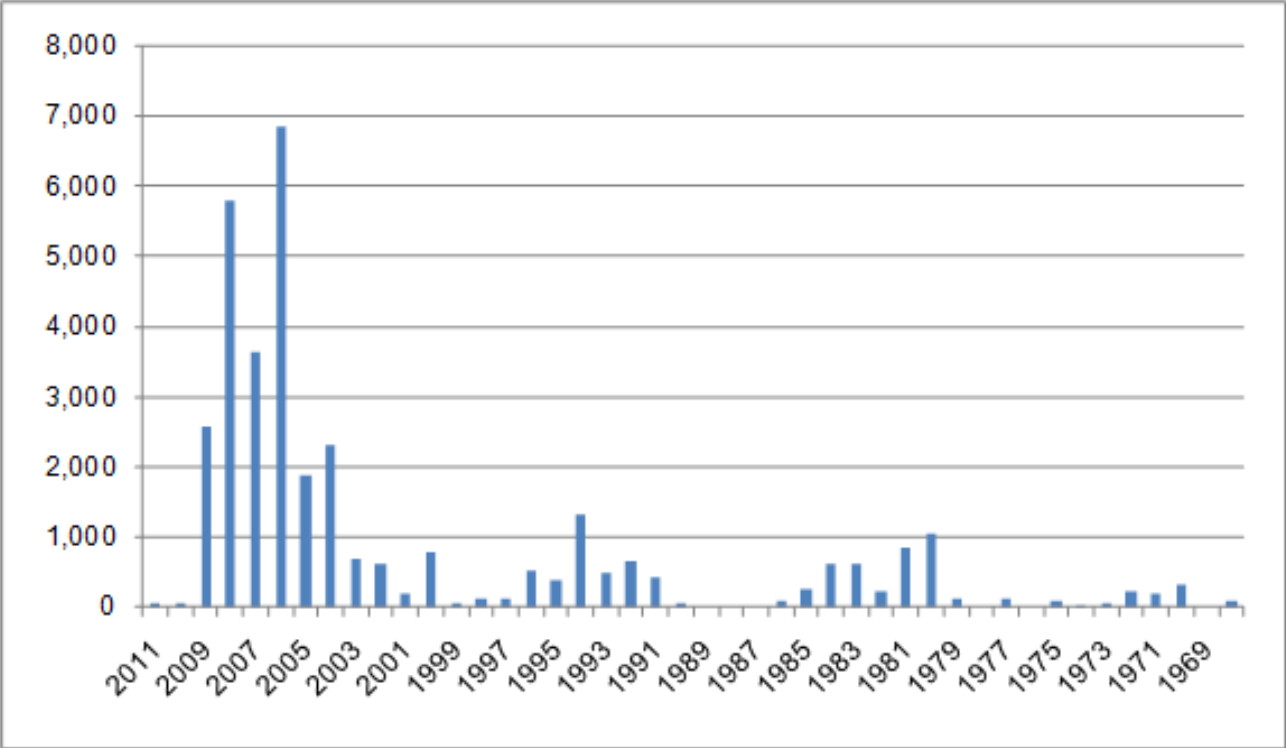
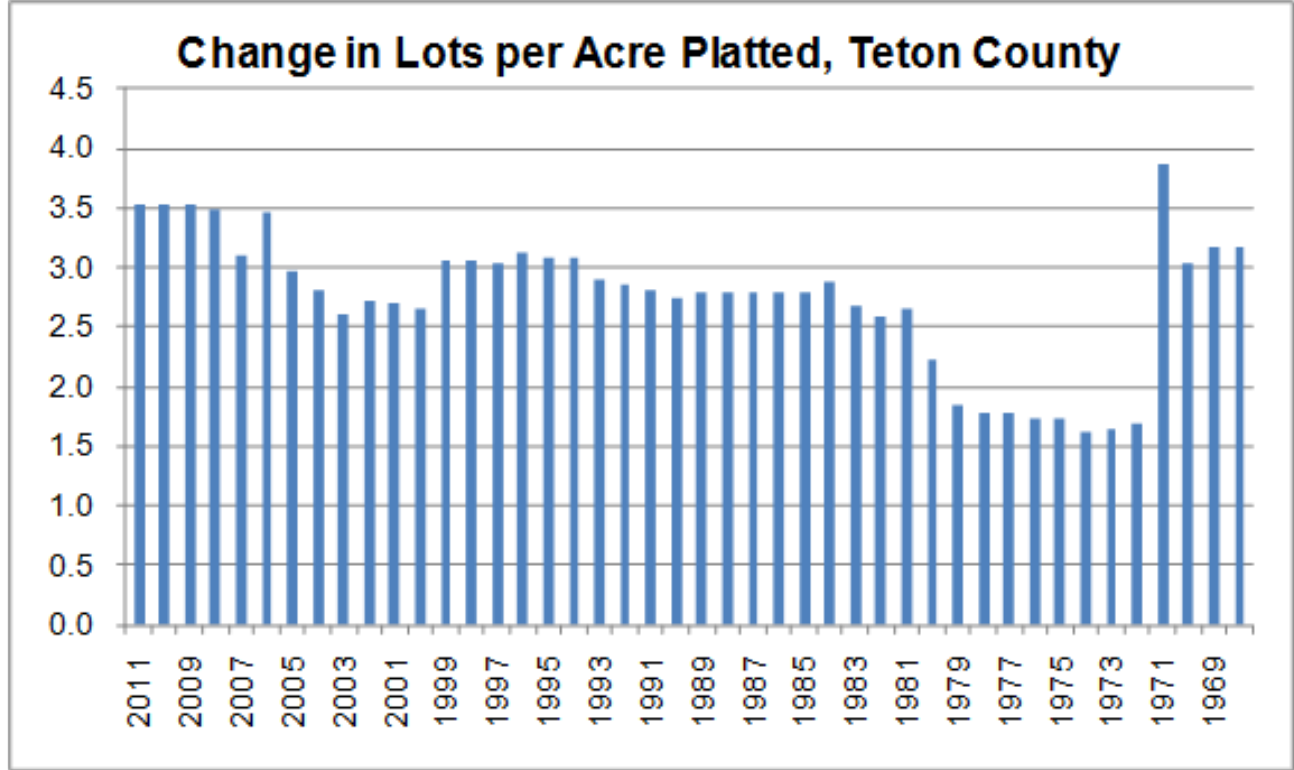


Figure 8: Acres in Platted Lots, 1968 to 2011



The figure below highlights trends regarding the number of platted lots per acre since 1969. The chart shows that overall densities have generally increased over the past 20 years, increasing to the current level of 3.5 units per acre. As of April 2012 there are 7,030 platted, undeveloped lots in unincorporated Teton County (Teton County GIS).

Figure 9: Acres in Platted Lots, 1968 to 2011



The current zoning for most of Teton County includes either A20 or A/RR2.5 zones. Within Teton County’s A-20 Zone, there are approximately 600 parcels (84,000 acres) with the potential to be further divided to the underlying 20-acre zoning density. Within Teton County’s A/RR 2.5 Zone, there are approximately 1,400 parcels (60,000 acres) with the potential to be further subdivided to the underlying 2.5-acre zoning density. Theoretically this could result in 3,600 additional 20-acre lots and 22,600 additional 2.5-acre lots (See Figure 10).

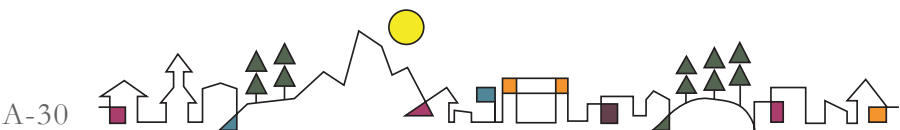
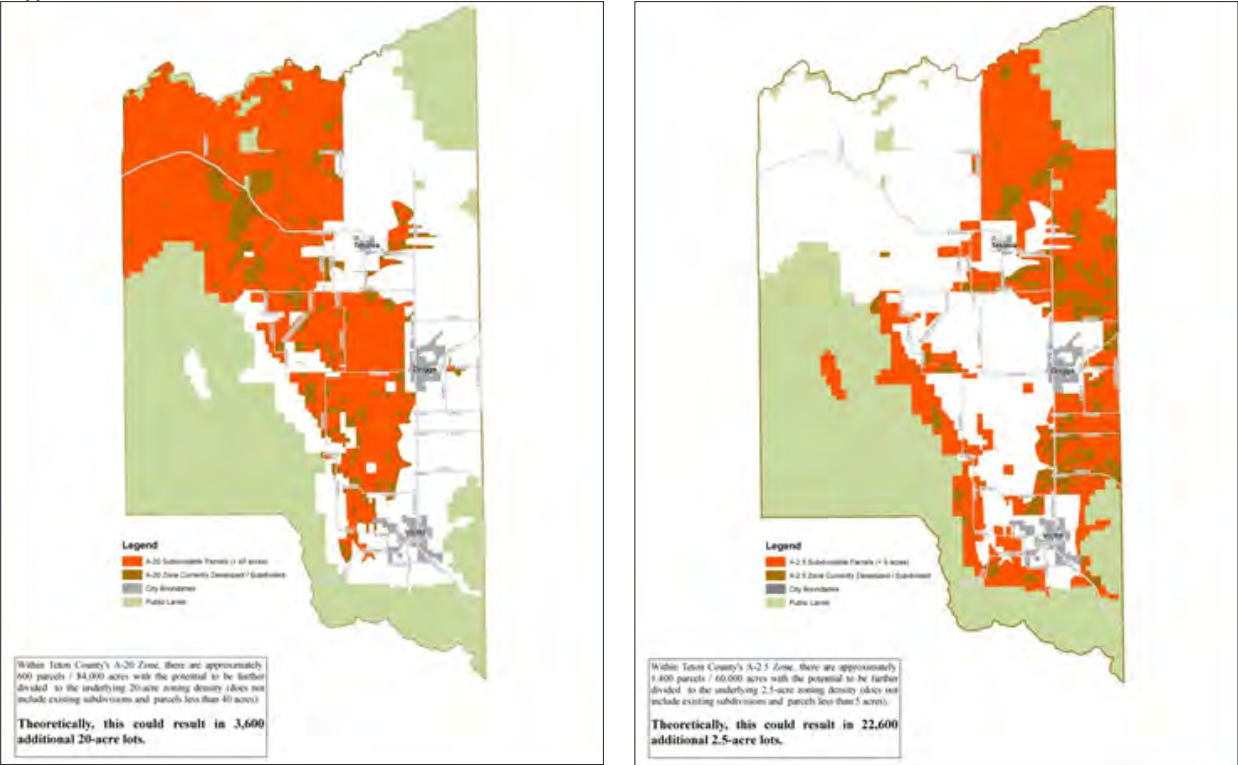


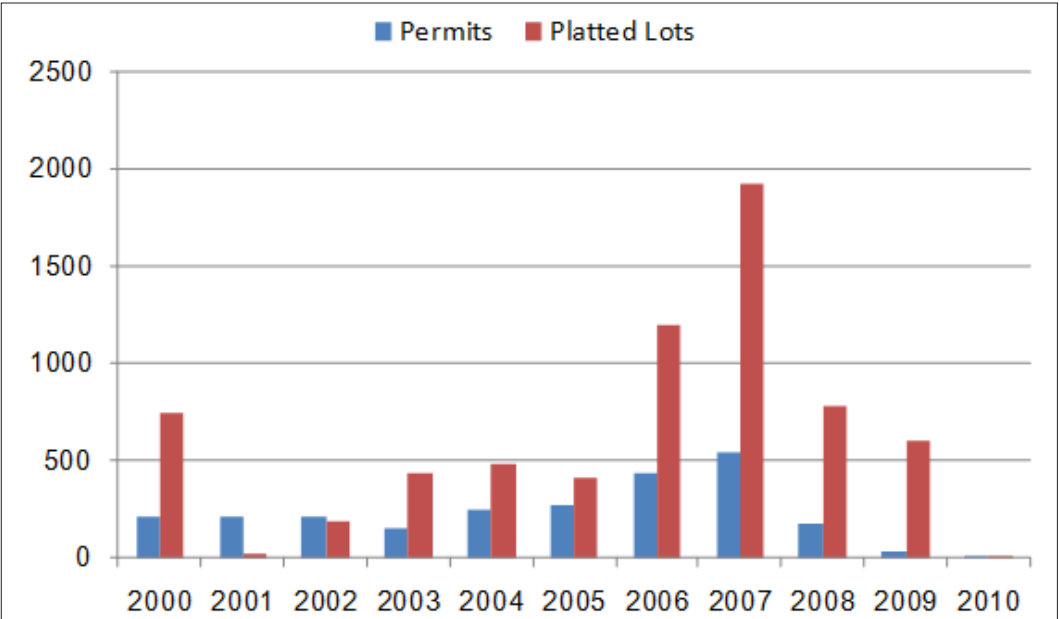
Figure 10: Potential Additional A-20 and A025 Lots



Source: Teton County GIS Department, April 2012

The figure below summarizes residential unit permit trends for Teton County going back to 2000, compared to the trend for lots platted. The figure speaks to the dramatic oversupply in platted lots that began in 2006. Between 2006 and 2009, there were a total of 4,514 lots platted.

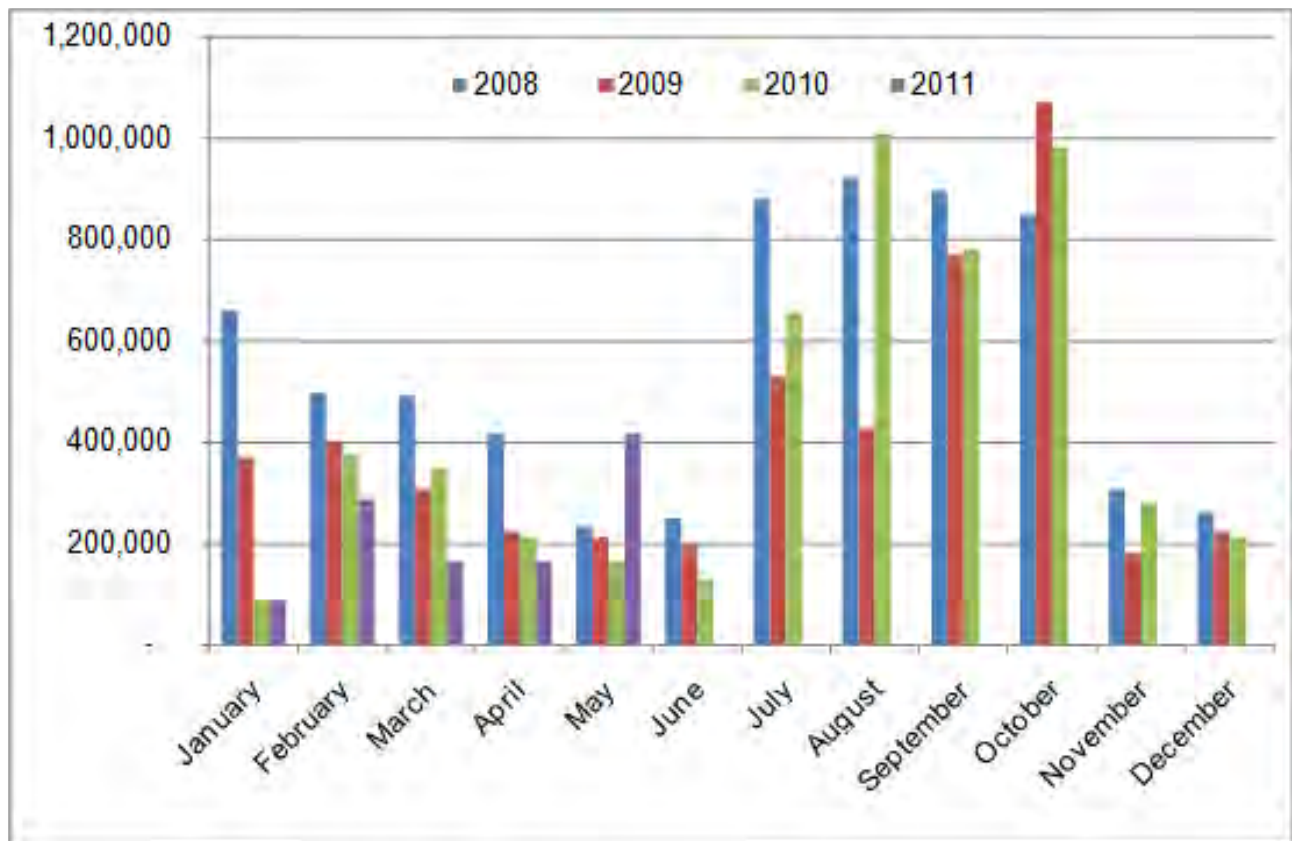
Figure 11: Comparison of Building Permits and Platted Lots, Teton County



Visitation Market Trends

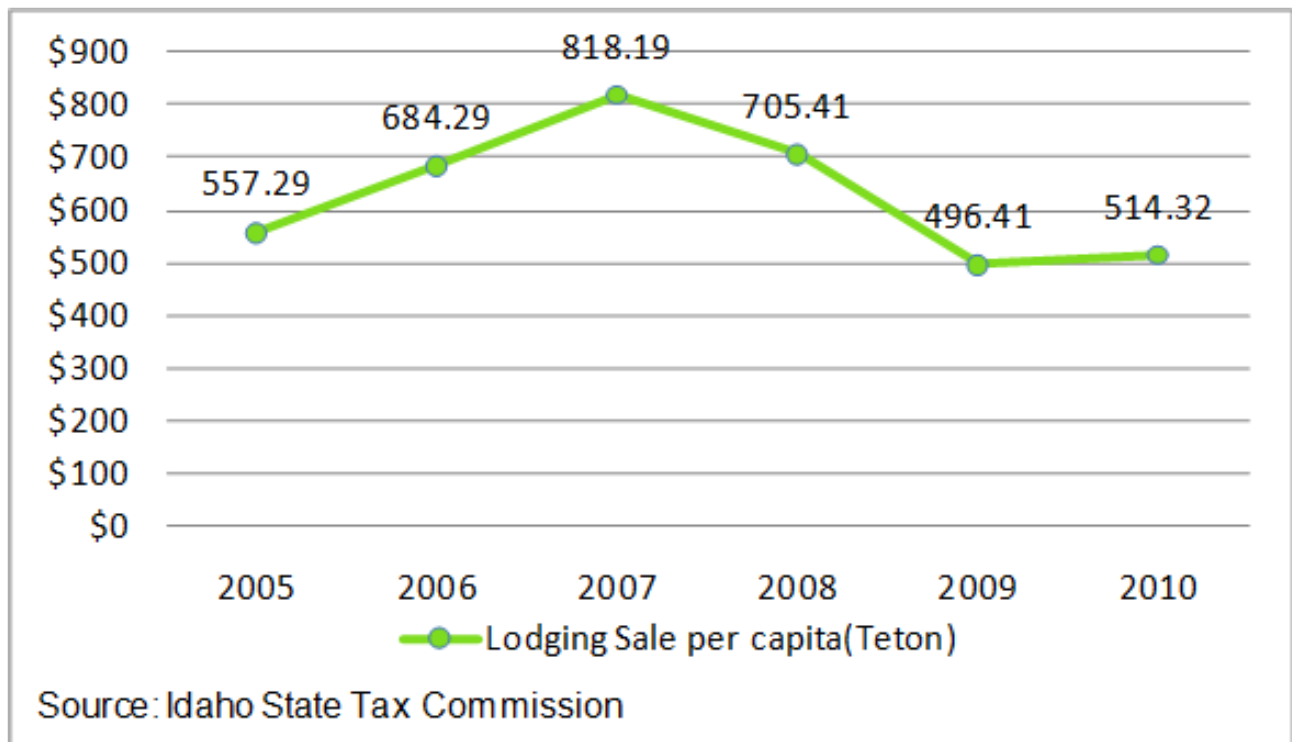
The following figure below summaries changes in lodging sales taxes by month for Teton County. The figure shows that, on a monthly basis, visitation to Teton County accommodations appears down solidly for the January to March period for 2008 to 2011, with an initial sign of improvement emerging in April and May of 2011 over past years. Looking back to 2010 data, visitation did improve through the core summer season over 2009 levels, with October being the one month that appears immune to broader recessionary impacts. Attendance for May of 2011 is the highest over the past four years.

Figure 12: Lodging Sales Taxes by Month for Teton County



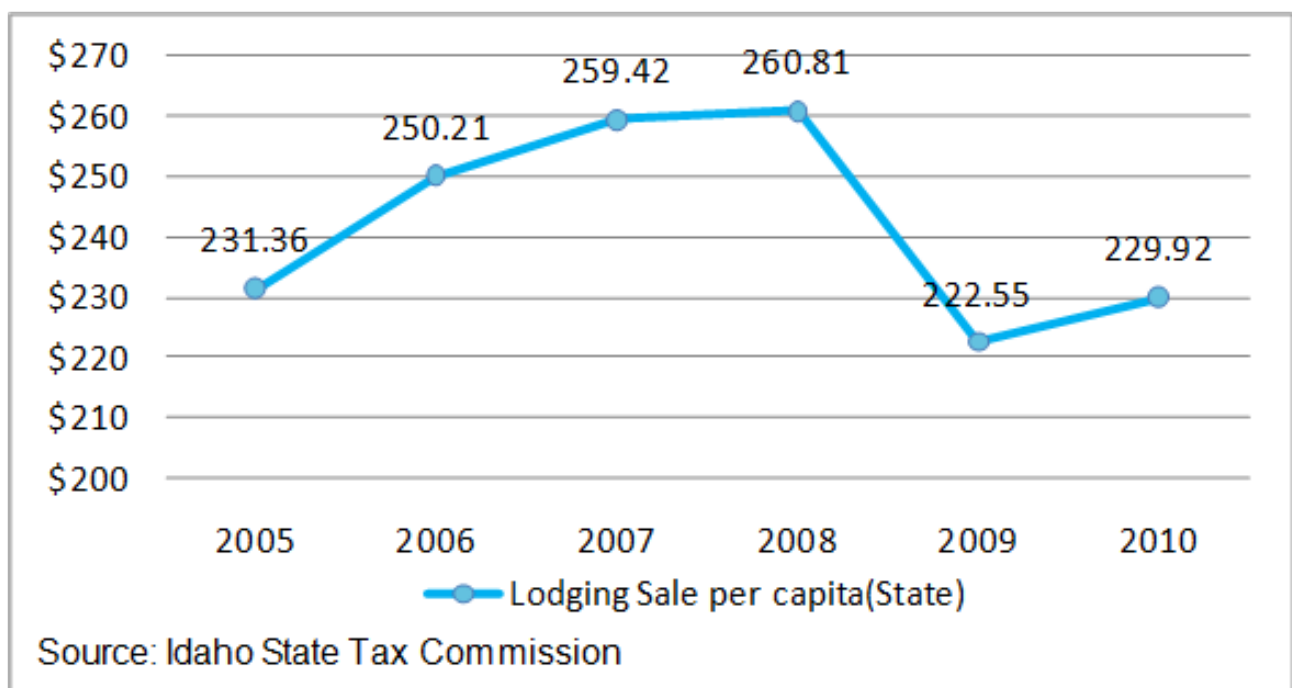
The following charts show the year by year trends for lodging sales taxes per capita for Teton County and the State of Idaho, dividing tax proceeds into the county and state populations. Sales taxes for Teton County on a per capita basis are far above the state average. Tax collections have increased from \$557.29 in 2005 to a peak at \$818.19 in 2007, following by decline to \$496.41 in 2009. Even though the number went back to \$514.32 in 2010, the recovery is sluggish and below the level in 2005. Overall, lodging sales taxes per capita for the State of Idaho are recovering faster than that of Teton County, which is notable.

Figure 13: Lodging Sales Taxes per Capita, for Teton County



The state experienced strong growth before 2008 and reached its highest point at \$260.81 at that time. By 2009, however, lodging sales taxes dropped noticeably to the lowest point at \$222.55, before starting to recover in 2010, almost recovering to 2005 levels.

Figure 14: Lodging Sales Taxes per Capita, State of Idaho



The following table shows the lodging sales taxes rank in 2009 according to the US Census Bureau and Idaho State tax commission. Teton County ranked fourth, which speaks to the relative importance of the visitor industry to this county.

Table 9: Lodging Sales Taxes per Capita Rank (2009)

Rank	Counties	Population	Lodging Sales Taxes	Lodging Sales Taxes per Capita
1	Valley County	8,726	\$11,718,140	\$1342.89
2	Blaine County	22,328	\$28,915,844	\$1295.04
3	Custer County	4,240	\$4,499,420	\$1,061
4	Teton County	9,337	\$4,917,232	\$526.63
5	Fremont County	12,691	\$6,077,428	\$478.87
6	Shoshone County	12,660	\$5,093,468	\$402.32
7	Bonner County	41,403	\$15,636,615	\$377.66
8	Kootenai County	139,390	\$50,072,010	\$359.22
9	Lemhi County	7,908	\$2,701,019	\$341.56
10	Boundary County	10,951	\$3,677,363	\$335.80
11	Bear Lake County	5,774	\$1,866,999	\$323.34
12	Idaho County	15,461	\$4,787,263	\$309.63
13	Clearwater County	8,043	\$2,480,083	\$308.35
14	Bonneville County	101,329	\$29,052,527	\$286.71
15	Bannock County	82,539	\$21,355,172	\$258.72

Source: U.S. Census Bureau and Idaho State Tax Commission

Visitor Attendance

The following figure and table summarize the total number of recreational visitors in Yellowstone National Park and Grand Teton National Park every year from 2000 to 2010 as reported by the National Park Service. In this time period, total visitation for the parks increased from 5.4 million to 6.3 million, reflective of 1.5% growth on an annualized basis. While growth at Grand Teton has been largely flat over this period, visitation to Yellowstone has increased from around 3 million in 2008 to more than 3.6 million in 2010.

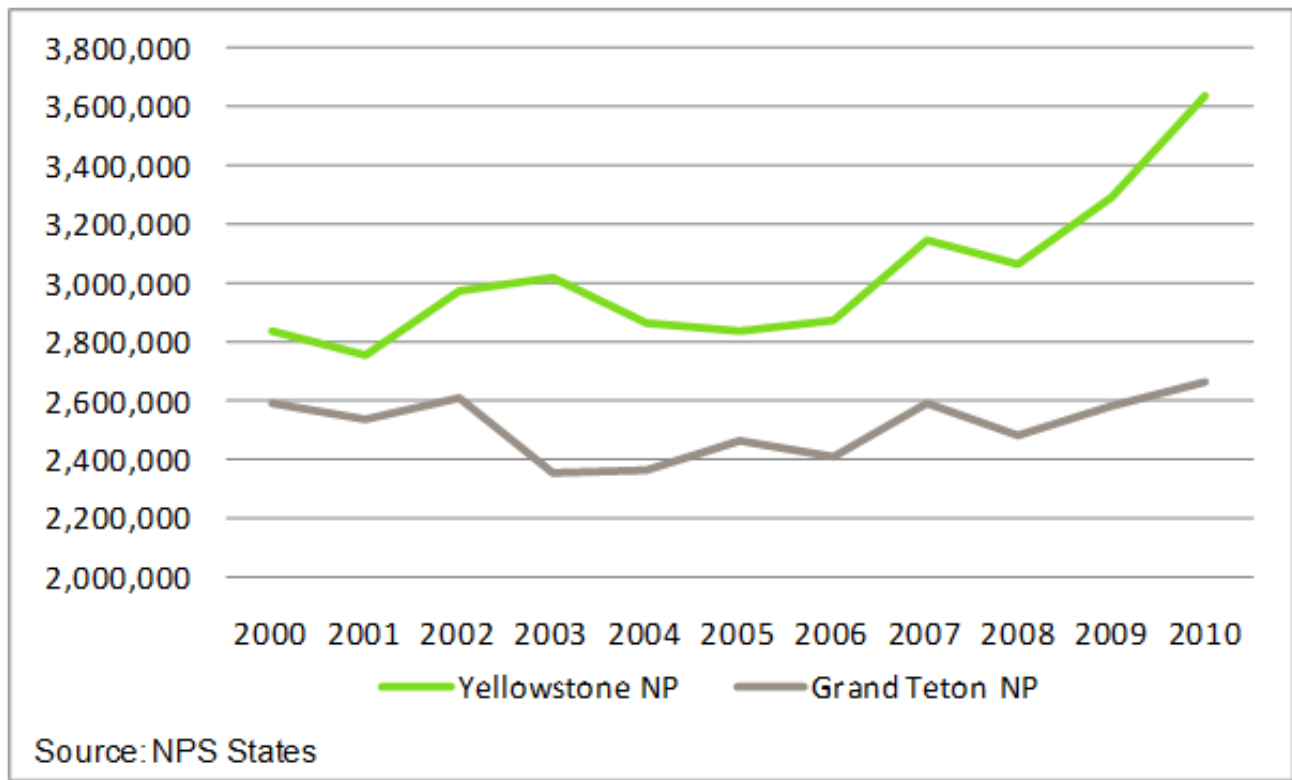


Table 10: Annual Park Recreational Visitation

Year	Yellowstone NP	Grand Teton NP	Total
2000	2,838,233	2,590,624	5,428,857
2001	2,758,526	2,535,108	5,293,634
2002	2,973,677	2,612,629	5,586,306
2003	3,019,375	2,355,693	5,375,068
2004	2,868,317	2,360,373	5,228,690
2005	2,835,651	2,463,442	5,299,093
2006	2,870,295	2,406,476	5,276,771
2007	3,151,343	2,588,574	5,739,917
2008	3,066,580	2,485,987	5,552,567
2009	3,295,187	2,580,081	5,875,268
2010	3,640,185	2,669,374	6,309,559

Source: NPS

Figure 15: Annual Park Visitation



When the national park visitor data is overlaid with the lodging tax data for Teton County, it would suggest that while the overall number of visitors to the two national parks has increased through 2010, Teton County's share of this growth has been limited. Reasons for the apparent disconnect would need to be further evaluated.

Economic Development Opportunities

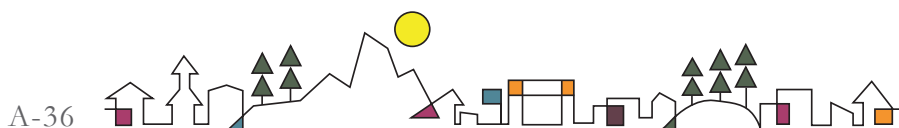
A location quotient is the calculated ratio between local employment and the employment level of some reference unit, typically a state or the entire US. The location quotient ratio is calculated for each industrial sector to determine whether or not the local economy has a greater percentage share of that industry sector than expected. If an industry has a greater share than expected of a given industrial sector (i.e. ratio >1.0), then that industry employment is assumed to be a core or "destination" sector because those jobs are above what a local economy should have to serve local needs. For sectors with a location quotient below 1.0, they are assumed to be underdeveloped, relative to the larger benchmark.

The following tables highlight the resulting location quotient analysis for Teton County and the State of Idaho, both benchmarked against the US employment totals for 2001 and 2009. The analysis is useful in framing how each sector changed over the noted period. The table for Teton County reinforces the importance of natural resources and mining to the county, although the location quotient has dropped significantly since 2001, falling from 6.35 to 3.59. Other sectors for which the location quotient improved since 2001 include construction (at least through 2009), as well as professional and business services, financial services, and information services. These specific sectors are notable, in that they can locate just about anywhere, but typically chose environments like Teton County due to the presence of outdoor amenities. Manufacturing is notable in that the location quotient did increase through 2009, speaking to growth in this sector which will need to be better understood.

Table 11: Teton County Location Quotient Trend, 2001 to 2009

Industry Sector	2001	2009	CAGR
Natural Resources and Mining	6.35	3.59	-6.9%
Construction	2.72	3.37	2.7%
Manufacturing	0.37	0.41	1.3%
Trade, Transportation, and Utilities	1.13	0.91	-2.7%
Information	0.74	1.05	4.5%
Financial Activities	0.57	0.91	6.0%
Professional and Business Services	0.64	1.09	6.9%
Education and Health Services	0.39	0.33	-2.1%
Leisure and Hospitality	1.48	1.23	-2.3%

Source: Bureau of Labor Statistics



The following table highlights a similar location quotient trend for the State of Idaho. The table speaks to notable differences across the state, with location quotient decreases for natural resources and construction, as well as trade, transportation, and utilities, as well as leisure and hospitality. On an annualized basis, the decreases noted for the state were lower than the decreases noted for Teton County. Also, the professional service sectors noted above are clearly more important to Teton County than they are to the State of Idaho (information at 1.05 versus 0.77 for the state).

Table 12: State of Idaho Location Quotient Trend, 2001 to 2009

State of Idaho	2001	2009	CAGR
Natural Resources and Mining	3	2.93	-0.3%
Construction	1.31	1.24	-0.7%
Manufacturing	0.98	0.99	0.1%
Trade, Transportation, and Utilities	1.06	1.05	-0.1%
Information	0.63	0.77	2.5%
Financial Activities	0.71	0.78	1.2%
Professional and Business Services	0.97	0.98	0.1%
Education and Health Services	0.86	0.91	0.7%
Leisure and Hospitality	1.05	0.96	-1.1%

Source: Bureau of Labor Statistics

Benchmark Community Location Quotient

The following analysis focuses on two other county markets that are possible benchmarks for Teton County, ID. Grand County, Colorado includes the Town of Granby, and is located on the western approach to Rocky Mountain National Park in Colorado. Grand Traverse County, MI includes the City of Traverse City, Michigan. San Miguel County includes Telluride Resort, and Routt County includes Steamboat Springs Resort, both in Colorado. The unique aspect of Grand Traverse County is the notable concentration of professional services and finance and insurance firms who have located there. The following tables break down location quotients for these markets for 2001 and 2010, compared to Teton County, ID. The table below looks at 2001 data. Key elements include the importance of leisure and hospitality in all four markets, particularly Granby, with a much lower factor (1.48) for Teton County. The importance of education and health care also stands out in Grand Traverse County, MI. Teton County stands out again for mining and natural resources.

Table 13: Benchmark Location Quotient Trends, 2001

Industry	Grand Traverse Co., MI	Grand Co, CO	Teton Co., Id	San Miguel Co., CO	Routt Co., CO
Natural Resources and Mining	0.92	0.21	6.35	0.51	2.89
Construction	1.27	1.99	2.72	3.12	3.19
Manufacturing	0.97	0.1	0.37	0.18	0.07
Trade, Transportation, and Utilities	1.03	0.68	1.13	0.53	0.82
Information	0.68	0.28	0.74	0.66	0.52
Financial Activities	0.81	1.59	0.57	1.53	1.03
Professional and Business Services	0.61	0.27	0.64	0.42	0.45
Education and Health Services	1.31	0.21	0.39	0.18	0.63
Leisure and Hospitality	1.27	4.29	1.48	3.48	2.55

Source: Bureau of Labor Statistics



For 2010, Teton County stands out in terms of growth achieved in the noted professional services sectors, particularly financial services and information, both saw location quotient increases in Teton compared to the other identified markets. Developing strategies to encourage further growth in these sectors should be a priority.

Table 14: Benchmark Location Quotient Trends, 2010

Industry	Grand Traverse Co., MI	Grand Co, CO	Teton Co., ID	San Miguel Co., CO	Routt Co., CO
Natural Resources and Mining	0.84	1.16	3.59	0.47	3.22
Construction	0.95	2.27	3.37	2.6	2.05
Manufacturing	0.93	0.18	0.41	0.23	0.09
Trade, Transportation, and Utilities	1.01	0.73	0.91	0.57	0.88
Information	0.94	0.2	1.05	0.82	0.55
Financial Activities	0.89	1.27	0.91	1.12	1.13
Professional and Business Services	0.58	0.36	1.09	0.52	0.59
Education and Health Services	1.41	0.22	0.33	0.33	0.64
Leisure and Hospitality	1.19	3.77	1.23	3.3	2.26

Source: Bureau of Labor Statistics

A3.3. LAND USE:

Land Types

Lands within Teton County vary from low lying areas adjacent to the Teton River to high mountain peaks in the Big Hole Mountain Range. Public lands make up 33 % of the land in the County and includes land owned by the US Forest Service (USFS), the Bureau of Land Management (BLM), the State of Idaho or Teton County. These lands are primarily forested and higher elevation acreage at the perimeter of the County and provide abundant recreational opportunities and natural resources. The foothills and valley floor are primarily privately owned and are a mixture of productive and marginal agricultural land, wetlands, riparian areas, and dry sage and grass lands. The vast majority of the human population resides here. This landscape is also excellent habitat for a diversity of wildlife including waterfowl, native cutthroat trout, song birds, and big game such as moose, deer and elk.

Existing land uses in the unincorporated county are a mix of agricultural uses, large residential parcels, residential subdivisions, and several pockets of commercial and light industrial uses.

Zoning

Land uses within the county are regulated by Title 8 of the Teton County Code. The entire Zoning Code can be viewed at: http://www.tetoncountyidaho.gov/pdf/additionalInfo/Title_08_amd_20110616_thru_20110811.pdf

Currently, there are two primary land use zones in the County, A/RR 2.5 and A20. Both zones allow agricultural and residential uses. The A/RR 2.5 (Agriculture, Rural Residential) zone's purpose is to provide opportunity for development of residential land use on marginal agricultural land and allows lot sizes down to 2.5 acres in size. The A20 (Agriculture, Large Increment Residential) zone is intended to allow agricultural activity to remain unimpeded in accordance with the right to farm act and other provisions that protect farming in the Idaho Code. The minimum lot size in this zone is 20 acres.

There are several other residential zones within the County. These zones lie within the City of Driggs area of impact and reflect the zoning designations of the City's Preferred Land Use Map.

- Residential (R-1)
- Residential, mobile homes (R-2)

There are several small areas within the county that are zoned for commercial and manufacturing uses. These zones are located along Highway 33. Commercial and Manufacturing zones within the County include:

- Retail Commercial, (C-1)
- Retail - Wholesale Commercial, (C-2)
- Wholesale Commercial - Light Manufacturing, (C-3)
- Manufacturing - Industrial (M-I)



Some wholesale / light manufacturing commercial uses may be allowed in any area of the county with a conditional use permit that includes a commercial development agreement to insure the public health, safety and general welfare and to preserve the integrity of the particular zoning district and surrounding zoning districts, and to protect the property values in the surrounding areas.

Planned Unit Developments (PUD) may be permitted in any area of the county for a development over 20 acres in size. PUD's generally require clustering of residential lots and dedication of between 50% and 70% open space. Maximum densities in areas with and underlying zone of A/RR2.5 can be up to 50 units per 100 acres and must provide a minimum of 50% open space. Maximum densities in areas with and underlying zone of A20 can be up to 15 units per 100 acres and must provide a minimum of 70% open space. Title 9, chapter 5 of the Teton County Code outlines the requirements of PUD's. The entire Subdivision ordinance can be viewed at: http://www.tetoncountyidaho.gov/pdf/additionalInfo/Title9_Amdended_20110811.pdf

As a supplement to the zoning districts, there are several overlay areas within the county. These areas are defined by an overlay map or delineated by description and are further defined in Title 8, chapter 5 of the Teton County Code. An "overlay area" overlays one or more zoning districts and requires special regulations and restrictions because of topography and geographical location, natural resource characteristics, health, safety, and general welfare issues. The following is a list of overlay areas and there intended purpose.

(AV) Airport Vicinity Overlay: The purpose of this overlay area is to ensure that the uses established in the vicinity of the Driggs-Reed Memorial Airport will protect adjacent zoning districts from excessive impact of airport related activities, and will protect the airport related activities from encroachment of incompatible uses on airport operations.

(FP) Floodplain Overlay: The purpose of this overlay is to ensure that development does not occur where it might result in loss of human life or significant property damage due to flooding, and that any permitted development in those areas is located, designed, and constructed to minimize risks to human life and property.

(HS) Hillside Overlay: The purpose of this overlay is to ensure that development does not occur where it might result in excessive erosion or put human lives or property at risk from erosion.

D. (SC) Scenic Corridor Overlay: The purpose of this overlay area is to provide a design review procedure to ensure that key roads in Teton County are sufficiently protected from unsightly and incompatible land uses.

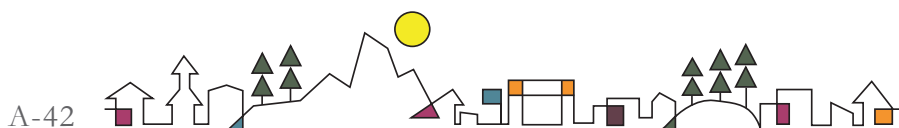
(WH) Wildlife Habitat Overlay: The purpose of this overlay is to ensure that critical wildlife habitat is protected.

(WW) Wetlands and Waterways Overlay: The purpose of this overlay area is to ensure that any development that takes place in the wetland areas of Teton County occurs in low-density patterns. It is the intent of this overlay area to make maximum use of cluster designs in residential developments in order to leave critical open space areas intact and protect the important wetland environment. It is also the purpose of this overlay area to ensure that critical waterway frontages and corridors in Teton County are sufficiently protected from encroachment of land uses that would degrade the viability of the waterway.

Land Use Data

The following data is related to current development in unincorporated Teton County as of May 2012. This does not include areas within the city limits of Driggs, Victor, and Tetonía unless specifically noted. A “lot” refers to an existing legally platted lot. It does not include lots in future phases of master planned developments that have not been through the final plat process. A “developed” lot is one with a house or other structure built on it. An “undeveloped” lot has no house or structure.

Land Use		Area (acres)	% of Total
Total Area of County (including cities)		288,376	100 %
Public Land (USFS, BLM, State, County)		95,923	33 %
City Limits (Driggs, Victor, Tetonia)		4,128	1 %
A/RR2.5 Zone		76,569	27 %
A20 Zone		100,130	35%
C-2, C-3, Commercial & M-1 Zone		242	0.1 %
Agricultural Land			
Total area of Agricultural Land		148,422	51.5 %
Residential Properties			
Total # of Residential Lots	9,290	34,850	100%
# of Developed Residential Lots	2,260		24%
# of Undeveloped Residential Lots	7,030		76%
Commercial / Industrial Properties (outside of the city limits of Driggs, Victor, and Tetonia)			
Total # of Commercial/ Industrial Lots	112		100 %
# of Developed Commercial/ Industrial Lots	21		19 %
# of Vacant Commercial / Industrial Lots	91		81 %



Building Permit Data for the Past 8 Years

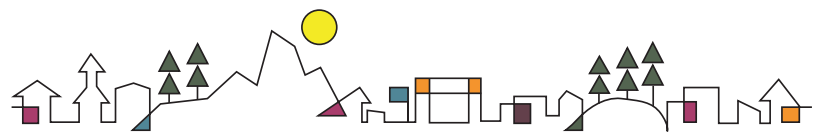
This data includes all building permits (new homes, garages, remodels, etc) issued by Teton County for each year shown.

Year	# of building permits issued in unincorporated Teton County
2004	202
2005	194
2006	338
2007	216
2008	85
2009	24
2010	18
2011	7

A3.4. SCHOOL FACILITIES AND TRANSPORTATION

Public School District 401 operates three lower elementary schools (grades K-3), an upper elementary school (grades 4-5), a middle school (grades 6-8), a high school and an alternative high school. Additionally there are two private schools, the Learning Academy and the Community School. Teton County has an unknown number of home schooled children.

	Teton School District 401	The Learning Academy	The Community School
Current Enrollment	1624 (K-12)	25 (K-8)	41
Projected Enrollment	+5-10 students by 2016	75 by 2020	64
Capacity	1800	40 (with current staff)	44
Future Facility Needs	Upgrade capacity/ facility at Victor Elementary	Larger facility needed	4 new classrooms
Projected Composition		50% K-5, 25% 6-8, 25% 9-12 + 24 preschool	25% K-2, 25% 3-4, 25% 5-6, 25% 7,8 +38 preschool



A3.5. NATURAL RESOURCES

Climate

The climate in Teton County, ID is semi-arid which is characterized by light rainfall, having from about 10 to 20 inches (25 to 51 centimeters) of annual precipitation. Average total annual precipitation is 16.02". This number includes rainfall and the rainfall equivalent of the average annual snowfall (65.2"). Record annual snowfall occurred in the 1996-1997 winter season with 184.5". Lowest recorded annual snowfall occurred in 1933-1934 winter season with 16.9".

Teton County experiences approximately 70 continuous frost free days in an average summer. Average wind speed is 9.5 mph. Temperatures reported at the Driggs Weather Station for the time period 1904 to 2010 show a maximum average annual temperature of 54 OF, minimum average annual temperature of 25.8 OF. Record high and low temperatures at the Driggs Weather Station are 98 OF and -50 OF. Monthly averages (1904 - 2010) are shown in the table below.

Table 15 – Average Monthly Temperatures (1904 – 2010)

Month	High (OF)	Low (OF)
Jan	29.3	6.1
Feb	33.8	9.2
Mar	40.2	16.3
Apr	51.5	25.5
May	62.1	33.4
June	70.9	39.9
July	80.7	45.9
Aug	79.2	43.8
Sep	69.9	36.2
Oct	57.8	27.7
Nov	41.1	17.7
Dec	31.3	8.5

Elevation

The highest elevation in the county is the summit of Garns Mountain at 9,016' and the lowest elevation, 5,080', is along the Teton River at the Teton and Madison county line. The elevations of several towns within Teton County are shown in the table below.

Table 16 - Elevations

Town	Elevation (ft-msl)
Victor	6,207'
Driggs	6,109'
Tetonia	6,047'
Felt	6,037'

Hydrology

Teton County includes the headwaters of the Teton River which begins on the south end of the valley as a meandering stream and flows north and exits the county as a mountain river within a deep canyon. The hydrology of the tributaries to the Teton River are unique in that they begin in the Teton and Big Hole Mountain Ranges with natural hydrologic features including year round flows, flashy peak flows in the early summer and low flows in the fall and winter; however, as the tributaries enter the valley, the natural hydrology is altered both by geology and irrigation withdrawals.² Thus, many of the streams in the green area of Figure 15 are significantly or completely dewatered for portions of the year. As the tributaries move to the bottom of the valley floor and closer to the Teton River, they become gaining streams and receive input from the aquifer and have higher than normal late season flows.

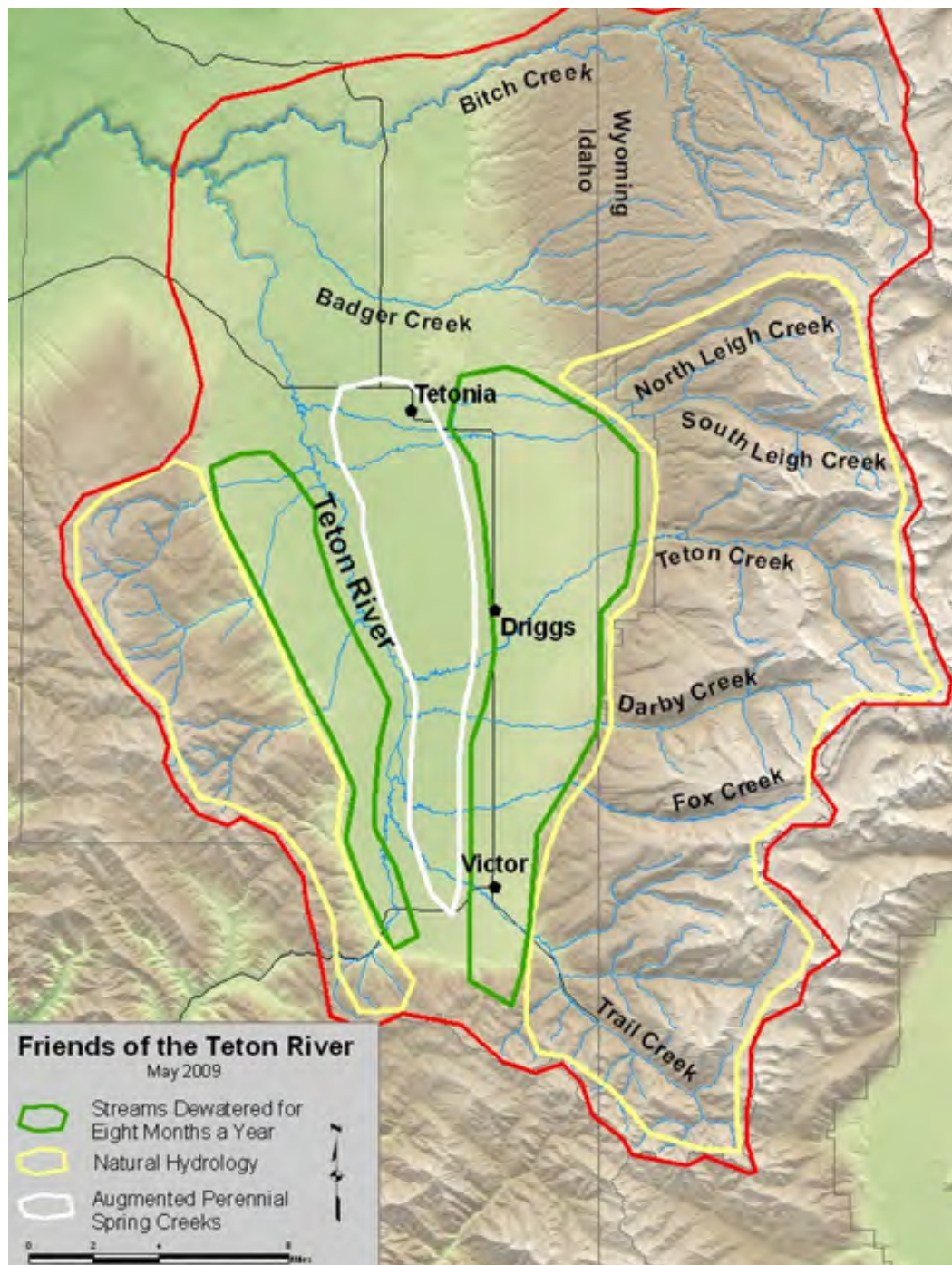
The quality and quantity of surface water in the county varies. Sections of the Teton River and its tributaries are listed as Impaired Waters under Section 303d of the Clean Water Act for sediments, nutrients, and habitat alteration. Surface water is not typically used for drinking water supply in the county but is an important resource for irrigation. Generally more surface water has been allocated than is currently available throughout Teton Basin.³

² Friends of the Teton River, www.tetonwater.org

³ Friends of the Teton River, www.tetonwater.org



Figure 16 – Hydrologic characteristics of tributary watershed



Groundwater

The Teton Valley ground water system consists of a predominately unconfined alluvial aquifer, a volcanic rock aquifer and a deep Paleozoic sedimentary aquifer. Typically, the lowermost Paleozoic rock is not considered a viable aquifer for water supply. Generally the groundwater flow direction is from the south, east and west towards the center of the valley and then northward out of the Teton Valley towards the Snake River Plain. The aquifer system is supplied by recharge from surface water irrigation, direct precipitation, and seepage from surface water features as they exit the mountains. The alluvial aquifer system as a whole possesses substantial water bearing capacity as recharge is not dependant on any single source. ⁴ There is a moratorium on groundwater development for some uses in Teton Valley. Groundwater quality is good in Teton Valley although some northern portions of the valley are included in the nitrate priority area defined by the Idaho Department of Environmental Quality.

Geology

Teton Valley is formed by alluvial deposits from the streams draining from the Teton Range on the east and the Big Hole Mountains on the west. The surface of the valley floor therefore consists of alluvial deposits and sediment which range in thickness from several feet to several hundred feet deep with shallower deposits near the Teton River and thicker deposits at the base of the mountains. The mountain ranges that surround the valley were formed during the Pliocene time and are the result of massive normal faulting. The valley has undergone periods of basalt and rhyolite flows, wind-blown loess deposition as well as glaciations. ⁵

The quality of soils for agricultural and development use varies in the valley. In general, the most fertile ground in terms of soils and microclimate is located on the northern end of the valley. However, no soil in the valley is classified as “Prime Farmland” by the Natural Resource Conservation Service. Most of the soil in the valley is a variation of silt or gravelly loam and is moderately to well suited for road construction and development in general. Areas near and within the wetlands near the Teton River and around its tributaries contain some peat type soils and are poorly suited for road construction and development. ⁶

⁴ Ground-Water Model for the Upper Teton Valley Watershed, Cascade Earth Sciences with the support of Nicklin Earth & Water, Inc.

⁵ Clearwater Geosciences

⁶ Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Available online at <http://websoilsurvey.nrcs.usda.gov/>. Accessed May 5, 2012.

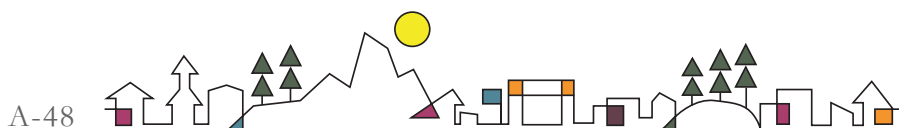
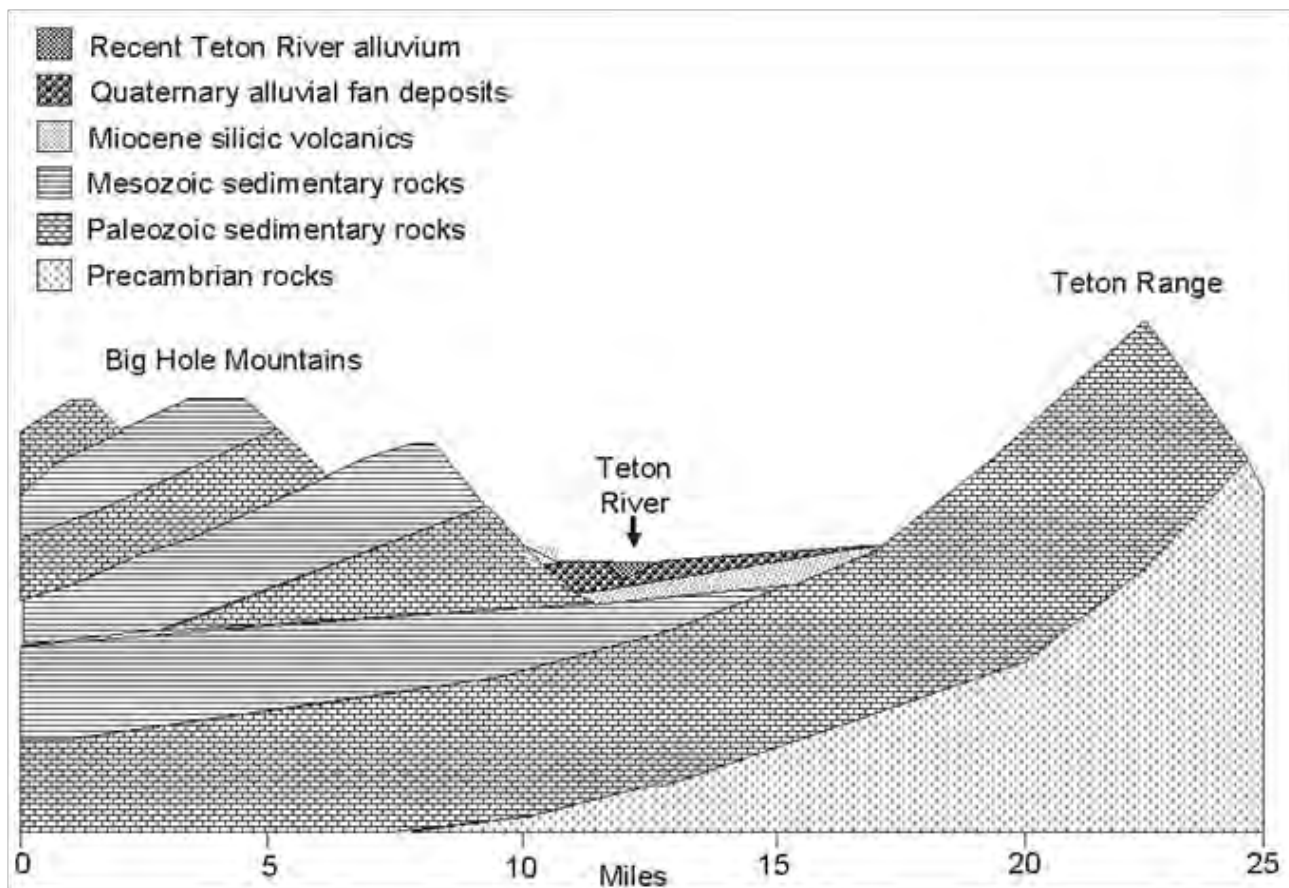


Figure 17 – Schematic west-east cross section across Teton Valley just north of Darby Creek.



Vertical scale is exaggerated. Compiled from basic geologic information in Kilburn 1964, Alt and Hyndman 1995, and Love et al. 2003.

Wildlife Habitat

There is a variety of existing wildlife habitat in Teton County including instream habitat, riparian habitat, forested habitat and wetland habitat. Unfortunately, much of the wildlife habitat is being threatened by scattered development patterns that

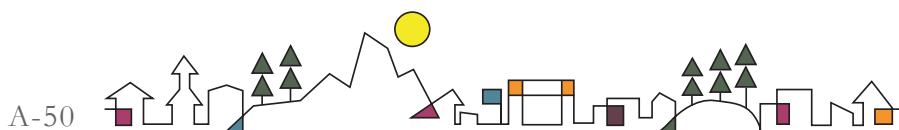
- undermines preservation of functional wildlife habitat (corridors and sensitive habitats) and productive agricultural landscapes;
- threatens water quality and fisheries;
- perpetuates the spread of noxious weeds and invasive plants through lack of management;
- strains land use compatibility (residential vs. wildlife; agricultural vs. residential); and
- creates a difficult regulatory framework for preserving water quantity and quality.

Virtually all tributaries to the Teton River are dewatered during critical periods for fish, wildlife, riparian vegetation, and water quality. Additionally, sections of the Teton River and its tributaries have experienced significant alteration to riparian (stream-side) habitat. Riparian vegetation is critical for providing bank and floodplain stability and flood protection; filtering sediment and nutrients; and for providing fish and wildlife habitat.

A3.6. HAZARDOUS AREAS

Teton County is most prone to winter storm natural disasters. Large storms, associated with strong winds can cause surface blizzards and closed roads into and out of the valley. Large snow loads also can cause avalanches across Teton Pass, closing the main road to Teton County, WY. Less likely, but arguably with more dire consequences, Teton County lies near a fault associated with the Yellowstone geothermal and earthquake activity. A large earthquake would likely close all roads in and out of the valley and cause widespread structural damage to facilities.

The majority of the private lands in Teton Valley are flat, and therefore, not subject to threats from mudslides and avalanches, we have included a map delineating the hazardous areas of Teton County (Figure X of Section A2). Approximately 21,600 acres are in the designated FEMA one-percent annual chance flood area. Teton County is part of the National Flood Insurance Program and regulates floodplain development through Title 12: Flood Damage Prevention ordinance. Sections of the Teton River and its tributaries have the potential to cause significant infrastructure damage during flood events, due to alteration of stream banks and construction of infrastructure within historic flood plains.



A3.7. PUBLIC SERVICES, FACILITIES AND UTILITIES

Water/ Sewer

It is unknown how many private wells and septic tanks exist in Teton County, but there are very few central water or sewer systems that serve the unincorporated county. The only public systems serve areas adjacent to Driggs and Victor. The few central systems located in the unincorporated county are associated with large, dense developments. All building permit applications require a septic permit as regulated by the Eastern Idaho Public Health Department. It is not clear how many additional wells the aquifer can support, nor is it clear if additional septic tanks will begin to pollute surrounding surface or ground water sources. A Nutrient-Pathogen study is required for development in areas with factors that increase the risk of groundwater contamination, the results of which might limit development based on the treatment level of the septic systems and capacity of the aquifer to dilute contaminants.

Sheriff

The Teton County Sheriff is an elected official. The sheriff's department responds to all emergency and law enforcement calls, on average, 7,500 per year. The department consists of ten law enforcement officers including eight sworn deputies and a chief deputy in addition to the sheriff. The department employs ten support staff and owns and maintains 14 vehicles.

Fire District

The Teton County Fire District responds to all calls for both EMS and Fire emergencies. The number of calls has slowly risen each year since 2007. There were approximately 500 calls in 2011 and 450 in 2010. Fifty-five percent of all calls are non-fire EMS calls. The Teton County Fire District serves the entire County's territory and all its residents. The district is overseen by three fire commissioners who are elected volunteers, the fire chief and two district chiefs, joined by a full-time administrative assistant, 17 professional, full-time fire fighters and 14 additional volunteers. The district runs three fire stations, one in each of Driggs, Victor and Teton. The district operates three Class A engines (one at each station), three tenders, three rugged engines (for wildland fire), three light engines, one long ladder engine, one medium rescue truck, one fire investigation trailer, one HAZMAT trailer, one air trailer and three command vehicles.

Solid Waste

Teton County closed their landfill and opened a Transfer Waste & Recycling Center in 2008. All county trash collected by Voorhee's Sanitation, the local trash collector, and brought by local residents is hauled to the transfer station where it gets loaded into semi trucks and hauled to the landfill in Mud Lake, ID. Customer counts for Voorhees is included in the table below. A recycling center at the transfer station recently started baling commodity materials for sale to commodity recyclers. The transfer station crushes glass and uses it as road base in local road projects. Other sorted materials such as yard waste, animal carcasses, construction and demolition debris are stored and managed onsite. A private, for-profit curbside recycling company, the RAD Recyclers, has been collecting curbside recycling in Teton Valley for over a

year. They bring commodity materials to the transfer station, or to Teton County, WY if the transfer station does not accept the material.

Customer Counts - Voorhees Sanitation

	2008	2009	2010	2011	2012
Commercial	257	271	283	291	300
Residential	1120	1264	1392	1516	1719
Roll-Off	908	424	173	138	45 Through April

Ambulance District

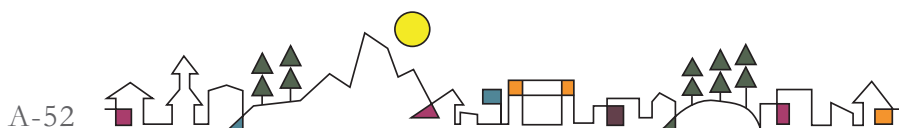
In 2011, the Teton County Ambulance District responded to approximately 500 calls, down from 600 in 2009. There is no indication that the number of calls per year will change significantly in the immediate future. The Ambulance district responds to all of Teton County and a small part of Wyoming including the town of Alta and Grand Targhee Ski Resort. The Ambulance District maintains a staff of about 20 including eight full time staff members and other part-time staff, and responders who are paid to be on-call. The Ambulance District operates three ambulances which are available for immediate response and has an additional "out-of-service" ambulance that is owned by the County and is capable of being put into service. The district also operates an SUV quick response vehicle.

Electrical Power

Electrical power services are provided by Fall River Electric in Teton County. Fall River Electric is a rural, electric co-op that is governed by an elected board of directors. Information obtained from Fall River in 2012 indicate that they have 5,170 active residential meters and 1,013 active commercial meters in Teton County. They have 220.3 miles of distribution lines which includes 2.5 miles of 46 Kv underground line, 27.6 miles of 46 Kv overhead and 22.03 miles of 115 kv overhead line. There are five substations identified as Victor (7896 S 1000W), Teton Creek (2401 Creek View Drive, Driggs), Targhee (Bates Road, Driggs), Roberts (10000N, Tetonia) and Badger (13000 N, Tetonia).

Library

The Teton County Library system has 6,392 patrons as defined by library cards. This means that this number could be under estimated as more than one family member can use the same card. There are projected to be 8,500 by 2020. The library holds 31,017 titles now, and is projected to have 46,000 by 2020. An additional library branch in Driggs is projected by 2022.



A3.8. TRANSPORTATION

County Roads

Data from 2009 indicates that there are 345 miles of roads that are owned and maintained by the County. This includes 305 miles of improved roads which are graded and drained and have either gravel or asphalt surfaces. There are 305 miles of private roads which do not include roads in the cities or highways. Within the cities there are 23 miles of roads in Driggs, 4.4 miles of roads in Teton and 23 miles of roads in Victor.

Right of way widths vary significantly throughout the County. Recently county right-of-way widths and road standards were adopted by the Teton County Engineering Department and require 60-ft standard right-of-way widths for new roads. All existing roads adopted by the county must be brought to county standards prior to acceptance.

Speed limits on county roads are generally 35 mph on gravel roads and 45 mph on asphalt roads. Per state law, if the speed limit is not posted then the speed limit is 55 mph. According to an 1986 ordinance, the speed limit within 100 yards of a farm house on a gravel road is 35 mph.

State Highways

The three state highways within Teton County include:

- SH-31 major collector 6.9 miles
- SH-32 major collector 7.9 miles
- SH-33 minor arterial 36.8 miles

All state highways are paved.

SH-31 and SH-33 are a part of the Teton Scenic Byway which runs through Teton County from Swan Valley to Victor via SH-31 and then along SH-33 west of Teton. The Byway continues on through Ashton and then on to Island Park and West Yellowstone.

The only full traffic control light in the County is located in the City of Driggs at the intersection of SH-33 and Ski Hill Road. The intersection of SH-31 and SH-33 in the City of Victor is signalized with a flashing yield and stop light.

Bridges

Bridges are distinguished from culverts if the span is greater than 20-ft. Data from 2009 indicates that there are 18 bridges in the county as listed here with their sufficiency ratings:

- Trail Creek bridge(#33020): @ E9500S (suff=65.2) structurally deficient
- Trail Creek bridge (#33025): @ Mike Harris Rd. Forest service bridge (suff= 67.6)
- Badger Creek (#33040): @ W10,000N (suff = 97) just southwest of Felt.
- N.FK. Leigh Crk. (#33045): @ N500W (suff = 96)
- N.FK. Leigh Crk. (#33048): @ N1000W (suff = 92.9)
- Teton River (Cache) (#33055): @ W4000N (suff 57.2) structurally deficient
- Game Creek (#33066): @ Old Jackson Highway (suff 97)
- Teton River (white) (#33080): @ W5750S (suff 99)
- Spring creek (#33085): @ N2000W (suff 84.7) just south of hwy 33
- Teton River (#21126): @ Bates Road (suff 100)
- S. Spring Creek (#21130): @ N3000W (suff 97) just south of Tetonia

Culvert crossings with spans less than 20-ft include:

- Badger Creek bridge at W10,000N
- Badger Creek bridge at N3000W
- Badger Creek bridge at N6000W
- Darby Creek bridge at S2000E

Airport Facilities

The Driggs-Reed Memorial Airport is the only airport in Teton County. It is located one mile north of Driggs off SH-33. It is a general aviation, community access airport that is publicly owned and open to public use. It does not have scheduled or charter passenger service nor are there any current plans to pursue charter passenger service. The airport has one asphalt runways that is 7,300' x 100'. 100 aircraft are based on the field. 2010 data shows approximately 5900 operations annually, which is an average of 16 per day. 61% of traffic is local general aviation and 29% is itinerant general aviation.



Multi-use Pathways & Bike Lanes

There are several detached multi-use pathways in Teton County. These include:

- Pathway from Driggs to Victor which parallels SH-33 – Approximately 8 miles.
- Pathway within the City of Driggs – Approximately 2 miles.
- Pathway within the City of Victor – Approximately ¼ mile.
- Huntsman Springs PUD pathway which runs along the east edge of the PUD – Approximately ¼ mile.
- Rails to Trails pathway – A state park funded program that converted the old railroad right of way to a multi-use gravel trail connecting Teton with Ashton – Approximately 10 miles
- Packed gravel multi-use pathway 5th Street to Cemetery Road East of Driggs – Approximately ½ mile
- Packed gravel multi-use pathway Corner of Ski Hill Road and 5th Street Driggs, south to the Skate Park – Approximately ½ mile
- Packed gravel multi-use pathway Corner of Ross Ave and 5th Street Driggs, north between the High School and Middle School – Approximately 1/3 mile

There are several roads with dedicated bike lanes within the County. These include:

- Ski Hill Road from Driggs to Stateline - Approximately 4 miles
- Hwy 33 through Driggs - Approximately 1 ½ miles
- 5th Street between Little Ave and Ross Ave - Approximately ½ mile
- Old Jackson Highway Shared Used Road designated for Bike share east of Victor - Approximately 5 miles

Public Transit

Currently public transportation in Teton Valley and the surrounding areas are provided by the following agencies:

Southern Teton Area Rapid Transit (START) Bus – START serves Jackson Hole WY and provides commuter services running from Star Valley and Teton Valley into Jackson in the mornings and back out in the evenings. 307-733-4521

Targhee Regional Transportation Authority (TRPTA) – Serves Idaho Falls, Rexburg, Salmon, Shelley, Driggs and surrounding areas with demand response service. TRPTA also runs inter-city routes between Idaho Falls, Rexburg and Driggs. 208-535-0356

Salt Lake Express – Runs 20 daily shuttles between Salt Lake City and Southeast Idaho with regional hubs

in Alpine Junction, Idaho Falls, Jackson Hole, Rexburg, St Anthony, Swan Valley. 800-356-9796

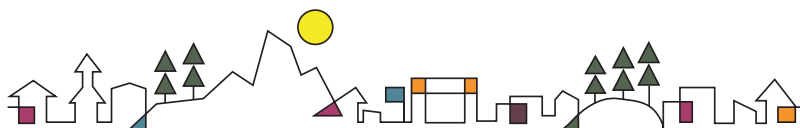
Grand Targhee Local Shuttle Bus – Offers public shuttle service from Driggs to Grand Targhee. 307-353-2300

Alltrans – Specializes in ground transportation, charters, privately contracted shuttle services, ski shuttles and daily shuttle services to Western Wyoming and Salt Lake City through Star Valley. Locally Alltrans provides shuttle service from Jackson Hole to Grand Targhee. 800-443-6133.

Linx (www.linx.coop/) is a transportation cooperative serving the Greater Yellowstone region. The web site lists transportation providers across 27 counties in Idaho, Wyoming and Montana. Services include trip planning and ticketing, improved marketing, route coordination and a centralized location for transportation information.

Sidewalks & Parking

Sidewalks and parking areas are mostly located within the city limits of Victor, Driggs and Teton. No data is available regarding sidewalks in subdivisions throughout the County and no public parking is provided in the County. No significant sidewalk network exists connecting the cities or leading to destinations outside of the Cities.



A3.9. RECREATION

The County does not have a Parks and Recreation District. Likewise, the County does not maintain any recreational areas except the 7,500 square foot County Fairgrounds, which is managed by a separate board of directors. Approximately 8% of the Impact Fees collected with a Building Permit application is designated to “recreation” is identified as the building of a new indoor riding arena and other facilities by the Capital Improvement Plan. There are no public swimming pools, although there are a few private pools located in subdivision developments and hotels.

The Rails-to-Trails (RTT) project is a recreational asset in Teton County. Currently, the trail connects Victor and Driggs and extends north from Tetonia to West Yellowstone. There is an effort underway to connect the section from Driggs to Tetonia of the RTT network which would be part of a Greater Yellowstone Loop that would connect Victor, West Yellowstone, Yellowstone National Park, Grand Teton National Park, and Jackson, WY.

The Teton Valley Recreation Association, a 501(c)(3) non-profit organization, provides activities for youth including soccer, basketball, little league, volleyball and adult volleyball, softball and basketball. They are also involved with the Teton Valley Ski Education Foundation, the Teton Ice Park, the Teton Basin Ice Rink, the Teton Valley Nordic Team and the Teton Rodeo Club.

The City of Victor has identified Pioneer Park as a place for recreation facilities expansion. The Kotler Arena is located in Pioneer Park with a phased plan for expansion into a fully-enclosed, full-size ice rink. The City of Driggs has dedicated 10,000 square feet of space in the City Center to recreation and envisions adding tennis courts and an outdoor pool. The two entities should coordinate locating facilities to avoid duplication and competition.

A3.10. SPECIAL AREAS OR SITES

There are some Historical Markers along the State Highway system with interpretive signs maintained by Idaho Transportation Department. There are only a few sites registered on the National Historic Registry in Teton County: the Hollingshead Homestead, Pierre’s Hole 1832 Battle Area Site, the Spud Drive-In Theater, the Old Teton County Courthouse, and the Victor Railroad Depot.

Teton Valley is known for its dramatic scenery and State Highways 31, 32 and 33 are all considered Scenic Byways. The ecological significance of Teton Valley as a component of the Greater Yellowstone Ecosystem is also significant. Teton Valley is home to big game species, song birds, water fowl, several grouse species, native Yellowstone cutthroat trout, and provides significant wetland habitat throughout the Teton River ecosystem. The valley is a resting place for sand hill cranes on their migration. The valley’s resources, including air and water, are among the cleanest in the country. The valley is truly an ecological gem.

A3.11. HOUSING

Teton County building permit data indicate a significant building boom in single-family homes in the early- and mid-2000s. The boom hit its peak in 2006 and 2007 when 294 and 279 permits were issued, respectively. In 2010 and 2011, 16 and 9 building permits were issued for single family homes, respectively. Since the crash of 2008, over \$250,000,000 of foreclosed properties has occurred. The homes that have been foreclosed are on the market at reduced prices and generally, housing prices have fallen drastically since the economic collapse. At present, there is no shortage of home supply. Most homes in the unincorporated county are single-family dwelling units. There are no identified trailer parks or multi-family housing complexes outside of the Cities' areas of impact.

According to the 2010 Census, there are 5,478 housing units in the County with a 60% home ownership rate. The median value of a home was \$294,800 between 2006 and 2010, but 2011 numbers indicate that the median home price has fallen to approximately \$200,000.

Teton County, WY has traditionally had high home prices and mid-level workers were often not able to afford to live in Wyoming. As a result, many workers live in Teton County, ID, where home prices are more affordable, and commute to Teton County, WY. As a result, during the boom, many home sites were created through the subdivision process and the unincorporated county currently holds an inventory of approximately 7,000 vacant, platted lots.

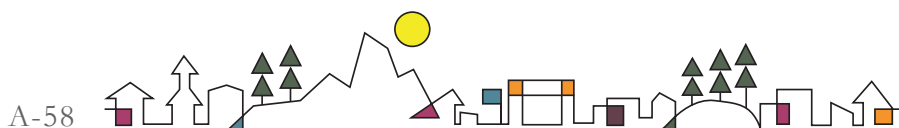
A3.12. COMMUNITY DESIGN

The entirety of Teton County is classified as rural. As such, community design priorities include maintaining the rural character of the community. These include maintaining open space and agricultural heritage, maintaining towns that encourage interaction among residents and keeping a "small town feel." Land use permitting in the unincorporated county requires a conditional use permit for most non-agricultural, non-residential uses. The conditions placed on these uses often include landscaping requirements, screening and lighting requirements. A recently-adopted lighting ordinance protects dark skies. Additional scenic corridor design standards attempt to ensure that development within the scenic corridor complies with the rural values of the community. Sign sizes and heights are limited throughout the County and design standards are set within the scenic corridor. All buildings must obtain a building permit which ensures the safety of the building, and buildings proposed in the scenic corridor are required to go through design review.

Subdivision standards encourage locating building envelopes in terrain-appropriate locations. The PUD standards require open space in an attempt to keep the rural character of the community as development occurs.

A3.13. NATIONAL INTEREST ELECTRIC TRANSMISSION CORRIDORS

Not applicable to Teton County

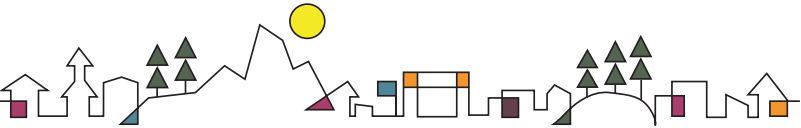
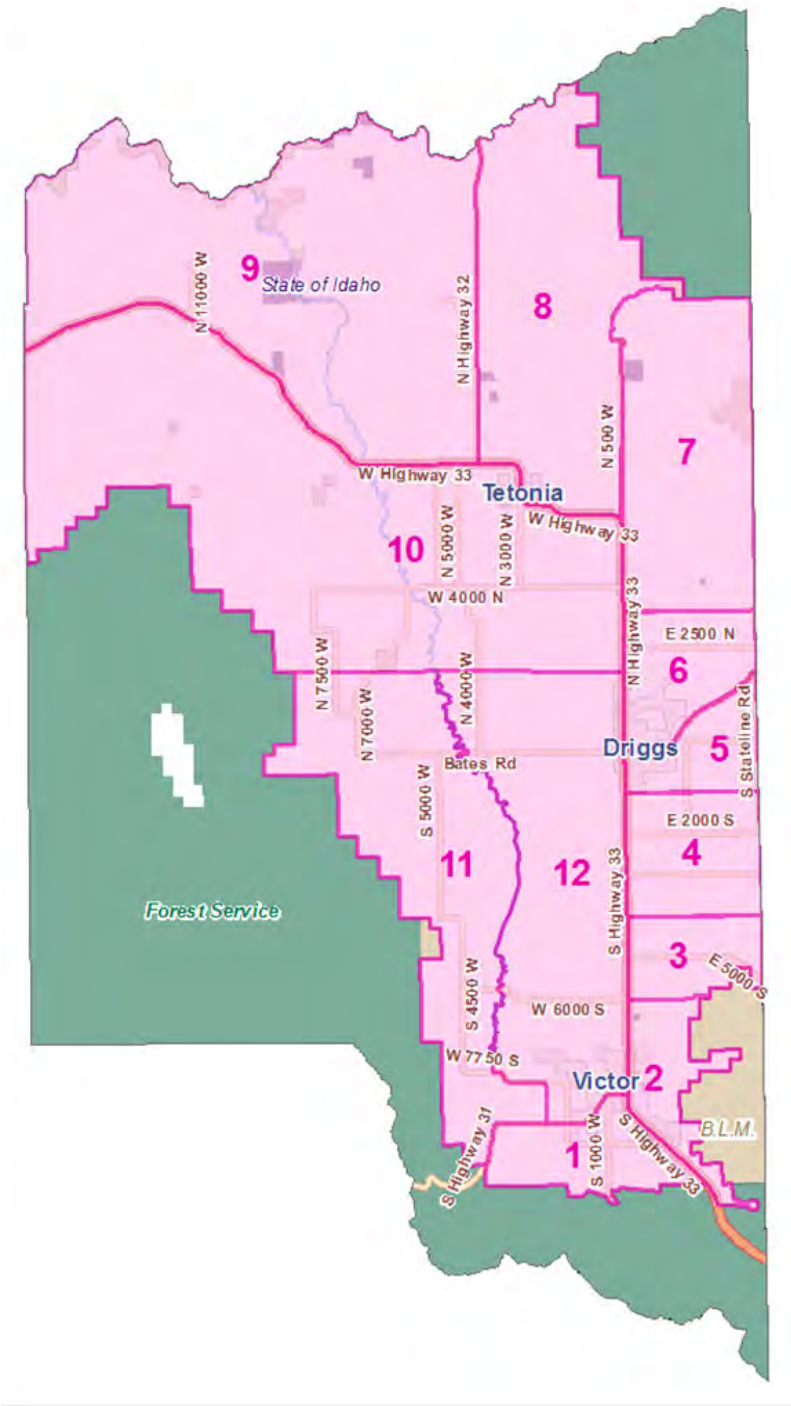


A4. TRANSPORTATION IMPROVEMENT PLAN

This section includes recommendations for traffic alleviation projects within Teton County over the next 20 years, assuming ultimately, a 100% build out. As shown in Figure 17, the county was divided into 12 Zones with each zone containing at least one Minor Collector Road. The zones are individualized by using both the major collector roads and the minor collector roads. Improvements to the minor collector roads will reduce the number of conflict points and help improve the corridor safety conditions, intersection and highway capacity, and overall travel conditions. Currently, zones 1-6 are anticipated to have the most growth but we conservatively assumed growth across the whole area, zones 1-12.

Table 17 includes the number of total parcels and unimproved parcels in each zone. Table 18 summarizes the calculations to determine the increase in estimated average daily traffic per collector in each zone. All calculations were based on the Trip Generation Manual, 7th Edition by the Institute of Engineers. A brief discussion of the strategies for each zone in order to accommodate the assumed 100% build out is explained in this section.

Figure 18 – Transportation Zone Map



Zone 1

Zone 1 is defined as the area South of Victor and bounded by State Highways 31 and 33. This zone has 66% of the current parcels developed. Currently, there are 3 roads that connect to the highway and they are all classified as minor collectors. Calculated current daily trips are 1,430 for each collector road. With an 80% build out the trips increase to 3,397 per collector road. With a 100% build out, the trips increase to 4,246 per collector road. To alleviate the volume of daily traffic, additional collector roads could be constructed and existing roads could be widened. This might be necessary if this area is an area in which development is a concern.

Zone 2

Zone 2 is defined as the area South of 6000 S and east of State Highway 33. 56% of the current parcels in this zone are developed. There are 2 minor collector roads that connect to the highway. Calculated current daily trips are 2,029 for each collector road. When the zone increases to 80% build out, the daily traffic volume increases to 3,690. When it increases to 100% build out, the volume increases to 4,613. To alleviate the volume of daily traffic, additional collector roads could be constructed and existing roads could be widened. This might be necessary if this area is an area in which development is a concern.

Zone 3

Zone 3 is defined as the area that is between 4000 S and 6000 S and bounded on the west by State Highway 33. 48% of the current parcels in this zone are developed. There are 2 minor collector roads that connect to the highway. Calculated current daily trips are 2,125 for each collector road. When the zone increases to an 80% build out, the daily traffic volume increases to 2,588. When it increases to 100% build out, the volume increases to 3,235. To alleviate the volume of daily traffic, additional collector roads could be constructed and existing roads could be widened. This might be necessary if this area is an area in which development is a concern.

Zone 4

Zone 4 is defined as the area that is between 1000 S and 4000 S and bounded to the west by State Highway 33. 73% of the current parcels in this zone are developed. There are 2 minor collector roads that connect to the highway. Calculated current daily trips are 618 for each collector road. When the zone increases to an 80% build out, the daily traffic volume increases to 1,860. When it increases to 100% build out, the volume increases to 2,326. To alleviate the volume of daily traffic existing roads could be widened.

Zone 5

Zone 5 is defined as the area that is between Ski Hill Road and 1000 S and bounded to the west by State Highway 33. 65% of the current parcels in this zone are developed. There is 1 major collector road that connects to the highway. Calculated current daily trips are 3,666 for the collector road. When the zone increases to an 80% build out, the daily traffic volume increases to 8,422. When it increases to 100% build out, the volume increases to 10,527. The major collector road anticipated traffic can be decreased by construction a minor collector road and connect it directly to the highway.

Zone 6

Zone 6 is defined as the area that is between 3300 N to Ski Hill Road, bounded by the eastern part of State Highway 33. 59% of the current parcels in this zone are developed. There is 1 major collector roads that connect to the highway. Calculated current daily trips are 8,268 for the collector road. When the zone increases to 80% build out, the daily traffic volume increases to 16,108. When it increases to 100% build out, the volume increases to 20,135. The major collector road anticipated traffic can be decreased by construction several minor collector road and connect them directly to the highway.

Zone 7

Zone 7 is defined as the area that is between 3300 N to Forest Boundary, bounded by the eastern part of State Highway 33/500 W/Rammell Mt. Rd. 75% of the current parcels in this zone are developed. There are 2 minor collector roads that connect to the highway. Calculated current daily trips are 1,459 for the collector road. When the zone increases to 80% build out, the daily traffic volume increases to 4,674. When it increases to 100% build out, the volume increases to 5,842. To alleviate the volume of daily traffic, additional collector roads could be constructed and existing roads could be widened.

Zone 8

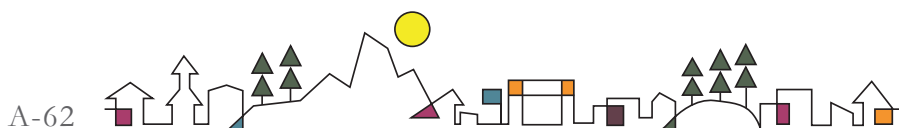
Zone 8 is defined as the area North of W. State Highway 33 and North of State Highway 32 to 500 W/ Rammell Mt. Road. 69% of the current parcels in this zone are developed. There are 3 minor collector roads that connect to the highway. Calculated the current daily trips are 998 for the collector road. When the zone increases to 80% build out, the daily traffic volume increases to 2,595. When it increases to 100% build out, the volume increases to 3,244. To alleviate the volume of daily traffic existing roads could be widened.

Zone 9

Zone 9 is defined as the area that is North of W. State Highway 33 and West of N. State Highway 32. 72% of the current parcels in this zone are developed. No minor connector roads could be identified for this zone. Calculated current daily trips are 1,512. When the zone increases to 80% build out, the daily traffic volume increases to 4,318. When it increases to 100% build out, the volume increases to 5,397. In order to alleviate the volume of daily traffic, additional collector roads could be constructed and existing roads could be widened.

Zone 10

Zone 10 is defined as the area bounded by 2000 N to W. State Highway 33, West of N. State Highway 33. 75% of the current parcels in this zone are developed. There are 6 minor collector roads that connect to the highway and 1 major collector. Calculated the current daily trips are 759 for each collector road. When the zone increases to an 80% build out, the daily traffic volume increases to 2,461. When it increases to 100% build out, the volume increases to 3,077.



Zone 11

Zone 11 is defined as the area that is bounded by State Highway 31 to 2000 N, west of Teton River to the Forest Boundary. 61% of the current parcels in this zone are developed. There are 2 minor collector roads and 1 major collector road that connect to the highway. Calculated the current daily trips are 995 for each collector road. When the zone increases to an 80% build out, the daily traffic volume increases to 2,067. When it increases to 100% build out, the volume increases to 2,584.

Zone 12

Zone 12 is defined as the area that is bounded by State Highway 31 to 2000 N, east of Teton River to State Highway 33. 56% of the current parcels in this zone are developed. There is 1 minor collector road and 2 major collector road that connect to the highway. Calculated current daily trips are 2,900 for each collector road. When the zone increases to an 80% build out, the daily traffic volume increases to 5,329. When it increases to 100% build out, the volume increases to 6,661. To alleviate the volume of daily traffic, additional collector roads could be constructed and existing roads could be widened. This might be necessary if this area is an area in which development is a concern.

Conclusions

Even though none of the zones are fully developed and will all need road improvements to accommodate additional growth in the future, the current focus needs to be on zones 1-6 and zones 10 and 12 within one mile of Highway 33, as those are the zones that encourage the highest densities in the Comprehensive Plan Land Use Framework Map. Making general road improvements, i.e. shoulder width, turning lanes, and wider lanes along with adding minor collector roads to these zones will lessen the anticipated traffic volumes in these areas. Since the majority of encouraged growth is east of Highway 33, it is recommended that future road improvements incorporate north south connectivity to provide this higher density area more direct commuting routes.

Table 17 – Total Parcels and Unimproved Parcel Count per Zone

Zone	N/S, E/W Extent of Zones	Total Parcels	Unimproved Parcels
1	S. of Victor, bounded by highways	1331	883
2	S. of 6000 S, E. of Hwy 33	964	540
3	4000 S to 6000 S., E. of Hwy 33	676	323
4	1000 S. to 4000 S., E. of Hwy 33	486	357
5	Ski Hill Rd. to 1000 S., E. of Hwy 33	1100	717
6	3300 N. to Ski Hill Rd., E. of Hwy 33	2104	1240
7	3300 N. to Forest Bndry, E. of Hwy 33/500 W / Rammell Mt. Rd.	1221	916
8	N. of W Hwy 33, N. Hwy 32 to 500 W / Rammell Mt. Rd.	1017	704
9	N. of W Hwy 33, W. of N Hwy 32	564	406
10	2000 N to W. Hwy 33, W. of N. Hwy 33	1929	1453
11	Hwy 31 to 2000 N, W. of Teton River (to Forest Bndry)	810	498
12	Hwy 31 to 2000 N, E. of Teton River to Hwy 33	2088	1179
Parcel Totals		14290	9216

Table 18 – Transportation Demand Projections

Zone	N/S & E/W Extent of Zones	Total Parcels	Unimproved Parcels	Current Growth Rate, %	Existing Daily Trips Assuming Single Family Detached Housing Average Rate of Trips per Dwelling Unit 9.57	80% Build Out Daily Trip Projections Assuming Single Family Detached Housing Average Rate of Trips per Dwelling Unit 9.57	100% Build Out Daily Trip Projections Assuming Single Family Detached Housing Average Rate of Trips per Dwelling Unit 9.57	Number of Affected Minor Collector Streets	Minor Collector Streets Current Estimated Daily Traffic Volume, Per Street	Minor Collector Streets Expected Daily Traffic Volume, 80% Build Out, Per Street	Minor Collector Streets Expected Daily Traffic Volume, 100% Build Out, Per Street
1	South Of Victor, bounded by Highways	1331	883	88%	4,288	10,190	12,738	3	1,429	3,397	4,246
2	South of 6000 S, East of Hwy 33	964	540	56%	4,058	7,380	9,225	2	2,029	3,690	4,613
3	4000 S to 6000 S, East of Hwy 33	878	232	34%	4,250	5,175	6,469	2	2,125	2,588	3,235
4	1000 S to 4000 S, East of Hwy 33	488	357	73%	1,235	3,721	4,651	2	618	1,860	2,326
5	Ski Hill Road to 1000 S, East of Hwy 33 (1 Major Collector)	1100	717	85%	3,866	8,472	10,527	1	3,555	8,472	10,527
6	3300 N to Ski Hill Road, East of Hwy 33 (1 Major Collector)	2104	1240	59%	8,268	16,108	20,135	1	8,268	16,108	20,135
7	3300 N to Forest Boundary, East of Hwy 33/500 W/Rammell Mt. Road	1221	916	75%	2,918	9,348	11,885	2	1,459	4,674	5,942
8	North of W Hwy 33, North Hwy 32 to 500 W/Rammell Mt. Road	1017	704	69%	2,985	7,786	9,733	3	998	2,595	3,244
9	North of W Hwy 33, West of North Hwy 32	564	406	72%	1,512	4,318	5,397	Not Available	Not Available	Not Available	Not Available
10	2000 N to W Hwy 33, West of North Hwy 33 (1 Major Collector)	1929	1453	75%	4,555	14,768	18,461	6	759	2,461	3,077
11	Hwy 31 to 2000 N, West of Teton River (To Forest Boundary) (1 Major Collector)	810	498	61%	2,886	6,201	7,752	3	885	2,067	2,584
12	Hwy 31 to 2000 N, East of Teton River to Hwy 33 (2 Major Collectors)	2088	1179	56%	8,689	15,988	19,882	3	2,800	5,329	6,661
Total		14,280	9,125	64%	49,432	109,404	136,755	28			



A5. FIRE IMPROVEMENT PLAN

Final Report

April 15, 2009

**Teton County Fire Protection District
Impact Fee Study and
Capital Improvement Plan**

Prepared for

Teton County Fire Protection District
Driggs, ID 83422

Prepared by

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Section I. Introduction

This report regarding impact fees for Teton County Fire Protection District is organized into the following sections:

- An overview of the report's background and objectives;
- A definition of impact fees and a discussion of their appropriate use;
- An overview of land use and demographics;
- A step-by-step calculation of impact fees under the Capital Improvement Plan (CIP) approach;
- A list of implementation recommendations; and
- A brief summary of conclusions.

Each section follows sequentially.

Background and Objectives

Teton County Fire Protection District (the District, or Teton Fire) hired BBC Research & Consulting (BBC) to assist the District in preparing a Capital Improvement Plan and to calculate impact fees.

BBC inventoried Teton Fire's current capital improvements; established capital improvement replacement costs; helped the District refine the Capital Improvement Plans; and assisted in all phases of the project. This document presents impact fees based on the District's demographic data and infrastructure costs before credit adjustment; calculates the District's monetary participation; examines the likely cash flow produced by the recommended fee amount; and outlines specific fee implementation recommendations. Credits can be granted on a case-by-case basis; these credits are assessed when each individual building permit is pulled.

Definition of Impact Fees

Impact fees are one-time assessments established by local governments to assist with the provision of Capital Improvements necessitated by new growth and development. Impact fees are governed by principles established in Title 67, Chapter 82, Idaho Code, known as the Idaho Development Impact Fee Act (Impact Fee Act) which specifically gives cities, towns and counties the authority to levy impact fees. This means that the District cannot collect impact fees on its own. The District will have to pursue intergovernmental agreements (IGA's) with Teton County and the municipalities therein to impose and collect impact fees on its behalf.



The Idaho Code defines an impact fee as "... a payment of money imposed as a condition of development approval to pay for a proportionate share of the cost of system improvements needed to serve development."¹

Purpose of impact fees. The Impact Fee Act includes the legislative finding that "... an equitable program for planning and financing public facilities needed to serve new growth and development is necessary in order to promote and accommodate orderly growth and development and to protect the public health, safety and general welfare of the citizens of the state of Idaho."²

Idaho fee restrictions and requirements. The Impact Fee Act places numerous restrictions on the calculation and use of impact fees, all of which help ensure that local governments adopt impact fees that are consistent with federal law.³ Some of those restrictions include:

- Impact fees shall not be used for any purpose other than to defray system improvement costs incurred to provide additional public facilities to serve new growth;⁴
- Impact fees must be expended within 8 years from the date they are collected. Fees may be held in certain circumstances beyond the 8-year time limit if the governmental entity can provide reasonable cause;⁵
- Impact fees must not exceed the proportionate share of the cost of capital improvements needed to serve new growth and development;⁶
- Impact fees must be maintained in one or more interest-bearing accounts within the capital projects fund.⁷

¹ See Section 67-8203(9), Idaho Code. "System improvements" are capital improvements (i.e., improvements with a useful life of 10 years or more) that, in addition to a long life, increase the service capacity of a public facility. Public facilities include: fire, emergency medical and rescue facilities. See Sections 67-8203(3), (24) and (28), Idaho Code.

² See Section 67-8202, Idaho Code.

³ As explained further in this study, proportionality is the foundation of a defensible impact fee. To meet substantive due process requirements, an impact fee must provide a rational relationship (or nexus) between the impact fee assessed against new development and the actual need for additional capital improvements. An impact fee must substantially advance legitimate local government interests. This relationship must be of "rough proportionality." Adequate consideration of the factors outlined in Section 67-8207(2) ensure that rough proportionality is reached. See *Banbury Development Corp. v. South Jordan*, 631 P.2d 899 (1981); *Dollan v. City of Tigard*, 512 U.S. 374 (1994).

⁴ See Sections 67-8202(4) and 67-8203(29), Idaho Code.

⁵ See Section 67-8210(4), Idaho Code.

⁶ See Sections 67-8204(1) and 67-8207, Idaho Code.

⁷ See Section 67-8210(1), Idaho Code.

In addition, the Impact Fee Act requires the following:

- Establishment of and consultation with a development impact fee advisory committee (Advisory Committee);⁸
- Identification of all existing public facilities;
- Determination of a standardized measure (or service unit) of consumption of public facilities;
- Identification of the current level of service that existing public facilities provide;
- Identification of the deficiencies in the existing public facilities;
- Forecast of residential and nonresidential growth;⁹
- Identification of the growth-related portion of the District's Capital Improvement Plans;¹⁰
- Analysis of cash flow stemming from impact fees and other capital improvement funding sources;¹¹
- Implementation of recommendations such as impact fee credits, how impact fee revenues should be accounted for, and how the impact fees should be updated over time;¹²
- Preparation and adoption of a Capital Improvement Plan pursuant to state law and public hearings regarding the same;¹³ and
- Preparation and adoption of a resolution authorizing impact fees pursuant to state law and public hearings regarding the same.¹⁴

How should fees be calculated? State law requires the local governments and District to implement the Capital Improvement Plan methodology to calculate impact fees. The local governments and District can implement fees of any amount not to exceed the fees as calculated by the CIP approach. This methodology requires the local governments and District to describe their service areas, forecast the land uses, densities and population that are expected to occur in those service areas over the 20-year CIP time horizon, and identify the capital improvements that will be needed to serve the forecasted growth at the planned levels of service, assuming the planned levels of

⁸ See Section 67-8205, Idaho Code.

⁹ See Section 67-8206(2), Idaho Code.

¹⁰ See Section 67-8208, Idaho Code.

¹¹ See Section 67-8207, Idaho Code.

¹² See Sections 67-8209 and 67-8210, Idaho Code.

¹³ See Section 67-8208, Idaho Code.

¹⁴ See Sections 67-8204 and 67-8206, Idaho Code.



service do not exceed the current levels of service.¹⁵ This list and cost of capital improvements constitutes the capital improvement element to be adopted as part of each local government's individual Comprehensive Plan.¹⁶ Only those items identified as growth-related on the CIP are eligible to be funded by impact fees.

The District, intending to adopt an impact fee, must first prepare a capital improvements plan.¹⁷ To ensure that impact fees are adopted and spent for capital improvements in support of the community's needs and planning goals, the Impact Fee Act establishes a link between the authority to charge impact fees and certain planning requirements of Idaho's Local Land Use Planning Act (LLUPA). The local government must have adopted a comprehensive plan per LLUPA procedures, and that comprehensive plan must be updated to include a current capital improvement element.¹⁸ This study considers the planned capital improvements for the District for the twenty-year period from 2009 through the end of 2029 that will need to be adopted as an element of each individual entity's Comprehensive Plan.

Once the essential capital planning has taken place, impact fees can be calculated. The Impact Fee Act places many restrictions on the way impact fees are calculated and spent, particularly via the principal that local governments cannot charge new development more than a "proportionate share" of the cost of public facilities to serve that new growth. "Proportionate share" is defined as "... that portion of the cost of system improvements . . . which reasonably relates to the service demands and needs of the project."¹⁹ Practically, this concept requires the local governments and District to carefully project future growth and estimate capital improvement costs so that it prepares reasonable and defensible impact fee schedules.

The proportionate share concept is designed to ensure that impact fees are calculated by measuring the needs created for capital improvements by development being charged the impact fee; do not exceed the cost of such improvements; and are "earmarked" to fund growth-related capital improvements to benefit those that pay the impact fees.

There are various approaches to calculating impact fees and to crediting new development for past and future contributions made toward system improvements. The Impact Fee Act does not specify a single type of fee calculation, but it does specify that the formula be "reasonable and fair." Impact fees should take into account the following:

- Any appropriate credit, offset or contribution of money, dedication of land, or construction of system improvements;

¹⁵ As a comparison and benchmark for the impact fees calculated under the Capital Improvement Plan approach, BBC also calculated the District's current level of service by quantifying the District's current investment in capital improvements for each impact fee category, allocating a portion of these assets to residential and nonresidential development, and dividing the resulting amount by current housing units (residential fees) or current square footage (nonresidential fees). By using current assets to denote the current service standard, this methodology guards against using fees to correct existing deficiencies.

¹⁶ See Sections 67-8203(4) and 67-8208, Idaho Code.

¹⁷ See Section 67-8208, Idaho Code.

¹⁸ See Sections 67-8203(4) and 67-8208, Idaho Code.

¹⁹ See Section 67-8203(23), Idaho Code.

- Payments reasonably anticipated to be made by or as a result of a new development in the form of user fees and debt service payments;
- That portion of general tax and other revenues allocated by the local governments and District to growth-related system improvements; and
- All other available sources of funding such system improvements.²⁰

Through data analysis and interviews with the District, BBC identified the share of each capital improvement needed to serve growth. The total projected capital improvements needed to serve growth are then allocated to residential and nonresidential development with the resulting amounts divided by the appropriate growth projections from 2009 through 2029. This is consistent with the Impact Fee Act.²¹ Among the advantages of the CIP approach is its establishment of a spending plan to give developers and new residents more certainty about the use of the particular impact fee revenues.

Other fee calculation considerations. The basic CIP methodology used in the fee calculations is presented above. However, implementing this methodology requires a number of decisions. The considerations accounted for in the fee calculations include the following:

- Allocation of costs is made using a service unit which is “a standard measure of consumption, use, generation or discharge attributable to an individual unit”²² of development calculated in accordance with generally accepted engineering or planning standards for a particular category of capital improvement.”²³ The service units chosen by the study team for every fee calculation in this study are linked directly to residential dwelling units and nonresidential development square feet.²⁴
- A second consideration involves refinement of cost allocations to different land uses. According to Idaho Code, the CIP must include a “conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial, agricultural and industrial.”²⁵ In this analysis, the study team has chosen to use the highest level of detail supportable by available data and, as a result, in this study, every impact fee is allocated between aggregated residential (i.e., all forms of residential housing) and nonresidential development (all nonresidential uses including retail, office, agricultural and industrial).

²⁰ See Section 67-8207, Idaho Code.

²¹ The impact fee that can be charged to each service unit (in this study, residential dwelling units and nonresidential square feet) cannot exceed the amount determined by dividing the cost of capital improvements attributable to new development (in order to provide an adopted service level) by the total number of service units attributable to new development. See Sections 67-8204(16), 67-8208(1)(f) and 67-8208(1)(g), Idaho Code.

²² See Section 67-8203(27), Idaho Code.

²³ See Section 67-8203(27), Idaho Code.

²⁴ The construction of detached garages alongside residential units does not typically trigger the payment of additional impact fees unless that structure will be the site of a home-based business with significant outside employment.

²⁵ See Section 67-8208(1)(e), Idaho Code.



Alternative revenue sources. Prior to implementing impact fees, local governments have a limited set of options to pay for growth. One option is to negotiate exactions with developers. In this case, developers would agree to pay for or build certain infrastructure directly related to their development, such as a water cistern to enhance fire-fighting capabilities in the subdivision under construction. Another option is through State and Federal grants and State-shared revenue. A third option available to local governments is to accept the fact that future growth might create a decline in levels of service and there is little that can be done. Finally, the last option available to local governments to pay for growth is a General Fund subsidy.

In many states, this is a viable and popular option. Local governments in these states can charge a local option sales tax, raise property taxes and easily obtain debt service to fund this subsidy. In turn, the General Fund is adequate to fund ongoing operations and maintenance (O&M), capital repair and replacement expenses, as well as some growth-related capital. However, in Idaho, local option sales taxes are not widely permitted, annual increases of property taxes are capped and it is rather difficult to obtain debt financing to even fund repair and replacement expenses, much less growth-related capital.

Based on our discussions with and the opinions of District staff and elected officials, all of these factors justify at least the consideration of impact fees for the District.

If the local governments implement impact fees, a significant financial burden on the District budget and existing taxpayers could be lifted. Local governments would seek negotiated exactions for District system improvements less frequently; however, impact fee credits would still be given to the responsible builders and developers if growth-related CIP projects are exacted.

Second, the District would continue to aggressively seek State and Federal grants and shared revenue for growth-related CIP projects. If the District is successful, these grants and new revenues would be credited to the CIP and thus reduce future impact fees.

Finally, impact fees would allow the District to avoid accepting a decline in levels of service for the sake of a balanced budget. Impact fees would alleviate the need for the District to provide a subsidy to pay for growth, a practice that is not sustainable and widely considered “bad budgeting”. Instead, impact fees would take the pressure off O&M, repair and replacement expenses and allow the District to put its ongoing General Funds toward ongoing and recurring expenses, a practice that is widely considered to be “good budgeting.”

Current Assets and Capital Improvement Plans

The CIP approach estimates future capital improvement investments required to serve growth over a fixed period of time. The Impact Fee Act calls for the CIP to “. . . project demand for system improvements required by new service units . . . over a reasonable period of time not to exceed 20 years.”²⁶ The impact fee study team recommends a 20-year time period based on the District’s best available capital planning data, and the strong assumption by the District that it will be substantially if not fully built-out by the end of the twenty year time period.

²⁶ See Section 67-8208(1)(h).

The types of costs eligible for inclusion in this calculation include any land purchases, construction of new facilities and expansion of existing facilities to serve growth over the next 20 years at planned and/or adopted service levels.²⁷ Equipment and vehicles with a useful life of 10 years or more are also impact fee eligible under the Impact Fee Act.²⁸ The total cost of improvements over the 20 years is referred to as the “CIP Value” throughout this report. The cost of this impact fee study is also impact fee eligible for all impact fee categories.

The forward-looking 20-year CIP for the District includes some facilities that are only partially necessitated by growth (e.g., facility expansion). The study team met with the District to determine a defensible metric for including a portion of these facilities in the impact fee calculations. A general methodology used to determine this metric is discussed below. In some cases, a more specific metric was used to identify the growth-related portion of such improvements. In these cases, notations were made in the applicable section.

Fee Calculation

In accordance with the CIP approach described above, we calculated fees for the District by answering the following seven questions:

1. **Who is currently served by the District?** This includes the number of residents as well as residential and nonresidential land uses.
2. **What is the current level of service provided by the District?** Since an important purpose of impact fees is to help the District *achieve* its planned level of service²⁹, it is necessary to know the level of service currently provided to the community.
3. **What current assets allow the District to provide this level of service?** This provides a current inventory of assets used by the District, such as facilities, land and equipment. In addition, each asset’s replacement value was calculated and summed to determine the total value of the District’s current assets.
4. **What is the current investment per residential and nonresidential land use?** In other words, how much of the District’s current assets are needed to serve current residential households and nonresidential square feet?
5. **What future growth is expected in the District?** How many residential households and nonresidential square footage will the District serve over the CIP period?
6. **What new infrastructure is required to serve future growth?** For example, how many new engines will be needed by the District within the next twenty years to achieve the planned level of service?³⁰

²⁷ This assumes the planned levels of service do not exceed the current levels of service.

²⁸ The Impact Fee Act allows a broad range of improvements to be considered as “capital” improvements, so long as the improvements have useful life of at least 10 years and also increase the service capacity of public facilities. *See* Sections 67-8203(28) and 50-1703, Idaho Code.

²⁹ This assumes that the planned level of service does not exceed the current level of service.



7. **What impact fee is required to pay for the new infrastructure?** We calculated an apportionment of new infrastructure costs to future residential and nonresidential land-uses for the District. Then, using this distribution, the impact fee was determined.

Addressing these seven questions, in order, provides the most effective and logical way to calculate impact fees for the District. In addition, these seven steps satisfy and follow the regulations set forth earlier in this section.

“GRUM” Analysis

Not all capital costs are associated with growth. Some capital costs are for repair and replacement of facilities e.g., standard periodic investment in existing facilities such as roofing. These costs *are not* impact fee eligible. Some capital costs are for betterment of facilities, or implementation of new services (e.g., development of an expanded training facility). These costs *are not* impact fee eligible. Some costs are for expansion of facilities to accommodate new development at the current level of service (e.g., purchase of new fire station to accommodate expanding population). These costs *are* impact fee eligible.

Because there are different reasons why the District invests in capital projects, the study team conducted a “GRUM” analysis on all projects listed in each CIP:

- **Growth.** The “G” in GRUM stands for growth. To determine if a project is solely related to growth, we ask “Is this project designed to maintain the current level of service as growth occurs?” and “Would the District still need this capital project if it weren’t growing at all?” “G” projects are only necessary to maintain the District’s current level of service as growth occurs. It is thus appropriate to include 100 percent of their cost in the impact fee calculations.
- **Repair & Replacement.** The “R” in GRUM stands for repair and replacement. Under Idaho law this constitutes correcting an existing deficiency. We ask, “Is this project related only to fixing existing infrastructure?” and “Would the District still need it if it weren’t growing at all?” “R” projects have nothing to do with growth. It is thus not appropriate to include any of their cost in the impact fee calculations.
- **Upgrade.** The “U” in GRUM stands for upgrade. Under Idaho law this constitutes correcting an existing deficiency. We ask, “Would this project improve the District’s current level of service?” and “Would the District still do it even if it weren’t growing at all?” “U” projects have nothing to do with growth. It is thus not appropriate to include any of their cost in the impact fee calculations.
- **Mixed.** The “M” in GRUM stands for mixed. It is reserved for capital projects that have some combination of G, R and U. “M” projects by their very definition are partially necessitated by growth, but also include an element of repair, replacement and/or upgrade. In this instance, a cost amount between 0 and 100 percent should be

³⁰ This assumes the planned level of service does not exceed the current level of service.

included in the fee calculations. Although the need for these projects is triggered by new development, they will also benefit existing residents.

Projects that are 100 percent growth-related were determined by our study to be necessitated solely by growth. Alternatively, some projects are determined to be “mixed,” with some aspects of growth and others aspects of repair and replacement. In these situations, only a portion of the total cost of each project is included in the final impact fee calculation.

It should be understood that growth is expected to pay only the portion of the cost of capital improvements that are growth-related. The District will need to plan to fund the pro rata share of these partially growth-related capital improvements with revenue sources other than impact fees within the time frame that impact fees must be spent. These values will be calculated and discussed in Section IV of this report.

Exhibits found in Section III of this report detail all capital improvements planned for purchase over the next twenty years by the District.

Acknowledgements

We would like to thank Bret Campbell, Fire Marshall for serving as our project liaison.



Section II. Land Uses

As noted in Section I, it was necessary to allocate capital improvement plan (CIP) costs to both residential and nonresidential development when calculating impact fees. The study team performed this allocation based on the number of projected new households and nonresidential square footage projected to be added from 2009 through 2029 for the District; we have chosen 2009 through 2029 to be consistent with the CIP period. These projections were based on data found in the Teton County Comprehensive Plan provided by the District.³¹

Demographic and land-use projections are some of the most variable and potentially debatable components of an impact fee study, and in all likelihood the projections used in our study will not prove to be 100 percent correct. The purpose of the Advisory Committee's annual review is to account for these inconsistencies. As the CIP is tied to the District's land-use growth, the CIP and resulting fees can be revised based on actual growth as it occurs.

The first step we took to determine land uses for the District was to examine the most recent Comprehensive Plan for Teton County, with which the District shares contiguous borders. Based upon the Teton County Comprehensive Plan as updated in October of 2008, Teton County and therefore the District, currently contains approximately 10,483 residents. According to the Comprehensive Plan a 6.4 percent annual population growth rate is assumed through 2020. For the period 2021 through 2029 we have assumed an annual population growth rate of 2.8 percent, which is the average long-term growth rate for the entire State of Idaho. Using this data, it is estimated that Teton County (and thus the District) could contain approximately 27,646 residents by 2029.

The following Exhibit II-1 presents the current and future population for Teton County, Idaho.

**Exhibit II-1.
Current and Future
Population in Teton
County, Idaho**

	2009	2029 ⁽¹⁾	Net Growth	Percent Growth
Population	10,483	27,646	17,163	164%

Note:

(1)The Teton County Comprehensive Plan projects an annual growth rate of 6.4 percent through 2020. For the period 2021 through 2029 we have assumed a growth rate equal to the long-term growth rate of the State of Idaho of 2.8 percent.

Source:

Teton County Comprehensive Plan updated October, 2008 and estimates by BBC Research.

District population is expected to increase by 17,163 residents, or approximately 164 percent, over the 20-year CIP period.

³¹ Teton County Comprehensive Plan updated October, 2008.

The following Exhibit II-2 presents the current and future number of residential units and nonresidential square feet for Teton County and the District.

**Exhibit II-2.
Current and Future Land Uses, Teton County, Idaho**

	Units or Square Feet		Total Square Footage Growth ⁽³⁾	Percent of Total Growth	
	2008	2018			
Residential ⁽¹⁾	3,653	9,633	12,558,049	91%	5,980 New units
Nonresidential ⁽²⁾	730,523	1,926,527	1,196,005	9%	Mixed % 62.1%
			TOTAL = 13,754,054	100.0%	

Note: (1) Assumes 2.87 persons per household based on U.S. Census Bureau data.

(2) We have assumed 200 square feet of nonresidential land use per household. This is consistent with our assumption in neighboring Jefferson County.

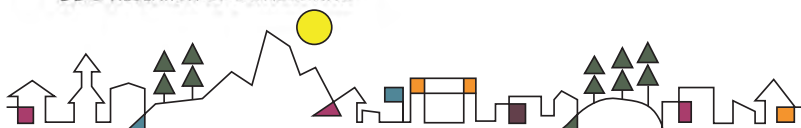
(3) We have assumed the average residential unit is approximately 2,100 square feet based on NAHB 15-year trailing average.

Source: Teton County Comprehensive Plan updated October, 2008 and BBC Research & Consulting.

As shown above, Teton County is expected to grow by approximately 5,980 new residential units and almost 1.2 million nonresidential square feet over the 20-year CIP period. Approximately 91 percent of this growth is attributable to residential land uses, while the remaining 9 percent is attributable to nonresidential growth.

At the end of the 20 year CIP period in 2029, approximately 62 percent of existing development will be new growth over the past 20 years. This percentage will be used throughout the report to represent the "M" or Mixed percentage from GRUM in the "Growth Portion" column of each CIP, unless a more project-specific metric is available. Please refer back to Section I for a detailed explanation of GRUM.

The data found above in Exhibits II-1 and II-2 will be used in our impact fee calculations in subsequent sections of this report



Section III.

Impact Fee Calculation

In this section, we calculate impact fees for the District following the seven question method outlined in Section I of this report.

1. Who is currently served by the District?

As shown in Exhibit II-2, the District currently serves approximately 3,653 residential units and approximately 730,000 nonresidential square feet located within its boundaries.

2. What is the current level of service provided by Teton Fire?

Teton Fire's current level of service is measured as the average response time to be "on-scene" for all Fire and EMS calls. Teton Fire's average response time is 15 minutes for Fire and EMS calls. As the District grows, additional infrastructure and equipment will be needed to achieve the District's planned level of service. Based on conversations with District staff, it is our understanding that the planned level of service is equal to the current level of service.

3. What current assets allow Teton Fire to provide this level of service?

The following Exhibit III-1 displays the current assets of Teton Fire. All of these assets have a useful life of at least 10 years or more.

Exhibit III-1.
Current Assets – Teton Fire

Type of Capital Infrastructure	Units	Unit Cost	Replacement Value	Times	Equity %	Shared Facility (% in fee)	Amount to Include in Current Investment
Facilities							
FS 1 Driggs - Units in Square Feet ⁽¹⁾	9,483	\$225	\$ 2,133,675		100%	100%	\$ 2,133,675
FS 2 Victor - Units in Square Feet ⁽¹⁾	4,252	\$225	\$ 956,700		100%	100%	\$ 956,700
FS 3 Teton - Units in Square Feet ⁽¹⁾	4,252	\$225	\$ 956,700		100%	100%	\$ 956,700
Facilities Sub-Total			\$ 4,047,075				\$ 4,047,075
Apparatus/Vehicles							
1958 M-2 Ford F-350 Utility Pickup			\$ 60,000		100%	100%	\$ 60,000
1987 C-2 Chevy 1500 Pickup			\$ 45,000		100%	100%	\$ 45,000
1994 T-2 Ford LTL 8000 Water Tender			\$ 265,000		100%	100%	\$ 265,000
1991 LE-15 Ford F-350 Wildland Light Engine			\$ 70,000		100%	100%	\$ 70,000
1994 T-3 Ford LTL 8000 Water Tender			\$ 250,000		100%	100%	\$ 250,000
2003 E-10 Smeal/International 7400 Class A Engine			\$ 250,000		100%	100%	\$ 250,000
1988 R-1 GMC 7000 Super Vac Rescue w/Air Refill			\$ 250,000		100%	100%	\$ 250,000
2003 E-20 Smeal/International 7400 Class A Engine			\$ 250,000		100%	100%	\$ 250,000
2006 C-1 GMC 1500 Pickup			\$ 45,000		100%	100%	\$ 45,000
2006 M-1 Ford F-350 Mechanics Pickup			\$ 45,000		100%	100%	\$ 45,000
2002 LE-35 Ford F-550 Wildland Light Engine			\$ 65,000		100%	100%	\$ 65,000
2002 LE-25 Ford F-550 Wildland Light Engine			\$ 65,000		100%	100%	\$ 65,000
2003 E-30 Smeal/International 7400 Class A Engine			\$ 250,000		100%	100%	\$ 250,000
2003 T-1 Kenworth T600/Firevac 2300 Gallon Tender			\$ 265,000		100%	100%	\$ 265,000
2004 TR-1 Hallmark/Bauer SCBA Refill Trailer			\$ 80,000		100%	100%	\$ 80,000
2005 HE-1 Kenworth T300 Boise Mobile Wildland Engine			\$ 180,000		100%	100%	\$ 180,000
2005 HE-2 Kenworth T300 Boise Mobile Wildland Engine			\$ 180,000		100%	100%	\$ 180,000
2005 HE-3 Kenworth T300 Boise Mobile Wildland Engine			\$ 180,000		100%	100%	\$ 180,000
2008 L-1 Smeal 105 Ft. Platform Truck			\$ 800,000		100%	100%	\$ 800,000
Apparatus/Vehicles Sub-Total			\$ 3,595,000				\$ 3,595,000
Equipment							
SCBA	31	\$ 5,000	\$ 155,000		100%	100%	\$ 155,000
Medium Extraction Equipment	1	\$ 25,000	\$ 25,000		100%	100%	\$ 25,000
Combination Extraction Equipment	3	\$ 9,000	\$ 27,000		100%	100%	\$ 27,000
Nozzles	42	\$ 800	\$ 33,600		100%	100%	\$ 33,600
Small Generators	3	\$ 2,000	\$ 6,000		100%	100%	\$ 6,000
Portable Pumps	4	\$ 5,000	\$ 20,000		100%	100%	\$ 20,000
Pressure Washers	3	\$ 600	\$ 1,800		100%	100%	\$ 1,800
Thermal Imaging Cameras	3	\$ 10,000	\$ 30,000		100%	100%	\$ 30,000
Mobile Radios	25	\$ 1,500	\$ 37,500		100%	100%	\$ 37,500
Portable Radios	45	\$ 1,500	\$ 67,500		100%	100%	\$ 67,500
Radio Repeaters	3	\$ 10,000	\$ 30,000		100%	100%	\$ 30,000
Equipment Sub-total			\$ 433,400				\$ 433,400
Total Infrastructure			\$ 8,075,475				\$ 8,075,475
Plus Cost of Fee-Related Research Impact Fee Study			\$ 22,000		100%	100%	\$ 22,000
Grand Total			\$ 8,097,475				\$ 8,097,475

Note: (1) Based on information provided by Teton Fire District we have assumed a replacement cost of \$225 per square foot.

(2) Current Level of Service for Fire and EMS calls is 15 minutes average to on scene based upon all calls, District-wide, during 2008.

Source: BBC Research & Consulting interview with Teton Fire February, 2008.

As shown above, Teton Fire currently owns approximately \$8.1 million of eligible current assets. These assets are used to provide the District's current level of service.

4. What is the current investment per residential unit and nonresidential square foot?

Teton Fire has already invested approximately \$2,024 per residential unit and \$0.96 per nonresidential square foot in order to provide the current level of service. This calculation is based on current District land uses from Exhibit II-2 and current assets from Exhibit III-1.

We will compare our final impact fee calculations with these figures to determine if the two results will be similar; this represents a "check" to see if future District residents will be paying for infrastructure at a level commensurate with what existing District residents have already invested in infrastructure.



5. What future growth is expected in Teton Fire?

As shown in Exhibit II-2, Teton Fire is expected to grow by approximately 5,980 residential units and approximately 1.2 million square feet of nonresidential land use by 2029. As discussed in Section II of this report, we have chosen to calculate impact fees for Teton Fire on a District-wide basis.

6. What new infrastructure is required to serve future growth?

The following Exhibit III-2 displays the capital improvements planned for purchase by Teton Fire over the next ten years. Please note that in the "Growth Portion" column of Exhibit III-2 each project will have one of the following values: zero percent, meaning that the project is not at all growth-related; 33 or 62 percent, meaning that the project is an "M" or Mixed project partially attributable to growth; or 100 percent, meaning that the project is entirely related to growth. Please refer to Section I for a detailed discussion of the GRUM concept. Also please note that the "Shared Facility" column of Exhibit III-2 indicates whether a project is jointly owned with other entities, and if so the value listed is the percent that can be included in the impact fee calculation.

**Exhibit III-2.
Teton Fire CIP – 2009-2029**

Type of Capital Infrastructure	CIP Value	times	Growth Portion (%)	times	Shared Facility (% in fee)	equals	Amount to Include in Fees	Amount from General Fund
Facilities								
New FS 1 Driggs with Administration ⁽¹⁾	\$ 5,800,000		33%		100%		\$ 1,914,000	\$3,886,000
New Maintenance Facility Driggs ⁽²⁾	\$ 750,000		33%		100%		\$ 247,500	\$502,500
New FS 2 Victor ⁽³⁾	\$ 3,100,000		62%		100%		\$ 1,922,000	\$1,178,000
New FS 4 NorthWest ⁽³⁾	\$ 3,100,000		100%		100%		\$ 3,100,000	\$0
New FS 5 West ⁽³⁾	\$ 3,100,000		100%		100%		\$ 3,100,000	\$0
Vehicles								
Heavy Rescue	\$ 380,000		62%		100%		\$ 235,607	\$144,393
Aircraft Rescue Fire Fighting	\$ 150,000		62%		100%		\$ 93,121	\$56,879
HazMat Support Unit	\$ 50,000		62%		100%		\$ 31,040	\$18,960
Technical Rescue Support Unit	\$ 85,000		62%		100%		\$ 52,769	\$32,231
2 Fire Engines	\$ 750,000		100%		100%		\$ 750,000	\$0
2 Water Tenders	\$ 700,000		100%		100%		\$ 700,000	\$0
2 Light Brush Trucks	\$ 160,000		100%		100%		\$ 160,000	\$0
Equipment								
New FS 4-5 Equipment Package ⁽⁴⁾	\$ 288,933		100%		100%		\$ 288,933	\$0
Total Infrastructure	\$ 18,413,933						\$ 12,595,271	\$5,818,662
Plus Cost of Fee-Related Research								
Impact Fee Study	\$ 22,000		100%		100%		\$ 22,000	
Minus Optional Capital Transfer from General Fund for CIP Expenditures								
Transfer Surplus/Reserves to CIP Expenditures ⁽⁵⁾	\$ (2,000,000)		100%		100%		\$ (2,000,000)	
Grand Total	\$ 16,435,933						\$ 10,617,271	

- Notes:
- (1) New Driggs Administration Station is planned at approximately 25,000 square feet with a cost of \$225 per square foot; 33 percent growth figure reflects the presence of replacement and upgrade.
 - (2) New Driggs Maintenance Facility is planned as a remodel/re-purpose of the existing FS 1 Driggs station. The 33 percent growth figure reflects that the remaining 66 percent is replacement and upgrade.
 - (3) New FS 2,4,5 planned at approximately 14,000 square feet each with a cost of \$225 per square foot. The New FS 2 Victor is partially an upgrade and replacement of the current station, so therefore the Growth Portion is assigned the Mixed percentage from "GRUM" of 62 percent. New FS 4 and 5 are 100 percent growth-related since they would not be constructed at all but for new development.
 - (4) Each current Fire Station has approximately \$144,467 in equipment. This amount is assumed for new Fire Stations 4 and 5 as well.
 - (5) Approximately 62 percent of all Residential Units and Nonresidential square feet in 2029 will be new within the past 20 years.
 - (6) The District has traditionally operated with budget surpluses, and if this trend continues, the District will make optional transfers from the surplus to CIP expenditures. The transfer amount is estimated to be \$100,000 per year, and this amount is deducted from the CIP cost each year resulting in a total reduction of \$2,000,000 over 20 years. This capital transfer is discretionary by the District based upon year-by-year operations.

Source: BBC Research & Consulting interview with Teton Fire February, 2008.

As shown above, Teton Fire plans to purchase approximately \$18.4 million in capital improvements over the next ten years, approximately \$12.6 million of which is impact fee eligible, before

considering the District's potential revenue transfer for capital projects. These new assets will allow Teton Fire to achieve its planned level of service in the future.³²

The remaining approximately \$5.8 million is the cost for the District to correct existing deficiencies including infrastructure repair, replacement and improving service levels.

Neither of these types of capital projects is eligible for inclusion in the impact fee calculations. The District will therefore have to use other sources of revenue including all of those listed in Idaho Code 67-8207(iv)(2)(h). Please note that this CIP is pending review by the Advisory Committee.

7. What impact fee is required to pay for the new capital improvements?

The following Exhibit III-3 takes the projected future growth from Exhibit II-2 and the growth-related CIP from Exhibit III-2 to calculate impact fees for Teton Fire.

Exhibit III-3. Teton Fire Fee Calculation

Note:

(1) From Exhibit III-2.

(2) From Exhibit II-3.

Source:

Teton Fire and Impact Fee Study Team.

Impact Fee Calculation	
Allocated Value for Future Fire Capital Improvements ⁽¹⁾	\$ 10,617,271
Future District Land Use ⁽²⁾	
Residential (in dwelling units)	91%
Nonresidential (in square feet)	9%
Allocated Value by Land Use Category	
Residential	\$ 9,694,030
Nonresidential	\$ 923,241
Future District Development ⁽²⁾	
Residential (in dwelling units)	5,980
Nonresidential (in square feet)	1,196,005
Calculated Impact Fee	
Residential (per dwelling unit)	\$ 1,621
Nonresidential (per square foot)	\$ 0.77

As shown above, we have calculated impact fees for Teton Fire at \$1,621 per residential unit and \$0.77 per nonresidential square foot.

The District cannot collect fees greater than the amounts shown above. The District may collect fees lower than these amounts, but would then experience a decline in service levels unless the District used other revenues to make up the difference. Please note that these fee amounts are significantly less than the current investment Teton Fire has already made, thus indicating that new development is not being asked to pay a disproportionate amount as compared to existing residents.

³² This assumes the planned level of service does not exceed the current level of service.



Section IV. Summary

The following Exhibit IV-1 summarizes the Impact Fees for Teton Fire.

Exhibit IV-1. Teton Fire Impact Fees

Source:
Impact Fee Study Team.

Impact Fee Category	
Fire District	
Residential (per dwelling unit)	\$ 1,621
Nonresidential (per square foot)	\$ 0.77
Total Fees	
Residential (per dwelling unit)	\$ 1,621
Nonresidential (per square foot)	\$ 0.77

We have calculated impact fees of \$1,621 per residential unit and \$0.77 per nonresidential square foot. Fees not to exceed these amounts are recommended for consideration by the District, subject to any District General Fund constraints.

District Participation

Because not all the capital improvements listed in the CIPs are 100 percent growth-related, the District would assume the responsibility of paying for those portions of the capital improvements that are not attributable to new growth. These payments would come from other sources of revenue including all of those listed in Idaho Code 67-8207(iv)(2)(h).

To arrive at this participation amount, the expected impact fee revenue and any shared facility amount need to be subtracted from the total CIP value. Exhibit IV-2 divides the District participation amount into two categories: the portion of purely non-growth-related improvements, and the portion of growth-related improvements that are attributable to correcting existing deficiencies (e.g., repair, replacement, or upgrade), but are not impact fee eligible.

It should be noted that the participation amount associated with purely non-growth improvements is discretionary. The District can choose not to fund these capital improvements (although this could result in a decrease in the level of service if the deferred repairs or replacements were urgent). However, in our professional judgment, the non-growth-related portion of improvements that are impact fee eligible *should* be funded in order to maintain the integrity of the impact fee program.

Exhibit IV-2 calculates the District's participation.

**Exhibit IV-2.
Teton Fire Participation
Summary, 2009 through
2029**

Source:
Teton Fire and Impact Fee Study Team.

	Required Amount ⁽¹⁾	Discretionary Amount	Total
Fire District	\$ 5,818,662	\$ -	\$ 5,818,662
TOTAL	\$ 5,818,662	\$ -	\$ 5,818,662

The total amount the District would be *required* to contribute over 20 years, should Teton Fire adopt fees at the calculated amount, will be approximately \$5.8 million. This total amount of required funding dictates the District to budget approximately \$291,000 per year from 2009 through the end of 2029.

Implementation Recommendations

As the Teton County Board of County Commissioners and several City Councils evaluate whether or not to adopt the Capital Improvement Plans and impact fees presented in this report, we also offer the following information for your consideration.

Capital Improvements Plan. The Advisory Committee should carefully consider the CIP and Impact Fees. Then based on the recommendations from the Advisory Committee, the local governments should consider whether or not to adopt the study. If the local governments decide to adopt the study, then the capital improvement plan herein should be presented to each local governmental entity for adoption as an element of the Comprehensive Plan pursuant to the procedures of the Local Land Use Planning Act.³³

Impact Fee Ordinance. Following adoption of the Capital Improvement Plan, the local governments should review the attached Impact Fee Ordinance template as modified by their attorney before considering adoption.

Advisory Committee. The Advisory Committee is in a unique position to work with and advise the District and local governments to ensure that the capital improvement plan and impact fees are routinely reviewed and modified as appropriate.

Impact fee service area. Some local governments have fee differentials for various geographic zones under the assumption that some areas utilize more or less current and future capital improvements. The study team, however, does not recommend the District assess different fees by dividing the areas into zones. The capital improvements identified in this report inherently serve a system-wide function.

Specialized assessments. If permit applicants are concerned they would be paying more than their fair share of future infrastructure purchases, the applicant can request an individualized assessment to ensure they will only be paying their proportional share. The applicant would be required to prepare and pay for all costs related to such an assessment.

³³ See Sections 67-8203(4) and 67-8208(1).



Donations. If the District or local governments receive donations for capital improvements listed on the CIP, they must account for the donation in one of two ways. If the donation is for a non-or partially growth-related improvement, the donation can contribute to the entity's General Fund participation along with more traditional forms, such as revenue transfers from the General Fund. If, however, the donation is for a growth-related project in the CIP, the donor's impact fees should be reduced dollar for dollar. This means that the entity will either credit the donor or reimburse the donor for that portion of the impact fee.

Grants. If a grant is expected and regular, the growth related portion of that grant amount should be reflected upfront in the fee calculations, meaning that the impact fees will be lower in anticipation of the contribution. If the grant is speculative or uncertain, this should not be reflected up-front in the fee calculations since the entity cannot count on those dollars as it undergoes capital planning.

The rational nexus is still maintained because the unexpected higher fund balance, due to the receipt of a grant, is deducted from the calculations as a "down payment on the CIP" when the fee study is updated.

Credit/reimbursement. If a fee payer constructs or contributes all or part of a growth-related project that would otherwise be financed with impact fees, that fee payer must receive a credit against the fees owed for this category or, at the payer's choice, be reimbursed from impact fees collected in the future.³⁴ This prevents "double dipping" by the District or local governments.

The presumption would be that fee payers owe the entirety of the impact fee amount until they make the District aware of the construction or contribution. If credit or reimbursement is due, the governmental entity must enter into an agreement with the fee payer that specifies the amount of the credit or the amount, time and form of reimbursement.³⁵

Impact fee accounting. The District and local governments should continue to maintain Impact Fee Funds separate and apart from the General Fund. All current and future impact fee revenue should be immediately deposited into this account and withdrawn only to pay for growth-related capital improvements of the same category. General Funds should be reserved solely for the receipt of tax revenues, grants, user fees and associated interest earnings, and ongoing operational expenses including the repair and replacement of existing capital improvements not related to growth.

Spending policy. The District should establish and adhere to a policy governing their expenditure of monies from the Impact Fee Fund. The Fund should be prohibited from paying for any operational expenses and the repair and replacement or upgrade of existing infrastructure not necessitated by growth. In cases when *growth-related capital improvements are constructed*, impact fees are an allowable revenue source as long as only new growth is served. In cases when new capital improvements are expected *to partially replace existing capacity and to partially serve new growth*, cost sharing between the General Fund or other sources of revenue listed in Idaho Code 67-8207(I)(iv), (2)(h) and Impact Fee Fund should be allowed on a pro rata basis.

³⁴ See Section 67-8209(3), Idaho Code.

³⁵ See Section 67-8209(4), Idaho Code.

Update procedures. The District as a whole will likely grow over the 20-year span of the CIPs. Therefore, the fees calculated in this study should be updated annually as the District invests in additional infrastructure beyond what is listed in this report, and/or as the District's projected development changes significantly. Fees can be updated on an annual basis using an inflation factor for building material from a reputable source such as McGraw Hill's Engineering News Record. As described in Idaho Code 67-8205(3)(c)(d)(e), the Advisory Committee will play an important role in these updates and reviews.





Amendment: Capital Improvement Plan & Impact Fee Study, Final Report 2009

April 18, 2012

A collaborated effort between the cities, county, and fire district to establish a single district-wide capital improvement plan for fire protection in Teton Valley began in 2008. An advisory board of appointed members representing the governmental entities has guided and assisted in the process of the impact fee study and capital improvement plan. BBC Research & Consulting finalized the Capital Improvement Plan (CIP) report in April 2009.

The process of implementation, which includes the adoption of the fire protection CIP and entering into the intergovernmental agreement (IGA), has been delayed for three reasons:

1. The estimated population growth rate of 6.4% was no longer valid.
2. The items previously identified in the CIP based upon the growth rate were now not consistent with the new growth rate.
3. The community and leaders desire to encourage growth within existing population centers was not previously addressed.

Today the revisions to the plan have been incorporated and reflect the desires of governmental entities which have become increasingly involved in the planning process of a single comprehensive fire protection plan for our community's fire protection.

The revisions and changes outlined below shall serve as an amendment to the original plan dated April 15, 2009 and reflect the input received from city/county planners elected officials, the fire protection advisory committee, fire district commissioners and staff. Collectively, it has been proposed the fire protection impact fee be imposed in the county at 50% and in the cities at 25% to encourage growth within the cities.

The fire protection Capital Improvement Plan continues to represent a 20 year period, now updated for the period of 2012 to 2032. The following tables listed as Exhibit 1-7 illustrate and define the amended 2012 fire protection CIP.

Teton Fire

Impact Fee Category

Fire District

Residential (per dwelling unit)	\$ 1,382
Nonresidential (per square foot)	\$ 0.66



Exhibit 1.
Teton Fire District Population

	2012	2032	Net Growth	Percent Growth
Population	10,483	18,210	7,727	74%

Notes:

(1) The Comprehensive Plan assumes an annual growth rate of 2.8% through 2032. We have assumed an annual growth rate of 2.8% which is the mean long-term growth rate for the entire State of Idaho. Teton Fire District boundaries are contiguous with Teton County.

Source:

Teton County Comprehensive Plan Amended October, 2008.

Exhibit 2. Teton Fire District Growth

	Units or Square Feet		Total Square Footage Growth		Percent of Total Growth
	<u>2012</u>	<u>2032</u>			
Residential (units)	3,653	6,345	5,653,902		91%
Nonresidential (sq.ft.)	730,523	1,268,990	538,467		9%
			TOTAL =	6,192,369	100.0%

2,692 New units
Mixed % 42.4%

Notes:

- (1) Assumes 2.87 persons per household based on U.S. Census Bureau data.
- (2) We have assumed 200 square feet of nonresidential land use per household as in neighboring Jefferson County. This is appropriately lower than Boise (315 square feet), Caldwell (279 square feet), Meridian (293 square feet) and Nampa (329 square feet) given the more rural nature of Teton County.
- (3) We have assumed the average residential unit is approximately 2,100 square feet based on NAHB 15-year trailing average.

Exhibit 3.
Teton Fire District Inventory 2011

Type of Capital Infrastructure	Units	Unit Cost	Replacement Value	Equity %	Shared Facility (% in fee)	Amount to Include in Current Investment
Facilities						
FS 1 Driggs - Units in Square Feet ⁽¹⁾	9,483	\$225	\$ 2,133,675	100%	100%	\$ 2,133,675
FS 2 Victor - Units in Square Feet ⁽¹⁾	4,252	\$225	\$ 956,700	100%	100%	\$ 956,700
FS 3 Tetonla - Units in Square Feet ⁽¹⁾	4,252	\$225	\$ 956,700	100%	100%	\$ 956,700
Facilities Sub-Total			\$ 4,047,075			\$ 4,047,075
Apparatus/Vehicles						
1986 M-2 Ford F-350 Utility Pickup			\$ 60,000	100%	100%	\$ 60,000
1987 C-2 Chevy 1500 Pickup			\$ 45,000	100%	100%	\$ 45,000
1994 T-2 Ford LTL 9000 Water Tender			\$ 265,000	100%	100%	\$ 265,000
1991 LE-15 Ford F-350 Wildland Light Engine			\$ 70,000	100%	100%	\$ 70,000
1984 T-3 Ford LTL 9000 Water Tender			\$ 250,000	100%	100%	\$ 250,000
2003 E-10 Smeal/International 7400 Class A Engine			\$ 250,000	100%	100%	\$ 250,000
1988 R-1 GMC 7000/Super Vac Rescue w/Air Refill			\$ 250,000	100%	100%	\$ 250,000
2003 E-20 Smeal/International 7400 Class A Engine			\$ 250,000	100%	100%	\$ 250,000
2006 C-1 GMC 1500 Pickup			\$ 45,000	100%	100%	\$ 45,000
2008 M-1 Ford F-350 Mechanics Pickup			\$ 45,000	100%	100%	\$ 45,000
2002 LE-35 Ford F-350 Wildland Light Engine			\$ 65,000	100%	100%	\$ 65,000
2002 LE-25 Ford F-350 Wildland Light Engine			\$ 65,000	100%	100%	\$ 65,000
2003 E-30 Smeal/International 7400 Class A Engine			\$ 250,000	100%	100%	\$ 250,000
2004 T-1 Kenworth T600/Firovac 2300 Gallon Tender			\$ 265,000	100%	100%	\$ 265,000
2004 TR-1 Hallmark/Bauer SCBA Refill Trailer			\$ 80,000	100%	100%	\$ 80,000
2005 HE-1 Kenworth T300/Boise Mobile Wildland Engine			\$ 180,000	100%	100%	\$ 180,000
2005 HE-2 Kenworth T300/Boise Mobile Wildland Engine			\$ 180,000	100%	100%	\$ 180,000
2005 HE-3 Kenworth T300/Boise Mobile Wildland Engine			\$ 180,000	100%	100%	\$ 180,000
2008 L-1 Smeal 105 Ft. Platform Truck			\$ 800,000	100%	100%	\$ 800,000
Apparatus/Vehicles Sub-Total			\$ 3,595,000			\$ 3,595,000
Equipment						
SCBA	31	\$ 5,000	\$ 155,000	100%	100%	\$ 155,000
Medium Extrication Equipment	1	\$ 25,000	\$ 25,000	100%	100%	\$ 25,000
Combination Extrication Equipment	3	\$ 9,000	\$ 27,000	100%	100%	\$ 27,000
Nozzles	42	\$ 800	\$ 33,600	100%	100%	\$ 33,600
Small Generators	3	\$ 2,000	\$ 6,000	100%	100%	\$ 6,000
Portable Pumps	4	\$ 5,000	\$ 20,000	100%	100%	\$ 20,000
Pressure Washers	3	\$ 600	\$ 1,800	100%	100%	\$ 1,800
Thermal Imaging Cameras	3	\$ 10,000	\$ 30,000	100%	100%	\$ 30,000
Mobile Radios	25	\$ 1,500	\$ 37,500	100%	100%	\$ 37,500
Portable Radios	45	\$ 1,500	\$ 67,500	100%	100%	\$ 67,500
Radio Repeaters	3	\$ 10,000	\$ 30,000	100%	100%	\$ 30,000
Equipment Sub-Total			\$ 433,400			\$ 433,400
Total Infrastructure			\$ 8,075,475			\$ 8,075,475
Plus Cost of Fee-Related Research						
Impact Fee Study			\$ 22,000	100%	100%	\$ 22,000
Grand Total			\$ 8,097,475			\$ 8,097,475

Sources: Data from Teton Fire District, February, 2012

Notes:

(1) Based on information provided by Teton Fire District we have assumed a replacement cost of \$225 per square foot.

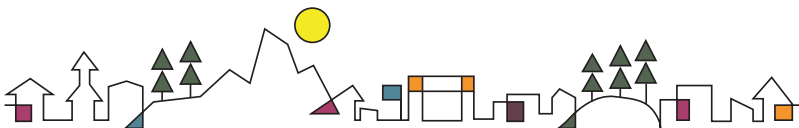


Exhibit 4. Teton Fire District Current Investment

Current Investment Calculation	
Replacement Value for Fire Capital Improvements ⁽¹⁾	\$ 8,097,475
Current Fire District Land Use ⁽²⁾	
Residential (in dwelling units)	91%
Nonresidential (in square feet)	9%
Allocated Value by Land Use Category	
Residential	\$ 7,393,347
Nonresidential	\$ 704,128
Current Fire District Development ⁽²⁾	
Residential (in dwelling units)	3,653
Nonresidential (in square feet)	730,523
Calculated Current Investment	
Residential (per dwelling unit)	\$ 2,024
Nonresidential (per square foot)	\$ 0.96

Notes:

(1) See Exhibit 3

(2) See Exhibit 2

Exhibit 5.
Teton Fire District Capital Improvement Plan 2012-2032

Type of Capital Infrastructure	CIP Value	Growth Portion (%)	Shared Facility (% in Fee)	Amount to Include in Fees	Amount from General Fund
Facilities					
New FS 4 NorthWest (1)	\$ 1,575,000	100%	100%	\$ 1,575,000	\$0
Addition/Remodel FS 3 (2)	\$ 200,000	100%	100%	\$ 200,000	\$0
Training Facility (3)	\$ 300,000	42%	100%	\$ 126,000	\$174,000
Maintenance Facility (4)	\$ 500,000	100%	100%	\$ 500,000	\$0
Resident Student Housing (5)	\$ 400,000	100%	100%	\$ 400,000	\$0
Vehicles					
Heavy Rescue	\$ 380,000	42%	100%	\$ 161,244	\$218,756
Aircraft Rescue Fire Fighting	\$ 200,000	42%	100%	\$ 84,865	\$115,135
HazMat Support Unit	\$ 50,000	42%	100%	\$ 21,216	\$28,784
Technical Rescue Support Unit	\$ 85,000	42%	100%	\$ 36,058	\$48,932
Fire Engine - FS 4	\$ 375,000	100%	100%	\$ 375,000	\$0
Water Tenders - FS 4	\$ 350,000	100%	100%	\$ 350,000	\$0
Light Brush Trucks - FS 4	\$ 80,000	100%	100%	\$ 80,000	\$0
Equipment					
New FS 4 Equipment Package (6)	\$ 144,467	100%	100%	\$ 144,467	\$0
Total Infrastructure	\$ 4,659,467			\$ 4,053,861	\$555,606
Plus Cost of Fee-Related Research					
Impact Fee Study	\$ 22,000	100%	100%	\$ 22,000	
Grand Total	\$ 4,681,467			\$ 4,075,861	

Source: Data provided by Teton Fire District February, 2012

Notes:

- 1 New FS 4 planned at approximately 7,000 square feet with a cost of \$225 per square foot.
- 2 FS 3 to be remodelled for living quarters based upon plans and expense of past remodel of FS 2.
- 3 A dedicated training facility includes land, a pressurized water system and will accommodate driving facilities and live fire training facilities.
- 4 Existing maintenance facility now housed in FS 3 will need to be relocated as FS 3 is expanded to accommodate firefighting personnel.
- 5 Resident housing is dedicated to student/volunteer firefighters who will account for a portion of future staffing.
- 6 Each current Fire Station has approximately \$144,467 in equipment. This amount is assumed for new Fire Station 4.
- 7 Approximately 42% of all Residential Units and Nonresidential square feet in 2032 will be new within the past 20 years.

Exhibit 6. Teton Fire District Impact Fees

Impact Fee Calculation	
Allocated Value for Future Fire Capital Improvements	\$ 4,075,861
Future District Land Use	
Residential (in dwelling units)	91%
Nonresidential (in square feet)	9%
Allocated Value by Land Use Category	
Residential	\$ 3,721,438
Nonresidential	\$ 354,423
Future District Development	
Residential (in dwelling units)	2,692
Nonresidential (in square feet)	538,467
Calculated Impact Fee	
Residential (per dwelling unit)	\$ 1,382
Nonresidential (per square foot)	\$ 0.66

Notes:

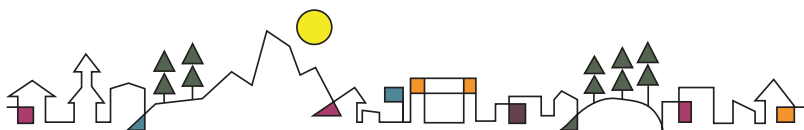
- (1) See Exhibit 5.
(2) See Exhibit 2.



Exhibit 7.
Teton Fire District Fee Comparison

Impact Fee Category	Impact Fees	Current Investment	Amount Difference	Percent Difference
Fire District				
Residential (per dwelling unit)	\$ 1,382	\$2,024	(\$642)	-31.7%
Nonresidential (per square foot)	\$ 0.66	\$0.96	(\$0.31)	-31.7%

A-96



A6. CAPITAL IMPROVEMENT PLAN

Teton County



Development Impact Fee Program/ Capital Improvement Plan

Prepared for:

Teton County
89 North Main
Driggs, ID 83422

Prepared by:

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Adopted by Teton County Resolution No.102008 on Oct. 20, 2008



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PART I: BACKGROUND AND PURPOSE

Teton County is situated along the Idaho/Wyoming border abutting the western edge of the Teton Mountains. Rural in nature, the County has experienced a surge of growth and development in recent years. As this growth occurs, an increasing population will place heavier demands upon county services and infrastructure. To maintain desirable levels of service (LOS), and to ensure that future development pays an equitable portion of the cost for construction of future public facilities, Teton County has hired Hofman Planning & Engineering to prepare a development impact fee program to serve as a primary financial mechanism in paying for public facility improvements made necessary by new development. This section will provide an overview of impact fees and aim to answer the following common questions:

- ❖ What are impact fees?
- ❖ Why do impact fees?
- ❖ What can impact fees pay for?
- ❖ What is a capital improvement plan (CIP)?
- ❖ What is a level of service?
- ❖ How are impact fees calculated?
- ❖ When are impact fees collected?
- ❖ What is the Development Impact Advisory Committee?

What are Impact Fees?

Impact fees are a generally accepted funding source for the development of public facilities to serve new growth. Title 67, Chapter 82 of the Idaho Code is the state enabling legislation that allows for impact fees to be collected by a local jurisdiction and sets the parameters to ensure that the fees are fair and equitable. Section 67-8203 (9) defines a development impact fee as a “payment of money imposed as a condition of development approval to pay for a proportionate share of the cost of system improvements needed to serve development.”

Why do Impact Fees?

As communities grow, new development places heavier demands on existing public infrastructure and facilities. When this occurs, additional funds are necessary to meet the increased demand or the existing quality of facilities may decline. General funds often cannot meet the growing costs caused by the increased demand. The existing community generally does not want taxes increased to fund future facilities and feel that future growth should pay its fair share. For these reasons, many jurisdictions decide to pursue impact fees as a means of funding future public facilities and improvements.

Development agreements often provide the ability to exact fees and negotiate the development of public facilities. While this works for many jurisdictions, it typically covers project related improvements while impact fees can provide a reliable source of funding for system improvements. Impact fees do not have to act as the sole funding source for public facilities and some jurisdictions use a combination of sources to meet their future facility goals.

What is a capital improvement plan (CIP)?

A capital improvement plan is generally defined as a long range plan that identifies future capital needs, prioritizes capital projects and specifies funding sources. For the purposes of the imposing impact fees, a capital improvement plan is required pursuant to Section 67-8208, Idaho Code. A summary of the required contents are listed below:

- A general description of existing facilities
- A commitment by the County to cure existing deficiencies
- An analysis of capacity and current level of use
- A description of land use assumptions
- An inventory of existing facilities
- A table establishing specific levels of use or consumption by service unit
- A description of all improvements and costs
- The total number of service units attributed to new development
- The projected demand for improvements
- Identification of funding sources
- A time schedule for the commencement and completion of improvements

The capital improvement plan provides the legal and rational basis for impact fees and it must be incorporated as an element of the County Comprehensive Plan.



What is a level of service?

At the heart of a facility analysis and capital improvement plan is the level of service standard. A level of service standard is “a measure of the relationship between service capacity and service demand for public facilities.”¹ The level of service standard will differ depending on facility, but all standards must include a quantifiable level so as to provide a measure upon which to evaluate current levels of service and project future facility needs and proportionality. Pursuant to Section 67-8204 of Idaho Code, “a development impact fee shall be calculated on the basis of levels of service for public facilities adopted in the development impact fee ordinance of the governmental entity.”

How are impact fees calculated?

The capital improvement plan will identify the cost of future capital improvements to be covered by impact fees. Once the total cost of future capital improvements has been determined, the key to developing a legal and defensible impact fee is proportionality. Development impact fees “shall be based on a reasonable and fair formula” such that they “do not exceed a proportionate share of the costs incurred or to be incurred by the governmental entity in the provision of system improvements to serve the new development.”² The cost of preparing the capital improvement plan can be added to the total cost of system improvements. Since there are five facilities included in the study, one-fifth of the cost of the capital improvement plan will be applied to each facility’s costs.

The total costs are allocated to residential and non-residential development, where appropriate, based on the share of future growth and impacts. Impact fees are then calculated by dividing the future costs apportioned to residential development by the future residential units and future costs apportioned to non-residential development by the future non-residential square footage. The fee calculation for each facility will be provided in further detail in Part IV of this document.

When are impact fees collected?

The collection of the impact fee should occur at the time of building permit issuance. There are several reasons for collecting the impact fees at building permit issuance rather than at an earlier development stage or at a later occupancy stage. First, the collection of the fee at building permit issuance is timed more closely to when the actual impacts of the development to public facilities will occur. In most instances, when a building permit is acquired, construction usually occurs in a relatively short period of time. Collecting a fee earlier in the process (e.g. at the development approval stage) contains a greater risk that the development will not actually be constructed. In that event, the County is obligated to refund any fees collected after a certain period of time. This can create both financial and administrative problems for the County, especially if the money has already been spent on a new facility.

Second, collection of the fee at building permit issuance will be administratively easier since most other fees are collected at this time. The developer can pay and the County can collect the fees all at the same time. The necessary accounting of fees to ensure that the monies are

¹ See Section 67-8203(17), Idaho Code

² See Section 67-8207, Idaho Code



spent on facilities actually being impacted by the particular development will be much easier if the money is collected at this stage.

Third, collection the fee at a later stage of development (e.g. time of occupancy) creates another burden on the County to collect the fee after construction is complete. Many people may not be willing to pay the fee at that point making it necessary for the County to institute enforcement procedures. This typically adds another strain on County resources and does not lend itself to good public relations.

What is the Development Impact Fee Advisory Committee?

A Development Impact Advisory Committee must be established pursuant to Section 67-8205 by “any governmental entity which is considering or which has adopted a development impact fee ordinance”.³ The role of the advisory committee is as follows:

- Assist governmental entity in adopting land use assumptions
- Review and provide input on the capital improvement plan
- Monitor the implementation of the capital improvement plan
- Review annually and provide recommendations to the governmental entity regarding the need to update land use assumptions, capital improvement plan or re-evaluate impact fees

³ See Section 67-8205(1)



PART II: LAND USE ASSUMPTIONS AND DEMOGRAPHICS

A land use survey and analysis were conducted to assess current development patterns within the Study Area. With this as a base, future projections were developed to provide a picture of the area at build out. Build out projections are not time dependent, meaning there is no projected build out year. The time it will take for a community to reach build out will vary depending on many factors, including the economic market in the region. Therefore, this analysis does not attempt to predict when build out will occur, but rather provides a snapshot of the area at build out. This section will address the following:

- ❖ Study Area;
- ❖ Land use and density assumptions;
- ❖ Existing residential development and future residential projections;
- ❖ Existing non-residential development and future non-residential projections



Study Area

The study area for this Development Impact Fee Program is Teton County. The facilities included in this impact fee study differ in their scope of services. For example, the County provides Sheriff services to the entire County including the incorporated cities. As a result, the study area will include the entire County, but the main focus will be on the unincorporated portions of the Teton County limits.

An assumption that is made throughout this study is that all unincorporated lands within a city's Area of Impact will eventually be annexed into that city. This is pursuant to Idaho statutes relating to Areas of Impact. This further assumes that most public facility services will be provided by the city and not the County. The two notable exceptions are Sheriff and Emergency Services in which the County provides service to all the incorporated areas. Because we cannot predict when these lands will be incorporated into their respective cities, for purposes of the facility analysis and impact fee study, unincorporated lands within a city's Area of Impact are assumed to be serviced by the County under existing conditions. However, for future projections and analysis they are assumed to be annexed into a city.

It should be noted that notwithstanding these assumptions, any development under the County's jurisdiction which pulls a building permit would be subject to the development impact fee. If a building permit is issued, it can no longer be assumed that the property will be annexed into a city and the county would need to provide public facility services. The impact fee would ensure that the development pays its fair share of public facilities.

Unincorporated County Development & Projections

Existing Residential Development

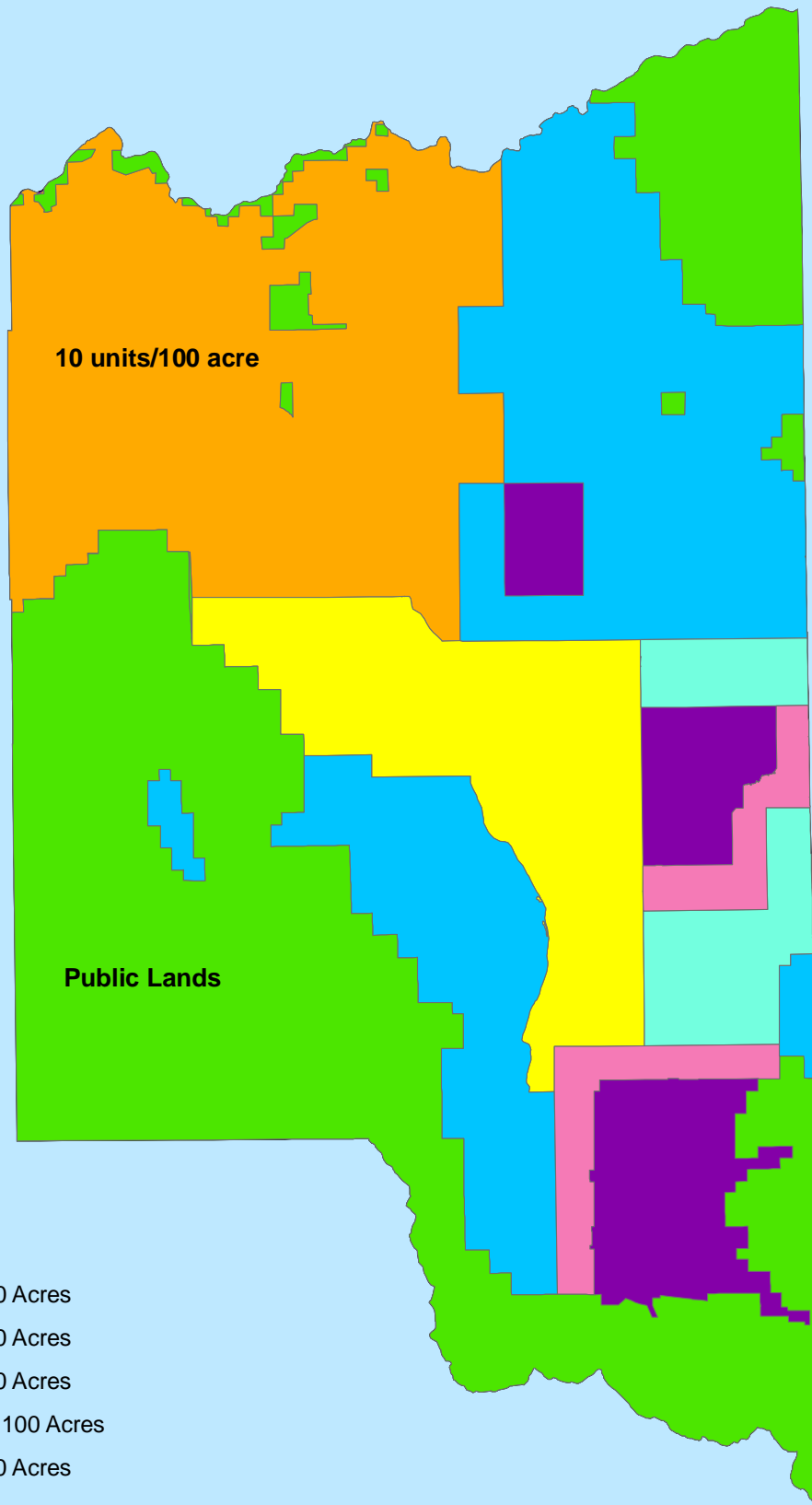
Existing residential development includes all single-family residences, multi family units, and mobile homes in the unincorporated County as identified by the land use survey. The survey resulted in a total of 2,454 dwelling units, of which 1,852 dwelling units are in the unincorporated county outside the areas of impact.

Based on the number of existing dwelling units, the existing population is extrapolated by using the population generation rate of 2.28 people per dwelling unit. This factor was developed by dividing the total units by the total population from the 2000 Census for Teton County. This method accounts for all housing units including vacant units. Due to the nature of second home development in the community, this average household size projects a more realistic future population. This calculation results in an existing population for the unincorporated County of 5,595 people.

Future Residential Projections

Future residential development was projected utilizing land use based assumptions. The County was divided into density areas drafted by the Planning and Zoning Commission as shown in Figure 1 on page 9. Average development density factors (dwelling units per acre) for residential land uses as shown in Table 1. The future projections include development outside the areas of impact as it is assumed that by build out the areas of impact will be annexed into the cities.





Legend

- 10 Units per 100 Acres
- 20 Units per 100 Acres
- 30 Units per 100 Acres
- 50-80 Units per 100 Acres
- 80 Units per 100 Acres
- Public Lands

Figure 1: Density Assumptions

**Table 1:
Future Development Densities**

Notes:

(1) Density areas and factors were utilized based on direction from the Board of County Commissioners.

Density Area	Density Factor (du/acre)
10 units per 100 acres	0.1
20 units per 100 acres	0.2
30 units per 100 acres	0.3
50-80 units per 100 acres	0.65
80 units per 100 acres	0.8

Two layers of analysis were used to determine future residential development projections. A database was developed for each density area identifying existing and proposed subdivisions. The existing units within each subdivision were identified through the land use survey while the total number of lots and acreage for the subdivision were provided by the County GIS Department. Using this information, the number of future units within the subdivided land was identified.

The next layer involved calculating the future units within the area of un-subdivided land. The total acreage of each density area was calculated through GIS computer application.⁴ Next, the subdivision acreage within each density area was subtracted out resulting in the un-subdivided acreage. The average density factor for that density area was then multiplied by the un-subdivided acreage to determine the build out units in the un-subdivided area. For example, 1000 acres of un-subdivided land in the 10 du/100 acres density area would result in 100 units at build out. Finally, the existing units within the un-subdivided density areas are subtracted out from the total build out units to result in the future units within the un-subdivided area.

Based on this methodology, 37,578 dwelling units are estimated to develop in the future. The breakdown of future units by density area is shown below in Table 2. Using the same population generation rate of 2.28 persons per dwelling unit, the future population of Teton County is projected to reach 85,677 people.

**Table 2:
Future Residential and Population
Projections**

Notes:

(1) Dwelling units per density area based on acreage and density factor.

(2) Land use database summary can be found in Appendix A

Density Area	Dwelling Units	Population
10 per 100	6,869	15,662
20 per 100	4,734	10,794
30 per 100	17,258	39,348
50-80 per 100	4,238	9,662
80 per 100	4,479	10,211
TOTAL	37,578	85,677

⁴ The conservation easement acreage was subtracted out and not included in the future development projections. Easement acreage information provided by County staff and included within Appendix A.



The future population and development are the key factors for assessing future demands and developing a fair and proportionate impact fee. The combination of the future projections and existing residential units provides a picture of development in the County at build out.

**Table 3:
Build Out Residential and Population Projections**

Notes:

(1) Existing units based on inclusion of areas of impact, while future projections assume areas of impact will be annexed into cities. Therefore the build out numbers reflect this assumption and do not include the areas of impact.

Time Frame	Dwelling Units	Population
Existing	2,454	5,595
Future	37,578	85,677
Build Out	39,430	89,900

Existing Non-Residential Development

There are a number of methodologies used to calculate non-residential square footage. This study focuses on land use based assumptions in determining existing and future non-residential development. Non-residential coverage factors are developed by comparing the portion of a parcel covered by a building to the size of the entire parcel. Utilizing aerial photographs and a sampling of non-residential development throughout Idaho, an average lot coverage factor of 20% was determined. In calculating the average lot coverage, the gross lot area was analyzed, taking into account future dedications and right of ways.

To determine existing non-residential square footage, the amount of non-residential acreage was identified. The coverage factor was then applied to calculate the existing non-residential square footage. A total of approximately 696,960 square feet of non-residential development was identified within the Study Area.

Future Non-Residential Projections

The current ratio of existing non-residential development to residential development is approximately 1%. This percentage is anticipated to increase slightly in the future, but the overall trend assumes the majority of non-residential development in the County will be concentrated in the cities. With the assumption that 3% of land will be non-residential, the amount of future non-residential acreage is estimated to be approximately 4,833 acres. A coverage factor of 20% was applied to the future non-residential acreage resulting in the future projection of 42,105,096 non-residential square feet.

**Table 4.
Existing Development & Future Projections of Non-Residential Square Footage**

Item	Unit of Measure
Existing Non-Residential Sq. Ft.	696,960
Future Non-Residential Acreage	4833
Average Lot Coverage Factor	20%
Future Non-Residential Sq. Ft.	42,105,096
Buildout SF	42,802,056

Notes:

- (1) Future Non-residential development assumes 3% land will be non-residential.

Countywide Development & Projections

For purposes of the facility analysis and the global nature of certain county services, the existing countywide population was identified. The land use survey of the entire County resulted in a total of 3,633 existing dwelling units. The existing population is developed utilizing the persons per household factor of 2.28, resulting in a total County population of 8,283. This population was checked against the 2005 Census population figure for Teton County of 7,838 people. The higher number resulting from the survey reflects the development that has occurred since 2005 and is a reasonable population estimate for Teton County in 2008.

The future development for the entire County is comprised of two components, the future development in the unincorporated County and the future development of the cities. The future development of the unincorporated County has been identified in the previous section and is anticipated to be 37,578 dwelling units and approximately 85,677 people. The future development in the cities (and their areas of impact) was projected based on the cities comprehensive plans and average densities for those future land uses. Based on those assumptions, the future development of the cities and their areas of impact are projected to be 24,034 dwelling units and 54,798 people. Therefore, the future development of the entire County is projected to reach 61,612 dwelling units and approximately 140,475 people.

Table 5.

Future Countywide Development Projections

Notes:

- (1) Projections for cities and AOI's based on city comprehensive plan future land use maps and average densities.

Geographic Area	Dwelling Units	Population
Unincorporated County	37,578	85,677
Cities and AOI	24,034	54,798
TOTAL Countywide	61,612	140,475



PART III: FACILITY ANALYSES AND CAPITAL IMPROVEMENTS

In order to determine the existing adequacy and future capital needs, a facility analysis is conducted. The facility analysis becomes the basis for the capital improvement plan and the resulting impact fee. The facilities to be included in the development impact fee are Recreational, Sheriff, Emergency Services, and Circulation. The following section will include an analysis and discussion of each of these facilities specifically addressing:

- ❖ Level of Service
- ❖ Existing Facilities and Adequacy
- ❖ Future Demand for Facilities
- ❖ Capital Improvement Projects and Costs
- ❖ Phasing of the CIP

Recreational Facilities

The recreational facilities to be included in this analysis are the County fairgrounds. The fairgrounds provide recreational opportunities to the residents of Teton County including the annual Teton County Fair, balloon festival, snow-cross races, demolition derby, and multiple horse related events.

Level of Service Standard

The level of service standard for recreational facilities is derived from existing demands and is as follows:

- ❖ 1,340.59 square feet per 1,000 population

Existing Facilities & Adequacy

The County fairgrounds are currently located just outside of the City of Driggs. The fairgrounds are 38 acres and facilities include a 2,500 square foot live stock pavilion and 5,000 square foot fair building and outdoor riding arena. Based on the existing population and level of service, there is currently no deficiency for the recreational facilities.

Table 6:
Recreational Facilities
Existing Demand & Adequacy, 2008

Item	Amount
Level of Service	1340.59 sf per 1,000 pop.
Existing Population	5,595 people
Existing Facility	7500 sq. ft.
Existing Demand	7500 sq. ft.
Existing Deficiency	0 sq. ft.

Future Demand and Capital Improvements

Based on the future projected growth of 85,677 people within unincorporated Teton County, it is anticipated that an additional 114,858 square feet of recreational facilities are needed to maintain the level of service.

Table 7:
Recreation Facilities Future Demand, Unincorporated County

Item	Amount
Level of Service	1340.59 sf per 1,000 pop.
Future Population	85,677 people
Future Demand	114,858 sq. ft.



A new indoor arena is planned as a future facility at the fairgrounds. The indoor arena would accommodate community events such as home and garden shows, fly fishing expos, dog shows, tractor demonstrations, agricultural seminars, snow machine demonstrations, sports expos, and flea markets. The indoor arena will be approximately 48,000 square feet. The cost to develop the arena is approximately \$830,000 and broken down into two phases. The first phase will be paid for by donations and other funding sources, while the second phase will be funded by impact fees.⁵

The remaining demand for future facilities is approximately 67,000 square feet. The cost estimate for construction of the future fairground building facilities is based on data from RS Means, a national supplier of construction cost information. Based on the locale, size and building type, the average construction cost is \$81.31 per square foot⁶. No additional land acquisition is anticipated to accommodate the future facilities. Table 8 contains the future capital improvements and related costs.

Table 8: Future Recreational Capital Improvements and Costs

Type of Capital Infrastructure	Development	
	Cost	Impact Fee Cost
48,000 square feet indoor arena	\$ 827,742.00	\$ 513,871.00
66,858 square feet of facilities	\$ 5,436,188.05	\$ 5,436,188.05
Impact Fee Study		\$ 24,519.00
Impact Fee Cost		\$ 5,974,578.05

Notes:

- (1) The facility size and associated costs are associated with the future population in the unincorporated County.
- (2) Construction cost for arena based on information provided by Teton Valley Arena Board
- (3) Average construction cost of remaining facilities based on \$81.31 per square feet per RSMeans
- (4) Includes share of the cost of impact fee study as allowed per Section 67-8208, Idaho Code

⁵ Information provided by Teton Valley Arena Board, see Appendix B.

⁶ Cost estimate based on Warehouse type building, tilt-ups concrete panels and steel frame. Additional information in Appendix B



Sheriff Facilities Analysis

Teton County Sheriff's Department provides service to the incorporated County as well as the cities of Driggs, Victor and Tetonia on a contract basis. The following analysis provides the methodology and assumptions used to determine existing and future impacts for future Sheriff facilities.

Level of Service

The level of service standard for Sheriff Station & Jail Facilities is derived based on input from the Sheriff's Office as to staffing and demand combined with other state and national standards and averages. The level of service standard is based on two main components – the Sheriff's Station and the Jail facility. The Sheriff station, which would include office space and act the central command, is based on the following:

- ❖ 1.8 Patrol Officers per 1,000 population⁷
- ❖ 0.7 Support Personnel per Patrol Officer⁸
- ❖ 134 square feet of facility space per total staff⁹

The jail facilities have additional space needs and requirements. Based on research of other County jail facilities and average inmates per population, there is a need for approximately 200 beds at build out. With that future inmate population demand, the following minimum standards for jail facilities¹⁰ are utilized:

- ❖ 60 square feet per single occupancy cells¹¹
- ❖ 35 square feet per inmate for multiple occupancy cells
- ❖ 35 square feet per inmate of day room space

This results in a level of service standard for all law enforcement facilities as follows:

- ❖ 508.99 square feet per 1,000 population

Existing Facilities and Adequacy

The Teton County Sheriff's office is currently located at 89 North Main in the City of Driggs. The facility is approximately 1,500 square feet and includes the department office, dispatch, drivers services, and one temporary holding cell. The Department personnel consists of the sheriff, eight deputies, one coroner, six dispatchers, one administrative assistant, one driver's license deputy and one civil deputy. The County currently houses its inmates in the Madison County Jail Facility. The County contracts for space and currently averages about 12 inmates per day. This contracted space is included in existing inventory of facilities when determining adequacy since, while there are currently no county jail facilities, the County has contracted to ensure this need is met.

⁷ State of Idaho average for patrol officers per 1,000 population. Source: Idaho State Police

⁸ Existing ratio of support personnel per patrol officer, support personnel to include dispatchers and administrative staff.

⁹ Based on average office size of 99 square feet from International Facility Management Association, plus 35% increase to account for common area spaces, etc.

¹⁰ Idaho Sheriff's Association Minimum Jail Standards, 2003.

¹¹ Assumes 5% of cells will be single occupancy cells



In defining the level of service and in analyzing the existing adequacy, the total countywide population is used to provide a global picture of existing service. Based on the existing population and level of service, there is currently a deficiency of 1,876 square feet of sheriff facilities as shown in Table 9. This deficiency cannot be funded by impact fees and the County is responsible for identifying a separate funding plan to cure this deficiency.

Table 9:
Sheriff Facilities
Existing Demand and Adequacy, 2008

Item	Unit of Measure
Level of Service	508.99 sq. ft. per 1,000 pop.
Existing Countywide Population	8,283 people
Existing Demand	4,216 square feet
Existing Sheriff Facility	1,500 square feet
Existing Jail Space in Madison County	840 square feet
Existing Deficiency	1,876 square feet

The County plans to retrofit and renovate the existing EMS building into a dispatch center and sheriff facility. The square footage of the building, including mezzanine is 4,750 square feet. Since there is already an existing deficiency and the renovated building will replace the existing sheriff's facility, these factors must be taken into account when determining what portion of the building can be attributed to future growth. Of the total 4,750 square feet, the renovation of 3,376 square feet will address the impacts related to the existing population. This square footage of 3,376 square feet accounts for 1,876 square feet to meet the existing deficiency and 1,500 square feet to replace the existing sheriff facility. The cost to cure these deficiencies is based on a cost proposal for the facility prepared by Plan One Architects which is included in Appendix B. Table 10 below summarizes the funding necessary to meet the existing demand. The source of this funding could include a supplemental levy to be approved by the voters; a bond, or existing County capital funds.

Table 10:
Deficiency Funding Plan, Sheriff Facilities

	Square Footage	Cost per S.F	Cost
Mezzanine square footage	1,750	\$ 40.00	\$ 70,000
Structural IBC code requirements for mezzanine			\$ 135,000
Sally port	500	\$ 80.00	\$ 40,000
Main floor square footage	1126	\$ 90.00	\$ 101,340
Structural IBC code requirements for main floor			\$ 22,500
Subtotal			\$ 368,840
Design (10%)			\$ 36,884
FF&E (5%)			\$ 18,442
A/E Fees (15%)			\$ 55,326
Total to meet Deficiency	3,376		\$ 479,492

Future Demand and Capital Improvement Plan

The Sheriff's Office provides service to the entire county, therefore when projecting the future needs one should assess the future demand created by the entire county in order to plan comprehensively. Based on the projected future growth within the entire county, it is anticipated that an additional 71,501 square feet of sheriff facilities are needed to maintain the level of service.

As mentioned in the sheriff facility adequacy discussion, the county plans to retrofit and renovate the existing EMS building into a dispatch center and sheriff facility. The entire building is 4,750 square feet, of which 3,376 square feet will address impacts related to existing development. The remaining 1,374 square feet of renovated facilities will go towards the future sheriff demand of 71,501 square feet.

While the Sheriff's Office provides service to the entire county, the impact fee study focuses on the future demand and facilities necessitated by the future unincorporated county residents upon whom impact fees will be imposed. Based on the projected future growth of 85,677 within unincorporated Teton County, the impact fee portion of the future sheriff facilities is 43,609 square feet.

Table 11:
Sheriff Facilities
Future Demand,
Unincorporated County

Item	Unit of Measure
Level of Service	508.99 sq. ft. per 1,000 pop.
Future Population	85,677 people
Future Demand	43,609 square feet

Dispatch/Sheriff Facility

The costs for renovating and retrofitting the building to serve as a future sheriff facility are based on information from a cost estimate by Plan One architects.¹² The square footage in the future analysis does not include the square footage that addresses the existing deficiency and relocation of the existing facility; it only covers square footage necessitated by future demand. It also does not include the costs required to bring the building up to code as this is considered an existing deficiency. Table 12 summarizes the cost to develop the portion of the dispatch/sheriff facility necessitated by future growth.

Table 12:
Dispatch/Sheriff Facilities Cost

New Sheriff Square Footage	Square Footage	Cost per S.F	Cost
Main floor renovation	874	\$ 90.00	\$ 78,660
Security/Detention Area	500	\$ 175.00	\$ 87,500
Subtotal			\$ 166,160
Design (10%)			\$ 16,616
FF&E (5%)			\$ 8,308
A/E Fees (15%)			\$ 24,924
Total Cost	1,374		\$ 216,008

¹² Cost estimate by Plan One provided in Appendix B



Of the total 1,374 square feet necessitated by future development, a portion of this is attributed to the unincorporated county residents and eligible for impact fees. Using the share of future growth of unincorporated county, 838 of the 1,374 square feet can be covered by impact fees. Therefore, of the unincorporated county future demand of 43,609 square feet, 838 square feet will be provided by the new sheriff and dispatch facility. This cost break down is shown in Table 13.

Remaining Future Sheriff/Jail Facilities

The cost estimate for the remainder of the future sheriff facility is based on the assumption of new construction and future land acquisition. Assuming a coverage factor of 20%, a total site of approximately 8 acres will need to be acquired to accommodate the future facilities at build out.¹³ An average land acquisition cost of \$220,000 per acre will be used for the law enforcement facility assuming a centrally located facility. This average cost is based on input from the Development Impact Fee Advisory Committee (DIFAC) and real estate land price comparables. The cost estimate for construction of a law enforcement facility is based on data from RSMeans, a national supplier of construction cost information and other recently constructed county jail/sheriff facilities. Based on the locale, size and building type, the average construction cost is \$258 per square foot.¹⁴

Table 13 lists the future capital improvements and related costs for the entire county and identifies the portion to be covered by county impact fees. The portion of cost that cannot be paid for by county impact fees represents future demand related to growth in the cities. This portion of the demand would need to be addressed through other funding sources such as contracts with the cities for services or potentially city impact fees.

¹³This assumes one story facilities in the future. If it is determined that two story structures are more appropriate, the amount of land required in the future would be reduced as a result the overall cost, and the impact fee.

¹⁴ Cost estimate based on Jail Facility building type, Face Brick with Concrete Block Back-up / Steel Frame. Additional information provided in Appendix B.

Table 13: Future Sheriff Capital Improvements and Cost

Type of Capital Infrastructure	Development Cost		Acquisition Cost		Total
Countywide Need					
1,374 square feet of dispatch center & sheriff facility	\$	216,008.00	\$	-	\$ 216,008.00
70,127 square feet of sheriff office & jail facilities	\$	18,092,641.29	\$	1,770,871.63	\$ 19,863,512.92
Total Cost				\$	20,079,520.92
Impact fee portion for County					
838 square feet of dispatch center & sheriff facility	\$	131,744.94	\$	-	\$ 131,744.94
42,771 square feet of sheriff office & jail facilities	\$	11,034,840.75	\$	1,080,068.20	\$ 12,114,908.95
Impact Fee Study				\$	24,519.00
Impact Fee Cost				\$	12,271,172.89

Notes:

- (1) Development cost of dispatch and sheriff facility based on estimate from Plan One architects adjusted for portion attributable to future growth.
- (2) Average construction cost of sheriff/jail facility \$258 per square feet based on RSMeans Estimator, see Appendix B
- (3) Average acquisition cost of centrally located land at \$220,000 per acre
- (4) Includes share of the cost of impact fee study as allowed per Section 67-8208, Idaho Code

The Sheriff's Office has other needs such as patrol cars, but these are not considered capital improvements/equipment as they typically do not have a useful life of 10 or more years as required for eligible items per Section 67-8203(3) of the Idaho Code. The demand for additional officers is also a cost that currently faces the Sheriff's Office and cannot be included within the capital improvement plan and impact fee.



Emergency Services Facilities Analysis

The emergency services facilities covered in this analysis and impact fee study are the County Emergency Services Department and Search & Rescue. The following section provides the methodology and assumptions used to determine existing adequacy and future impacts for emergency services facilities.

Level of Service

A key component in responding to incidents and providing an acceptable level of service is adequate square footage for training and indoor storage of vehicles. The level of service standard for emergency service facilities is derived from existing demands and input from the Search & Rescue Commander and the Emergency Services Coordinator and is as follows:

- ❖ 169.02 square feet per 1,000 population

Existing Facilities and Adequacy

The emergency services facilities are currently housed in the Emergency Services Building on Airport Road. The building is approximately 700 square feet and contains garage space, storage and an office shared by the Emergency Services Coordinator, and the Search & Rescue Commander. The Emergency Services Coordinator is a paid position, while the Search & Research Department is currently volunteer and under the umbrella of the Sheriff's Office. The Search & Rescue Department currently uses snow cats, snowmobiles, 4-wheelers, a truck and suburban in their rescue efforts.

Table 14:
Existing Emergency Services Facility
& Equipment

Facilities & Vehicles	Amount
Existing Square Footage	700
Snow Cats	1
Snowmobiles	3
4-Wheelers	2
Truck / Suburban	2

The County Emergency Service Department and County Search & Rescue (under the Sheriff's Office) provide service to the entire County in part through contracts with the individual municipalities. As with the Sheriff Facility, in defining the level of service and in analyzing the existing adequacy, the total countywide population is used to provide a more global picture of existing service. Based on the existing population and level of service, there is currently a deficiency of 700 square feet of facilities. This deficiency cannot be funded by impact fees and the County is responsible for identifying a separate funding plan to cure this deficiency.¹⁵ If a new facility is developed that provides the additional square footage to cover the deficiency, that portion of the cost must be funded by a source other than impact fees.

¹⁵ The county has plans to renovate the EMS Building for a new sheriff and dispatch facility. When this occurs, the county will be responsible for providing replacement space for the existing Emergency Services space. Impact fees cannot be used to pay for the replacement space.

Table 15: Emergency Services Existing Demand and Adequacy, 2008

Item	Unit of Measure
Level of Service	169.02 sq. ft. per 1,000 pop.
Existing Countywide Population	8,283 people
Existing Demand	1,400 square feet
Existing Emergency Service Facility	700 square feet
Existing Deficiency	700 square feet
Deficiency Cost Estimate	\$113,834

Future Demand and Capital Improvement Plan

Based on the projected future growth within the entire County, it is anticipated that an additional 23,743 square feet of emergency services facilities are needed to maintain the level of service.

While the emergency services are provided to the entire county, the impact study focuses on the future demand and facilities necessitated by the future unincorporated county residents upon whom impact fees will be imposed. Based on the future projected growth of 85,677 people within unincorporated Teton County, the share of facilities to be covered by impact fees is 14,481 square feet.

Table 16:
Emergency Services
Future Demand, Unincorporated County

Item	Unit of Measure
Level of Service	169.02 sq. ft. per 1000 pop.
Future Population	85,677 people
Future Demand	14,481 Square feet

Given the size of the additional facilities, it is anticipated that a new location and future land will need to be acquired. Assuming a coverage factor of 20%, a site of approximately 3 acres will be needed to accommodate the future facilities.¹⁶ An average land acquisition cost of \$220,000 per acre will be used for new emergency services facilities similar to that of the law enforcement facility due to the need of a centrally located facility. This average cost is based on input from County staff, the DIFAC, and real estate price comparables. The cost estimate for construction of a new emergency services facility is based on data from RSMeans, a national supplier of construction cost information. Based on the locale, size and building type, the average construction cost is \$81.31 per square foot¹⁷.

Table 17 contains the future capital improvements and related costs for the entire county and identifies the portion to be covered by impact fees. As mentioned in the Sheriff Facility Analysis, the portion of cost that cannot be paid for by county impact fees represents future demand related to growth in the cities. This portion of the demand would need to be addressed through other funding sources such as contracts with the cities for services or potentially city impact fees through intergovernmental agreements.

¹⁶ This assumes one story facilities in the future as a majority of the facility will be used for vehicle storage.

¹⁷ Cost estimate based on Warehouse type building, tilt-ups concrete panels and steel frame. Additional information in Appendix B



Table 17: Future Emergency Services Capital Improvements and Costs

Type of Capital Infrastructure		Development Cost	Acquisition Cost	Total
Countywide				
23,743	square feet of facilities for vehicles, training & storage	\$ 1,930,509.33	\$ 599,560.15	\$ 2,530,069.48
12	4-Wheelers			\$ 96,000.00
8	Snowmobiles			\$ 73,600.00
Total Cost				\$ 2,699,669.48
Impact Fee portion				
14,481	square feet of facilities for vehicles, training & storage	\$ 1,177,432.46	\$ 365,676.34	\$ 1,543,108.79
	Snowmobiles			\$ 44,889.20
	Impact Fee Study			\$ 24,519.00
Impact Fee Cost				\$ 1,612,517.00

Notes:

- (1) The facility size and costs for impact fee portion are associated with the future population in the unincorporated County.
- (2) Average construction cost of \$81.31 per square feet based on RSMeans
- (3) Average acquisition cost of centrally located land at \$220,000 per acre based on real estate comparables.
- (4) Snowmobile assumed to have a useful life of 10 years or more. Average cost obtained from Racin' Station in Driggs and assumes 4 stroker snowmobiles.
- (5) Includes share of the cost of impact fee study as allowed per Section 67-8208, Idaho Code



Circulation Facilities Analysis

The Circulation Facilities are made up of two main components: Roadway Circulation and Pathway Circulation. The following analysis will look at the level of service, adequacy and future demand for both components of the circulation facilities.

Roadway Circulation Analysis

The circulation analysis is based on information from the Teton County Transportation Plan approved in 2002, augmented by County staff as to updated information and priority projects. The transportation plan analyzes the existing level of service in the County and identifies future circulation needs based on projections of future residential and non-residential development in the study area. The County will be updating the Transportation Plan and upon completion of the updated study, this analysis and impact fee will be amended to reflect the new conditions.

It should be mentioned that the Teton County Transportation Plan only analyzes traffic impacts and population growth to 2020. Until an update of this traffic report is completed, it is impossible to determine future facility needs beyond the year 2020. For this reason, roadway circulation facilities will be the only facilities within the study that will be based on a time dependent population projection ending in the year 2020. When the updated traffic study is initiated, it will be recommended that this traffic study project roadway needs to build out to correspond with the development impact fee methodology.

Level of Service

Traffic operations are evaluated based on the level of service (LOS) methodologies of the Highway Capacity Manual (HCM). The HCM is a nationally recognized and locally accepted method of measuring traffic flow and congestion. The level of service (LOS) as defined by the Highway Capacity Manual is “a qualitative measure describing operational conditions within a traffic stream, generally in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort and convenience and safety.” Criteria range from LOS A, indicating free-flow conditions with minimal vehicle delays to LOS F, indicating extreme congestion with significant delays.

The Idaho Department of Transportation level of service for rural roadways is LOS C.

Existing Facilities and Adequacy

The state highways provide a linkage between population centers within Teton County and the neighboring counties. SH 33 runs in a north to south direction through the eastern side of Teton County, then turning west around Tetonia and connecting to Madison County. Within Teton County, SH 33 is mainly a two lane undivided highway with sections that widen to four lanes. There are two other state highways in the County, SH31 which connects neighboring Bonneville County through to the City of Victor, and SH 32 which branches off of SH 33 heading north to Fremont County. SH 31 and SH 32 are both two lane undivided highways with Teton County.

The functional classification of a roadway provides the basis for determining capacity and existing and future levels of service for the circulation system. In Teton County, these classifications include:

- ❖ Arterial (State Highway)
- ❖ Major Collector



- ❖ Minor Collector
- ❖ Local

The functional classification of the roadways is shown in Figure 2. More detailed discussion of existing circulation system can be found in Teton County Transportation Strategic Plan in Appendix C.

Future Demand and Capital Improvement Plan

In addition to the analysis of existing facilities, the Teton County Transportation Plan evaluated the need for future improvements based on continued growth and future land use assumptions. The model in the transportation plan analyzes growth and projected facility needs to the year 2020.

Using a combination of volume to capacity ratio and level of service analysis, future project improvements were identified as shown in Table 18. The full discussion of traffic modeling and projections can be found in the Teton County Transportation Plan. The project improvements below in Table 18 include all projects while Table 21 includes those projects eligible for impact fee funds. The projects covered by the impact fee are those necessitated by future growth. The impact fee projects cannot include improvements related to maintenance or existing deficiencies, but rather focus on those that increase capacity. The complete description of future project improvements can be found in Appendix C.

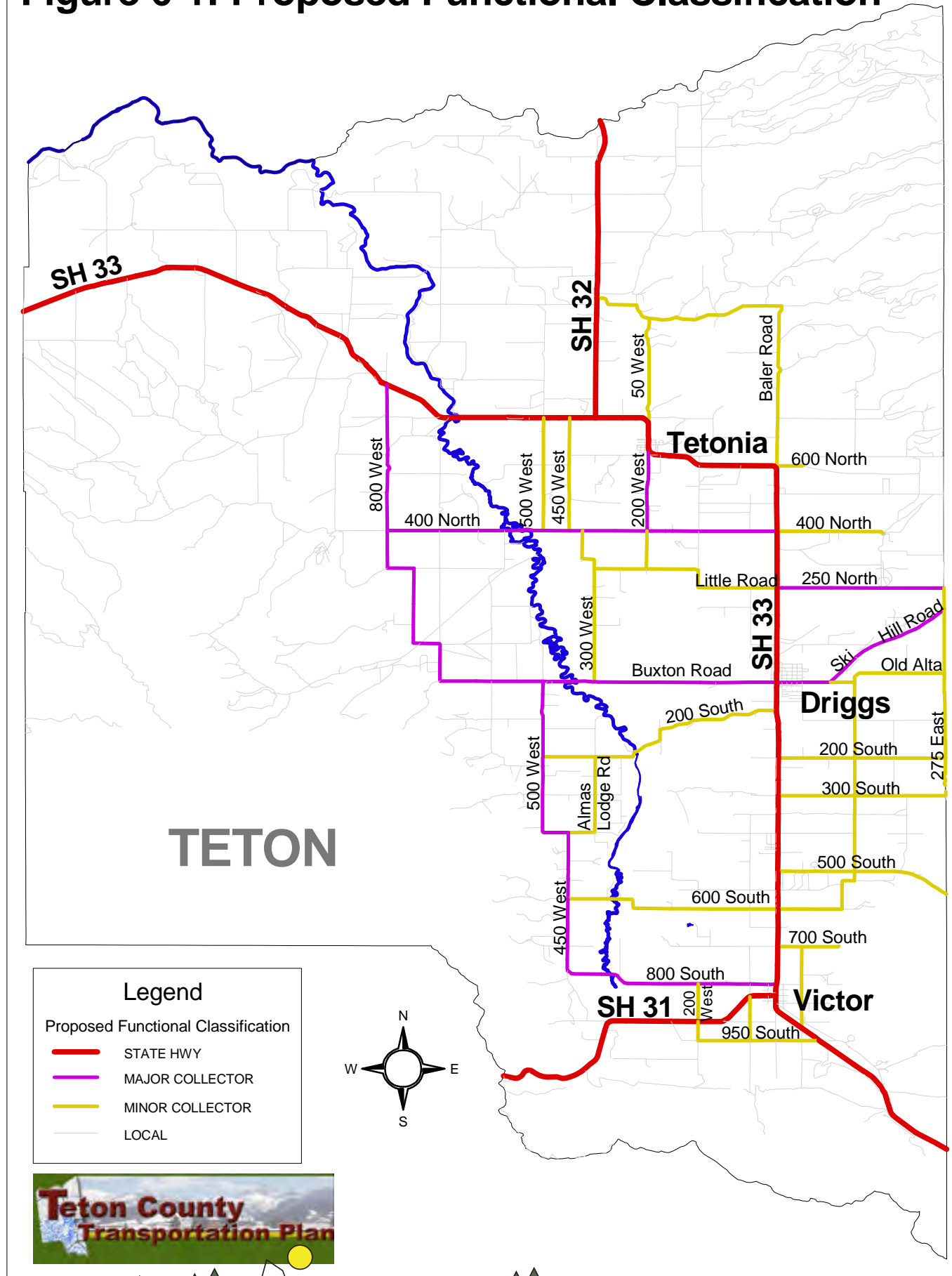
Table 18: Future Roadway Capital Improvements and Costs¹⁸

Type of Capital Infrastructure	Total Project Cost
County	
250 North, SH-33 to 275 East	\$ 3,288,766.37
800 West, Horseshoe Canyon Road north to SH-33	\$ 362,788.58
450 West, 800 South to South Bates Rd.	\$ 414,616.43
South Bates Rd, 500 West to 800 West	\$ 103,655.68
300 North, 200 West to 400 West	\$ 259,132.90
100 East N and S, 200 South to 500 South	\$ 155,480.37
275 East, Ski Hill Road to 300 South	\$ 285,048.40
800 South, SH-33 to 450 West	\$ 207,308.21
300 South, SH-33 to 100 East	\$ 77,740.19
600 South, SH-33 to 450 West	\$ 207,308.21
200 West, SH-31 to 800 South	\$ 51,827.84
300 North, 400 West to SH-33 (Tetonia)	\$ 103,655.68
500 South, SH-33 to 100 East	\$ 77,740.19
400 North, SH-33 to 800 West	\$ 388,700.93
Trail Creek Bridge (BrKey 33020/Structr X996410 0.02)	\$ 946,512.00
Trail Creek Bridge (BrKey 33025/Structr X996410 0.04)	\$ 946,512.00
Teton River Bridge (BrKey 33055/Structr X996410 1.57)	\$ 946,512.00
Trail Creek Bridge (BrKey 33037/Structr X996410 102.45)	\$ 946,512.00
Spring Cr/N Fk Leigh Cr Bridge (BrKey 33085/Structr X996410 100.1)	\$ 946,512.00
Trail Creek Bridge (BrKey 33090/Structr X996410 100.16)	\$ 946,512.00
Total	\$ 11,662,841.99

¹⁸ Project improvement costs are based on information from the Teton County Transportation Plan adjusted for inflation to reflect 2008 costs. Inflationary factor based on construction cost index history from Engineering News Record (ENR).



Figure 6-1: Proposed Functional Classification



The County has identified the need for a new Roads and Bridges capital facility building for the storage of roadway equipment and vehicles. The square footage demand for the Roads Facility is tied closely to the roadway projects since the development of additional roadways will eventually require more equipment and storage. Therefore, it is appropriate to assess the square footage demand to 2020 to correlate with the roadways analysis. Upon completion of the updated Transportation Study, the future Road Facility needs will be reassessed based on the inclusion of new roadway improvements.

Level of Service

The level of service for the roadway facility is based on the 2020 square footage demand and population. By 2020, approximately 8 bays plus equipment sheds will be needed to house roadway equipment and vehicles.¹⁹ To quantify this level of service, a standard is set based on the 2020 square footage and population. Therefore, the resulting level of service standard for the roadway facility is:

❖ 1445.92 square feet per 1,000 population

Existing Facilities and Adequacy

The County currently has a building with 2,212 square feet of shop space encompassing two bays. In addition to the main shop, there are also two equipment sheds totaling 8,400 square feet. Based on the level of service and existing population, there are no existing deficiencies.

Table 19: Existing Demand & Adequacy

Item	Unit of Measure
Level of Service	1,445.92 sq. ft. per 1,000 pop.
Existing County Population	5,595 people
Existing Demand	8,089 square feet
Existing Emergency Service Facility	10,612 square feet

Future Demand and Capital Improvement Plan

The new capital facility will replace the existing facility and meet the County needs until 2020. The total square footage demand for the main building is 17,248 square feet²⁰ including the demand related to the existing population. Of the total demand, the portion which is applicable to future growth is 11,143 square feet.

Table 20: Future Demand to 2020, Roadway Facilities

Item	Unit of Measure
Level of Service	1,445.92 sq. ft. per 1000 pop.
Future Population	7,706 people
Future Demand	11,143 Square feet

¹⁹ Information provided by County staff.

²⁰ Information provided by County staff based upon 8 bays plus equipment sheds.



Table 21 provides a summary of the roadway facilities eligible for impact fees and identifies the portion of cost that is associated with future growth. In the case of roadways, the percentage that can be paid for by impact fees represents the share of future growth by 2020. The road and bridge facilities reflect only the demand necessitated by future growth, and therefore can all be covered with impact fees.

Table 21: Impact Fee Roadway Circulation Improvements and Costs

Type of Capital Infrastructure	Total Cost	Percentage Growth (Eligible for Impact Fees)	Impact Fee Cost
Transportation Roadways			
250 North, SH-33 to 275 East	\$ 3,288,766.37	60.6%	\$ 1,992,992.42
800 West, Horseshoe Canyon Road north to SH-33	\$ 362,788.58	60.6%	\$ 219,849.88
100 East N and S, 200 South to 500 South	\$ 155,480.37	60.6%	\$ 94,221.10
400 North, SH-33 to 800 West	\$ 388,700.93	60.6%	\$ 235,552.76
Road and Bridge Facilities			
11,143 square feet of Road & Bridge facilities	\$ 1,186,678.29	100.0%	\$ 1,186,678.29
5 Graders	\$ 1,500,000.00	100.0%	\$ 1,500,000.00
6 Dump trucks	\$ 600,000.00	100.0%	\$ 600,000.00
6 Plows	\$ 90,000.00	100.0%	\$ 90,000.00
Impact Fee Study			\$ 12,259.50
Total Cost			\$ 5,931,553.96

Notes:

- (1) Impact Fee portion represents projects eligible for impact fees due to increased capacity (such as classification changes i.e. Local to Major). Maintenance and existing deficiencies are not eligible.
- (2) The roadway projects eligible for impact fees will benefit existing and future development; therefore costs shown for the impact fee portion represent the share of future growth (60.6%).
- (3) Road and Bridge Facility demands reflect those associated with future growth, therefore 100% of cost is eligible for impact fees
- (4) Cost for Road and Bridge facility based on average cost from RS Means of \$106.50 per square foot for Mini-warehouse building type: Concrete Block / Steel Frame
- (5) Graders, Plows and Dump trucks have a useful life of ten years or more and the need for these facilities is necessitated by future growth and does not include replacement of existing vehicles. Also, the percent eligible for Impact Fees is set at 100% based on the fact that these vehicles are used exclusively for road improvement and maintenance. Source: County staff.
- (6) Includes share of the cost of impact fee study (1/2 of circulation share) as allowed per Section 67-8208, Idaho Code



Pathways Circulation Analysis

The pathway facility analysis includes a review of the existing and proposed pathway facilities within the unincorporated portion of Teton County. The analysis identifies future needs and costs to ensure that adequate pathways for both recreation and circulation purposes will be developed within the County.

Level of Service

Teton County has worked in conjunction with Teton Valley Trails and Pathways to develop a pathway plan for the County. The build out pathway plan is depicted in Figure 3. The future pathways are assumed to be a combination of multi-use pathways and bike lanes.

The lineal feet of pathways were estimated utilizing the computer application, Arc View GIS. The level of service standard was determined by totaling the lengths of the build out pathways and dividing by the build out population. As a result, the level of service standard to ensure adequate pathways are provided within the study area is:

- ❖ 6,102 linear feet per 1,000 population

Existing Facilities and Adequacy

Teton County currently provides a multi-use pathway and asphalt bike lanes for its residents. Teton Valley Trails and Pathways have played an instrumental role in trail maintenance and pathway development throughout the Teton Valley. The existing 8 foot multi-use pathway and 4 ft asphalt bike lanes in unincorporated Teton County are quantified below in Table 22.

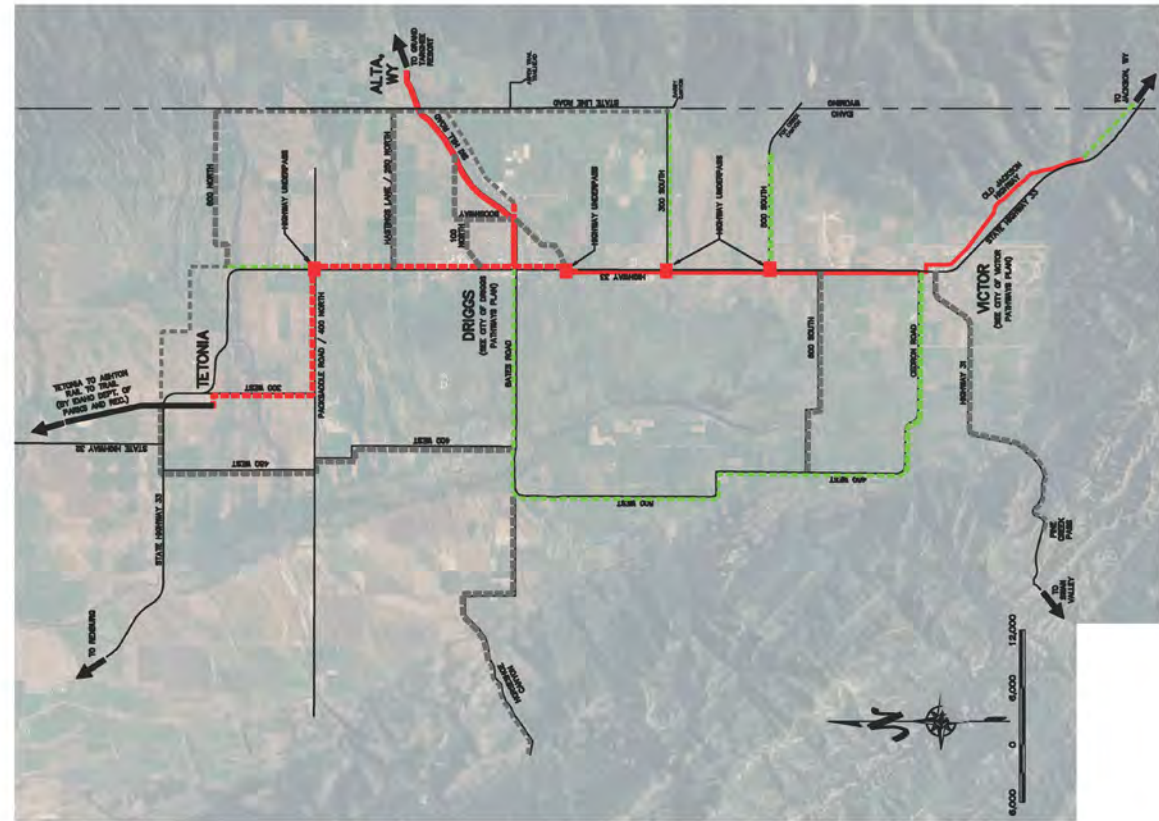
**Table 22:
Existing Pathways, 2008**

Existing Pathway Infrastructure	Approximate Trail Length (linear feet)	Multi-Use	Bike Lane
SH 33 from Victor to Driggs	36,960	x	
Little Avenue from SH 33 to Ski Hill	5,544		x
Ski Hill	15,840		x
TOTAL	58,344		

As shown above, the existing pathway facilities total 58,344 linear feet. Based on the existing population and level of service, the County currently has a surplus of 24,204 linear feet of pathways. Therefore, there are no existing deficiencies and a portion of the future demand is already addressed through the existing facilities.

**Table 23:
Existing Demand and Adequacy, 2008**

Item	Unit of Measure
Level of Service	6,102 linear feet/1000 pop
Existing Population	5,595 people
Existing Demand	34,140 linear feet
Existing Pathway Facility	58,344 linear feet
Existing Surplus	24,204 linear feet



TETON COUNTY, IDAHO PATHWAYS PLAN



LEGEND

- EXISTING PATHWAY
- PATHWAY CORRIDOR (PRIORITY #1)
- PATHWAY CORRIDOR (PRIORITY #2)
- PATHWAY CORRIDOR (PRIORITY #3)
- HIGHWAY UNDERPASS

NOTES:

SEE THE CITY OF DRIGGS AND THE CITY OF VICTOR PATHWAYS PLANS FOR DETAILED PATHWAY INFORMATION WITHIN THE CITY LIMITS AND AREA OF IMPACT.

PATHWAYS INDICATED ON THIS MAP REPRESENT PATHWAY CORRIDORS WHICH MAY BE MULTIPLE PATHWAYS, BIKE LANES, OR WIDE SHOULDERS. MULTIPLE PATHWAYS ARE PREFERRED, ESPECIALLY IN CORRIDORS WITH HIGH PRIORITY.

DEFINITION OF TERMS

MULTI-USE PATHWAY

DESCRIPTION: MINIMUM 10 FOOT WIDE ASPHALT PATHWAY WITH PHYSICAL BARRIERS (BERMS, TREES, BUSHES, BOULDERS, CURB AND GUTTER) BETWEEN THE PATHWAY AND ADJACENT ROAD. LOCATED WITHIN ROAD RIGHT-OF-WAY USUALLY, BUT ALSO CONNECTING TO PRIVATELY DEVELOPED PATHWAYS IN SUBDIVISIONS.

SEPARATION FROM TRAFFIC: PHYSICAL BARRIERS CAN BE GRASS STRIPS, LANDSCAPE BERRMS, BOULDERS, TREES, BUSHES, CURB-AND-GUTTER, A DRAINAGE SWALE OR AT LEAST A GRAVEL STRIP (WHICH CREATES SWEEPING NEEDS).

RECOMMENDED MAINTENANCE: REGULAR SWEEPING AND TYPICAL ASPHALT RESEALING SCHEDULE OF EVERY 3 TO 5 YEARS.

BIKE LANE / SHOULDER

DESCRIPTION: MINIMUM 4 FEET WIDE ASPHALT ON ONE SIDE OF THE PUBLIC RIGHT-OF-WAY. CONTIGUOUS WITH THE ROAD SURFACE. 5 FEET WIDE IF CURB AND GUTTER ARE INCLUDED. DRAIN GRATES MUST BE PERPENDICULAR TO DIRECTION OF TRAVEL.

SEPARATION FROM TRAFFIC: NONE. BIKE LANE STRIPING (6 INCH STRIPE AND BIKE SYMBOL PAINTED IN BIKE LANE) AND SIGNAGE HELP IDENTIFY THE BIKE ROUTE, LOCATED WITHIN THE RIGHT-OF-WAY.

RECOMMENDED MAINTENANCE: REGULAR SWEEPING AND TYPICAL ASPHALT SEALING SCHEDULE.

Future Demand and Capital Improvement Plan

Utilizing the future growth projections, a future demand of 522,825 linear feet of pathways is needed to maintain the level of service standard. Of that future demand, a portion is addressed by the existing surplus of pathways. Factoring in the existing surplus and the area of impact assumption, the adjusted future demand for pathways is 490,248 linear feet.

The cost to develop future pathways depends on the type of pathway constructed. There are two types of pathways proposed in Teton County – Multi-use paths and bike lanes. The standards for the two types of paths were provided by Teton Valley Trails and Pathways and are listed below:

Multi-Use Pathway:

Description: Minimum 10 ft wide asphalt pathway, with physical barriers (berms, trees, bushes, boulders, grass strip) between the pathway and adjacent road. Located within road right-of-way usually, but also connecting to privately developed pathways in subdivisions.

Separation from Traffic: Physical barriers can be grass strips, landscape berms, boulders, trees, bushes, curb-and-gutter, a drainage swale or at least a gravel strip.

Bike Lanes:

Description: Minimum 4 feet wide asphalt on either side of the road, so bicyclist can travel in the same direction as traffic, within the public-right-of-way, continuous with the road service. 5 feet wide if curb and gutter are included. Drain grates must be perpendicular to direction of travel.

Separation from Traffic: 6 inch wide stripe and bike symbol painted in bike lane and signage help identify the bike route, located within the right-of-way.

For purposes of this study, average costs for the development of pathway facilities were determined in conjunction with Teton Valley Trails and Pathways. Multi-use pathways identified in this study are planned as 10 foot asphalt paths. The construction cost for a 10 foot wide asphalt pathway is assumed to be approximately \$34.50 /linear foot. This includes construction cost plus 15% for engineering and contingency costs.²¹ The construction cost for a 4 foot wide asphalt bike path is assumed to be \$19.48 per linear foot. This cost is based on the Teton Transportation Plan cost per square foot of \$4.87 for asphalt paving²².

In addition to construction costs, the cost for land acquisition must also be considered. Most of the proposed pathways are within existing right of ways and no acquisition of land would be required. Some of the existing roadways may be widened in the future resulting in the need to acquire additional land outside of right of way to develop multi-use pathways. Therefore, land acquisition is assumed for approximately 16.5% of the pathways. Once the updated

²¹ Construction Cost estimate included in Appendix B

²² Construction cost per square foot based on cost of \$3.89 per the Teton County Transportation Plan adjusted for inflation to 2008.



Transportation study has been completed, the need for land acquisition will be reviewed and updated as necessary based on future road projects and design. Acquisition cost is based on an average cost estimate of \$120,000 per acre. This average per acre cost is less than the acquisition cost for other facilities such as law enforcement because land for pathways will not be as centrally located but rather spread throughout the County.

Table 24: Future Pathway Capital Improvements and Costs

Type of Capital Infrastructure	Approximate Trail Length (linear feet)	Multi-Use	Bike Lane	Development Cost	Acquisition Cost	Total
Driggs to Tetonia	50,160	X		\$ 1,730,520	\$ 1,379,400	\$ 3,109,920
Hwy 33 from 400N to 575N	9,240	X		\$ 318,780	\$ 254,100	\$ 572,880
300 South	17,160	X		\$ 592,020	\$ -	\$ 592,020
500 South	11,880	X		\$ 409,860	\$ -	\$ 409,860
Cedron	21,912	X		\$ 755,964	\$ 602,580	\$ 1,358,544
450 W/500W	43,560		X	\$ 848,549	\$ -	\$ 848,549
Bates Road	23,760		X	\$ 462,845	\$ -	\$ 462,845
Tetonia/Ashton Trail	26,400	X		\$ -	\$ -	\$ -
SH 33 from 450 W to Tetonia/Ashton Trail	6,600	X		\$ 227,700	\$ -	\$ 227,700
700 N FROM Ashton Trail to SH 33/575N	21,120	X		\$ 728,640	\$ -	\$ 728,640
600 North	18,480	X		\$ 637,560	\$ -	\$ 637,560
400 W/450W from Bates to HWY 33	39,600		X	\$ 771,408	\$ -	\$ 771,408
Hastings Lane/200 N	17,160	X		\$ 592,020	\$ -	\$ 592,020
100N	12,936	X		\$ 446,292	\$ -	\$ 446,292
Booshway	6,600	X		\$ 227,700	\$ -	\$ 227,700
Ski Hill Road	23,760	X		\$ 819,720	\$ -	\$ 819,720
Stateline Road	47,520	X		\$ 1,639,440	\$ -	\$ 1,639,440
Horseshoe Canyon	34,320		X	\$ 668,554	\$ -	\$ 668,554
600 South	22,440		X	\$ 437,131	\$ -	\$ 437,131
Hwy 31 from 33 to Pine Creek Pass	35,640		X	\$ 694,267	\$ -	\$ 694,267
				13,008,970	2,236,080	
Impact fee study						\$ 12,260
TOTAL	490,248					\$15,257,309

Notes:

- (1) Based on an average cost estimate of \$34.50 per ft for a 10' multi-use asphalt pathway (this includes construction plus 15% engineering & contingency costs) and \$19.48 per linear ft for bike paths. Additional information on can be found in Appendix B.
- (2) Acquisition Cost is based on average cost estimate of \$2.95/sf (\$120,000/acre) for a 10' pathway. Existing roadways may be widened resulting in the need to acquire additional land outside of right of way to develop pathways. Land acquisition is assumed for approximately 16.5% of the pathways. Once the updated Transportation study has been completed, the need for land acquisition will be reviewed and updated as necessary based on future road projects and design.
- (3) Includes share of the cost of impact fee study as allowed per Section 67-8208, Idaho Code



PART IV: IMPACT FEE CALCULATIONS

Based on the build out assumptions, the analysis of impacts to facilities and the costs associated with those impacts, a proportionate share determination is made to ensure that the resulting development impact fee reasonably relates to the service demands and needs for future development. This section will provide the methodology and fee calculation for the following:

- ❖ Recreational Facilities
- ❖ Sheriff Facilities
- ❖ Emergency Services Facilities
- ❖ Circulation Facilities

Recreational Facilities Impact Fee

Recreational facilities primarily benefit the residents within a community. Therefore, only future residential development will be assessed impact fees for recreational facilities. The impact fee for recreational facilities was calculated by dividing the future facilities costs by the future dwelling units. Table 25 identifies the fee per residential unit.

Table 25:
Recreational Impact Fee Calculation

Recreational Fee Calculation		
Recreational Facilities Cost	\$	5,974,578.05
Future Dwelling Units		37,578
Impact Fee		
Per Residential Unit	\$	158.99

Sheriff Impact Fee

Sheriff Facilities provide a service that benefit both residential and non-residential uses alike. Therefore, impacts on law enforcement facilities will be created by both and impact fees will be assessed to residential and non-residential uses.

To determine an equitable impact fee for both residential and non-residential uses, the total cost of facilities must be fairly apportioned for both land use types. As discussed in the land use assumptions in Part II, it is assumed that the existing ratio of non-residential development to residential development will increase slightly over time, resulting in approximately 4,833 acres of future non-residential development or 3% of the total future development. Therefore, the cost is apportioned based on the percentage of future growth for each land use type. Once the share of costs are apportioned, the fee is calculated by dividing the residential share of the total cost by the future dwelling units and the non-residential share of the cost by the future non-residential square footage.

Table 26:
Sheriff Facilities
Impact Fee Calculation

Sheriff Facilities Fee Calculation		
Sheriff Facility Cost	\$	12,271,172.89
Residential Share	\$	11,893,353.35
Non-residential Share	\$	377,819.53
Future Residential Units		37,578
Future Non-Residential Square Feet		42,105,096
Impact Fee		
Residential (per unit)	\$	316.50
Non-residential (per 1,000 sf)	\$	8.97



Emergency Services Impact Fee

Emergency Service Facilities provide a service that benefit both residential and non-residential uses alike. Therefore, the impact fee for emergency services facilities will be assessed to residential and non-residential uses.

As mentioned in the Sheriff Facilities fee calculation, the total cost of facilities is apportioned between residential and non-residential development. Once the share of costs are apportioned, the fee is calculated by dividing the residential share of the total cost by the future dwelling units and the non-residential share of the cost by the future non-residential square footage.

Table 27:

Emergency Services Impact Fee Calculation

Emergency Services Fee Calculation	
ES Facilities Cost	\$ 1,612,517.00
Residential Share	\$ 1,562,868.90
Non-residential Share	\$ 49,648.10
Future Residential Units	37,578
Future Non-Residential Square Feet	42,105,096
Impact Fee	
Residential (per unit)	\$ 41.59
Non-residential (per 1,000 sf)	\$ 1.18

Circulation Impact Fee

The Circulation impact fee is comprised of two separate calculations: the roadway circulation fee and the pathway circulation fee. The fees are calculated separately due to the timeframe associated with each analysis and the resulting base for future growth. The roadway circulation fee will use the 2020 growth as its base until the Transportation Study is updated to provide future needs to build out. The pathway circulation fee calculation utilizes the future growth to build out of the County. The two fee components will be combined for one fee that will be applicable until the updated Transportation Study is completed or the year 2020.

Roadway Circulation Fee

Determination of Impacts by Land Use

The numbers of trips generated by land use are used to determine the impacts of development on roadways. Provided below are the trip generation rates for non-residential and residential development used in this circulation analysis:

Table 28:
Trip Generation Rates by Land Uses

Land Use	Trip Generation Rate
Single Family	10 trips/du
Multi-Family	8 trips/du
Commercial	120 trips/ 1000 sq.ft.
Industrial	12 trips/ 1000 sq.ft.

These trips are representative averages used nationally to estimate the impact of development on roadways. Specifically, the commercial standard is based on the trips for a Neighborhood Shopping Center. The trips for industrial land uses is generated from an average of Industrial and combined Industrial/Commercial land use.

As previously discussed in the Road Facility Analysis section, the transportation study and related improvements were based on a 20 year window ending in 2020. Therefore, the projected improvements were intended to meet the needs of the population projected to 2020, not build out. Additional improvements will likely be necessary based on recent growth trends and continued population growth after 2020. The impact fee will serve as an interim fee until an updated Transportation Study is completed that addresses the needs through build out.

It is assumed for the purposes of this fee calculation, therefore, that the improvements and costs correlate with the future county population growth to 2020. Based on projections which assume a growth rate of 8%, 3,380 additional dwelling units are projected in the unincorporated County by 2020. This growth to 2020 represents 9% of the all future growth. For projecting non-residential growth to 2020, the same percentage is utilized, assuming that approximately 9% of the future non-residential development, or 1,410,461 square feet will occur by 2020. This will be the base upon which the fee will be calculated.

To calculate the total trips for future residential development, future dwelling units were separated into a total of single-family units and multi-family units. The breakdown between single family and multi-family units is assumed to remain the same in the future with multi-family accounting for approximately 7% of the housing units. Non-residential development was separated into two general categories: Commercial and Industrial. It is assumed that 30% of future non-residential square footage will be commercial while the remaining square footage will be industrial.

The total impact of future development on roadways is calculated by multiplying the trips for each land use category by the future residential dwelling units and non-residential square footage in the study area. The percentage of traffic impact is calculated for each land use. The percentage is then multiplied by the total cost for facilities to identify the proportional cost for each land use.

Table 29: Proportionate Impacts by Land Use

Land Use	Future DUs/SF	Trip Generation Rate	Future Trips	% of Total Trips	Share of Cost
SF	3,143	10 per du	31,433	32.76%	\$1,943,163.61
MF	237	8 per du	1,893	1.97%	\$117,007.70
Commerical	423,138	120 per 1,000sf	50,777	52.92%	\$3,138,958.91
Industrial	987,323	12 per 1000 sf	11,848	12.35%	\$732,423.74



Credit for Non-Residential Development

An adjustment must be made to account for the double counting of commercial and residential trips. For example, round trips from a dwelling unit may include a trip to a commercial destination within the County. This same trip, however, is included in the trips for the commercial land use. To adjust for double counting of trips, this analysis assigns a 40% discount to non-residential development. As a result, this discount factor provides a more accurate trip generation measurement.

To make this adjustment, the 40% reduction in cost is transferred proportionally to the cost of residential development. If the cost was reduced by 40% and not transferred to residential development, the fee would be insufficient and there would be a shortage of funds collected by the County for future improvements. The transfer of the 40% credit is reapportioned to residential development based on the percentage of single family and multi-family units of residential development.

Table 30:
Roadway Circulation Facilities
Non-Residential Adjustment

Share of Cost	
SF	\$ 1,943,163.61
MF	\$ 117,007.70
Commerical	\$ 3,138,958.91
Industrial	\$ 732,423.74
40% Credit to Non-residential	
Commerical	\$ 1,255,583.56
Industrial	\$ 292,969.50
Total to Reapportion	\$ 1,548,553.06
40% Reapportionment to Residential	
Total from 40% Non-res Credit	\$ 1,548,553.06
SF	\$ 1,460,602.78
MF	\$ 87,950.28
Adjusted Costs by Land Use	
SF	\$ 3,403,766.39
MF	\$ 204,957.98
Commerical	\$ 1,883,375.34
Industrial	\$ 439,454.25

Cost per Trip

The last step in the fee calculation is to divide the cost per land use by the future trips projected for the four land uses. Due to the credit transfer, the result is a difference in cost per trip between residential and non-residential land uses.

Table 31:
Cost per Trip,
Roadway Circulation Facilities

Land Use	Share of Cost	Future Trips	Cost per Trip
SF	\$ 3,403,766.39	31,433	\$ 108.29
MF	\$ 204,957.98	1,893	\$ 108.29
Commerical	\$ 1,883,375.34	50,777	\$ 37.09
Industrial	\$ 439,454.25	11,848	\$ 37.09

Since the non-residential fee is based on a per trip generation rate and different non-residential land uses have different trip generation rates, all non-residential land uses will not have the same fee. Unfortunately, this tends to complicate the collection of circulation impact fees because it is difficult to assign a trip generation rate for all the various land uses.

The generation rates should be based on either the ITE standards or on another set of generation tables which more closely resemble conditions in Teton County. A sample trip generation rate table is provided in Appendix D. This table or ITE should be consulted when determining development impact fees for non-residential uses. However, for uses not listed, the Planning Administrator or County Engineer shall make the decision regarding the appropriate traffic generation rate. This determination shall be based upon ITE standards or traffic reports submitted with the proposed non-residential use. A summary of circulation impact fee calculations is shown on Table 32.

Table 32:
Roadway Circulation Impact Fee

Roadway Circulation Fee	
Land Use	Impact Fee
SF (per du)	\$ 1,082.86
MF (per du)	\$ 866.29
Commerical (per trip)	\$ 37.09
Industrial (per trip)	\$ 37.09

Pathway Circulation Fee

The pathway circulation fee is calculated differently from the roadway circulation fee based on the overall timeframe and population base. As mentioned earlier in the Circulation Analysis, the roadway circulation is based on a window to 2020 while the pathway circulation addresses the need to build out. The total cost of pathway circulation facilities is apportioned to residential, as residents primarily benefit from the facility. The impact fee for pathway circulation facilities was calculated by dividing the future facilities costs by the future dwelling units.

Table 33:
Pathway Circulation Impact Fee

Pathway Circulation Fee Calculation	
Pathway Facilities Cost	\$ 15,257,309.10
Future Dwelling Units	37,578
Impact Fee	
Per Residential Unit	\$ 406.02

Overall Circulation Fee

The overall circulation impact fee will be the sum of the roadway circulation fee and the pathway circulation fee. Table 34 below provides the resulting fee.

Table 34:
Overall Circulation Impact Fee

Circulation Fee			
Single Family	\$	1,488.88	per du
Multi-Family	\$	1,272.31	per du
Commerical	\$	37.09	per trip
Industrial	\$	37.09	per trip



Summary of Impact Fees

The overall impact fee based on the four facilities would be approximately \$2,000 per single family unit. Table 35 provides an overview of the total fees based on this impact fee program.

Table 35:
Summary of Impact Fees

Facility	Residential (per du)	Non-Residential
Recreation	\$ 158.99	n/a
Sheriff	\$ 316.50	\$ 8.97 per 1000 sf
Emergency Services	\$ 41.59	\$ 1.18 per 1000 sf
Circulation SF	\$ 1,488.88	\$ 37.09 per trip
MF	\$ 1,272.31	

TOTAL FEE FOR SF \$ 2,005.96



PART V: CAPITAL IMPROVEMENTS PHASING

The phasing schedule outlines the expenditures for future capital improvement projects and the corresponding revenues to pay for those expenditures. The purpose of a phasing plan is to provide a planning tool in the evaluation and planning of the County's annual budget. It should be reviewed and updated annually to account for changes in growth and demand for facilities. The timing for the CIP projects is broken down into the following categories:

- ❖ Improvements within current fiscal year
- ❖ Improvements within 2 to 5 years;
- ❖ Improvements within 6 to 10 years
- ❖ Improvements within 11 to 20 years



Capital Improvement Phasing

Phasing of capital improvement projects is a difficult but essential task. Capital projects should be correlated with future growth and demand, but the rate of growth is often difficult to project. For the purposes of this phasing schedule a growth rate of approximately 8% is assumed based on an average annual growth rate for the County from 1990 to 2007. This is an educated guess at this time but it will likely be a moving target dependent on a number of factors including the economic market of the region. Changing growth rates will affect the demand and timing of capital facilities.

The CIP phasing is a planning document and not a commitment for spending. Spending authorization occurs when the Board of Commissioners formally adopts the proposed budget and funds are only appropriated for the following fiscal year. The information on projects that will occur in subsequent years is meant only to provide a long range view, identifying upcoming facility projects and costs. The phasing should be reviewed and modified on an annual basis to accommodate changes in growth rate and demand. The phasing schedule is not intended to be a cast in stone, but rather a living and breathing document subject to annual change. It will become a useful tool in the County's annual budgeting process.

The Idaho Impact Fee statutes require that phasing include projected demands not to exceed 20 years. The following capital improvement phasing reflects those capital projects projected to occur in a 20 year period. Not all projects are included as it is not anticipated that the County will reach build out in the 20 year window. The timing for the CIP projects is broken down into the following categories:

- ✓ Improvements within current fiscal year
- ✓ Improvements within 2 to 5 years; and
- ✓ Improvements within 6 to 10 years
- ✓ Improvements within 11 to 20 years

One other item that impacts the phasing of capital improvements is time limits on the expenditure of impact fees. As required by the Idaho Development Impact Fee Act, fees accrued through the collection of impact fees must be spent within eight years (with extension up to 11 years) or be refunded. This requirement places significant constraints on the method of phasing used for impact fee distribution for capital improvements. Therefore, it is important that the County re-evaluate the capital improvement phasing on a yearly basis to readjust as needed to changing growth rates and patterns.



Recreational Capital Improvement Phasing

The following phasing reflects those capital projects projected to occur in a 20 year period. Not all projects are included as it is not anticipated that the County will reach build out in the 20 year window. The average annual growth rate from 1990 to 2007 was approximately 8%. Utilizing this growth rate and the assumption that the areas of impact will be part of the cities, the 20 year growth in the unincorporated county is projected to be approximately 20,000.

Therefore, the timing for the CIP projects is based on a twenty year period broken down into the following three categories:

- ✓ Improvements within current fiscal year
- ✓ Improvements within 2 to 5 years; and
- ✓ Improvements within 6 to 10 years
- ✓ Improvements within 11 to 20 years

RECREATIONAL FACILITIES

Project Description	Funding Source		Cost
CURRENT YEAR PROJECTS (2008-09)			
24,000 sf indoor arena (Phase I)	OTHER	\$	313,871.00
PROJECTS WITHIN 2 TO 5 YEARS (2010-2014)			
24,000 sf indoor arena (Phase II)	DIF	\$	513,871.00
PROJECTS WITHIN 6 TO 10 YEARS (2014-2019)			
PROJECTS WITHIN 11 TO 20 YEARS (2019-2029)			



Sheriff Capital Improvement Phasing

The following phasing reflects those capital projects projected to occur in a 20 year period. Not all projects are included as it is not anticipated that the County will reach build out in the 20 year window. The average annual growth rate from 1990 to 2007 was approximately 8%. Utilizing this growth rate, the 20 year growth for the entire county is projected to be approximately 33,000.

Therefore, the timing for the CIP projects is based on a twenty year period broken down into the following three categories:

- ✓ Improvements within current fiscal year
- ✓ Improvements within 2 to 5 years; and
- ✓ Improvements within 6 to 10 years
- ✓ Improvements within 11 to 20 years

SHERIFF FACILITIES

Project Description	Funding Source	Cost
CURRENT YEAR PROJECTS (2008-09)		
PROJECTS WITHIN 2 TO 5 YEARS (2010-2014)		
4,750 square feet of Dispatch/Sheriff	OTHER	\$ 479,492.00
	DIF	\$ 216,008.00
PROJECTS WITHIN 6 TO 10 YEARS (2014-2019)		
8.0 acres of land acquisition for Sheriff/Jail Facility	DIF	\$ 1,080,068.20
	OTHER	\$ 690,803.43
20,000 sq. ft. Sheriff Facility and Jail (Phase 1- 50 beds)	DIF	\$ 3,147,123.60
	OTHER	\$ 2,012,876.40
PROJECTS WITHIN 11 TO 20 YEARS (2019-2029)		
5,000 Jail Facility (Phase 2 - 50 beds)	DIF	\$ 771,661.61
	OTHER	\$ 493,548.92

Emergency Services Capital Improvement Phasing

The following phasing reflects those capital projects projected to occur in a 20 year period. Not all projects are included as it is not anticipated that the County will reach build out in the 20 year window. The average annual growth rate from 1990 to 2007 was approximately 8%. Utilizing this growth rate, the 20 year growth for the entire county is projected to be approximately 33,000.

Therefore, the timing for the CIP projects is based on a twenty year period broken down into the following three categories:

- ✓ Improvements within current fiscal year
- ✓ Improvements within 2 to 5 years; and
- ✓ Improvements within 6 to 10 years
- ✓ Improvements within 11 to 20 years

EMERGENCY SERVICES FACILITIES

EMERGENCY SERVICES PROJECTS

Project Description	Funding Source	Cost
CURRENT YEAR PROJECTS (2008-09)		
PROJECTS WITHIN 2 TO 5 YEARS (2010-2014)		
700 square feet of facilities (expansion to meet deficiency)	Other	\$ 113,834.00
Snowmobiles (2)	DIF	\$ 11,222.30
	Other	\$ 7,177.70
4-Wheelers (2)	Other	\$ 16,000.00
PROJECTS WITHIN 6 TO 10 YEARS (2014-2019)		
3 acres of land acquisition for Emergency Services	DIF	\$ 365,676.34
	Other	\$ 233,883.81
6000 square feet of facilities	DIF	\$ 297,549.56
	Other	\$ 190,310.44
PROJECTS WITHIN 11 TO 20 YEARS (2019-2029)		
Snowmobiles (3)	DIF	\$ 16,833.45
	Other	\$ 10,766.55
4-Wheelers (2)	Other	\$ 16,000.00



Circulation Facilities Capital Improvement Phasing

The following phasing reflects those capital projects projected to occur in a 20 year period. Not all projects are included as it is not anticipated that the County will reach build out in the 20 year window. The average annual growth rate from 1990 to 2007 was approximately 8%. Utilizing this growth rate and the assumption that the areas of impact will be part of the cities, the 20 year growth in the unincorporated county is projected to be approximately 20,000.

As noted in the circulation analysis, the roadway circulation projects are based on the Teton County Transportation Plan which projects capital improvements necessary to the year 2020. Therefore, all of the roadway projects will be included in the 20 year period of the CIP phasing. The pathway circulation facilities were projected to build out, therefore not all the projects will be included in the 20 year CIP phasing as the County is not anticipated to reach build out in the 20 year window.

Therefore, the timing for the CIP projects is based on a twenty year period broken down into the following three categories:

- ✓ Improvements within current fiscal year
- ✓ Improvements within 2 to 5 years; and
- ✓ Improvements within 6 to 10 years
- ✓ Improvements within 11 to 20 years

CIRCULATION FACILITIES				
Project Description		Funding Source		Cost
CURRENT YEAR PROJECTS (2008-09)				
PROJECTS WITHIN 2 TO 5 YEARS (2010-2014)				
Roadway Circulation				
250 North, SH-33 to 275 East		DIF	\$	1,992,992.42
		OTHER	\$	1,295,773.95
800 West, Horseshoe Canyon Road north to SH-33		DIF	\$	219,849.88
		OTHER	\$	142,938.70
450 West, 800 South to South Bates Rd.		OTHER	\$	414,616.43
South Bates Rd, 500 West to 800 West		OTHER	\$	103,655.68
17,248 square feet of Road & Bridge Facility		DIF	\$	1,186,678.29
		OTHER	\$	650,233.71
Grader (1)		DIF	\$	300,000.00
Dump truck & Plow (2)		DIF	\$	230,000.00
Pathway Circulation				
50,160 lin. ft pathway South of Driggs to Tetonia		DIF	\$	3,109,920.00

CIRCULATION FACILITIES (cont')

Project Description	Funding Source	Cost
PROJECTS WITHIN 6 TO 10 YEARS (2014-2019)		
Roadway Circulation		
300 North, 200 West to 400 West	OTHER	\$ 259,132.90
100 East N and S, 200 South to 500 South	DIF	\$ 94,221.10
	OTHER	\$ 61,259.27
275 East, Ski Hill Road to 300 South	OTHER	\$ 285,048.40
800 South, SH-33 to 450 West	OTHER	\$ 207,308.21
300 South, SH-33 to 100 East	OTHER	\$ 77,740.19
600 South, SH-33 to 450 West	OTHER	\$ 207,308.21
200 West, SH-31 to 800 South	OTHER	\$ 51,827.84
300 North, 400 West to SH-33 (Tetonia)	OTHER	\$ 103,655.68
500 South, SH-33 to 100 East	OTHER	\$ 77,740.19
400 North, SH-33 to 800 West	DIF	\$ 235,552.76
	OTHER	\$ 153,148.17
Trail Creek Bridge (BrKey 33020/Structr X996410 0.02)	OTHER & ITD	\$ 946,512.00
Trail Creek Bridge (BrKey 33025/Structr X996410 0.04)	OTHER & ITD	\$ 946,512.00
Grader (2)	DIF	\$ 600,000.00
Dump truck & Plow (2)	DIF	\$ 230,000.00
Pathway Circulation		
23,760 lin. ft pathway along Bates Road	DIF	\$ 462,844.80
PROJECTS WITHIN 11 TO 20 YEARS (2019-2029)		
Roadway Circulation		
Teton River Bridge (BrKey 33055/Structr X996410 1.57)	OTHER & ITD	\$ 946,512.00
Trail Creek Bridge (BrKey 33037/Structr X996410 102.45)	OTHER & ITD	\$ 946,512.00
Spring Cr/N Fk Leigh Cr Bridge (BrKey 33085/Structr X996410 100.16)	OTHER & ITD	\$ 946,512.00
Trail Creek Bridge (BrKey 33090/Structr X996410 100.16)	OTHER & ITD	\$ 946,512.00
Grader (2)	DIF	\$ 600,000.00
Dump truck & Plow (2)	DIF	\$ 230,000.00
Pathway Circulation		
21,912 lin. ft. pathway along Cedron Road	DIF	\$ 1,358,544.00



PART VI: FINANCING OPTIONS

As required by Idaho Impact Fee Statute, this section identifies funding sources available to the County for the financing of capital improvements. Impact fees are a key source of funding for future capital improvements, but often work best in conjunction with other funding sources such as local bonds. The bonds can provide the money for capital facilities at the front end and the impact fees can be used to pay down the bond as they are collected with each new development. The funding options discussed in this section include the following:

- ❖ General Taxes
- ❖ Dedicated Taxes
- ❖ Local Bonds
- ❖ User Fees
- ❖ Special Districts
- ❖ State Grants & Assistance
- ❖ Federal Grants & Assistance



Financing Options

There are a number of ways the County can finance its present and future capital facility needs. This section briefly describes some of the most widely used financing mechanisms.

General Taxes

The County can levy property taxes, sales tax and a tax-like business license fee which would form the main sources of revenue for the County. Any of these taxes can be used to construct or improve capital facilities, but as a practical matter virtually all revenues the County generates are needed for the day-to-day operations of the County government, making it necessary to find other ways to finance capital facilities.

Dedicated Taxes

Dedicated taxes are funds that are received from specified sources and disbursed to pay for a specific function of government. The transient room tax (TRT) is a good example of a dedicated tax. A TRT is imposed on lodgings within the County and is a source of revenue. However, the funds received are limited to costs for tourism promotion and the provision of facilities that help accommodate visitors to the area.

Local Bond

Local governments can borrow money to finance capital facilities projects by issuing bonds. There are two basic types of bonds. General obligation (GO) bonds are repaid using a dedicated property tax levy. Revenue bonds, which are often used to install or improve water and sewage utilities, are repaid with user fees. Bonds can generally be issued only if approved by a vote of the jurisdiction's taxpayers.

Impact Fees

Impact fees can be a significant funding source to finance large scale public facilities and services. Impact fees are intended to ensure that new development pay its proportional share of public facilities based on the impacts created by this new development.

User Fees

User fees are usually authorized by statute for specific uses and are typically required for connection to sewer and water systems. The fees are used as a revenue source to maintain the systems in proper operating condition and for the construction of facilities needed to meet demand.



Special Districts

Special districts can be created to help finance the provision and, in many cases, maintenance of new facilities that benefit specific areas. People within a special district must pay an additional property tax levy or user fees to help repay the bonds issued by the district and finance its ongoing operations.

Idaho law allows the County to form improvement districts and special service districts. The residents of an area may also petition to have a special district created. The procedures are slightly different for each type of district, but all involve an opportunity for property owners to protest the formation of the district.

Assuming that a majority of property owners in an area are willing, special districts might be used to finance water and sewer facilities, major roadways and other public facilities that serve specific areas.

State Grants and Assistance Programs

The State of Idaho has a variety programs intended to assist local jurisdiction in financing public facilities and services. These programs generally must be used for specific projects and by which an application requesting the assistance must be provided to the state. The financial assistance from the state can be in the form of a proprietary option to purchase state property, funds clear of the need from repayment, matching funds and/or low interest loans. Some of the funds are also matched by the federal government, but are still managed by the state.

Federal Assistance

The federal government also provides a variety of programs available to local jurisdictions for financial assistance. One of the more common funding sources is the Community Development Block Grant (CDBG) funds. Other typical sources of funds are federal matching funds for state run assistance programs. It must be noted that by the end of the 1980s, the funds available from the federal government have substantially decreased. Other available funding sources are as follows:

Economic Development - Grants For Public Works And Infrastructure Development - The objective of this grant is to promote economic development and assist in the construction of facilities needed to encourage the creation and retention of permanent jobs in areas experiencing severe economic distress. The facilities can include water and sewer systems, industrial access roads to industrial parks, rail road siding and spurs, tourism facilities, vocational schools, business incubator facilities and infrastructure improvements for industrial parks. The basic grant may fund up to 50% of the cost of the facilities. For communities that are severely depressed the grant may fund up to 80% of the cost of the facilities.

Community Development Block Grants - Although not as plentiful as they once were, Community Development Block Grants (CDBG) are still available for wide variety of infrastructure improvements needed by local governments.



National Scenic Byway Grants - Administered by the Federal Highway Administration, this program aims to fund projects that are on or adjacent to Service lands or scenic byways. A scenic byway is a road or trail that has been designated as a National Scenic Byway, an All-American Road, or a State Scenic Byway. The grant will fund up to 80% of the costs of a scenic byway project

Recreational Trails Program - Funding for this program comes from the passage of TEA-21. Funds are provided to States for the purpose of developing, maintaining, and/or restoring both non-motorized and motorized recreational trails and trail-related facilities. Each State administers its own program, but must divide their funds accordingly: 30% for non-motorized trail uses, 30% for motorized trail uses, and 40% for diverse trail uses. Grants commonly range in value from \$2,000 to \$50,000 and will fund up to 80% of the project's costs.



PART VII: IMPLEMENTATION

This section addresses the implementation of the impact fee study and the mechanics of collecting the impact fee. The implementation measures to be discussed include:

- ❖ Adoption of Capital Improvement Plan and Impact Fee Ordinance
- ❖ Application of impact fees
- ❖ Timing of collection
- ❖ Method of collection
- ❖ Inflationary adjustment index
- ❖ Monitoring CIP/Impact Fee



Capital Improvement Plan & Impact Fee Ordinance

The capital improvement plan shall be adopted according to the requirements of the local planning act. Upon adoption of this capital improvement plan, the County must then incorporate the capital improvement plan as an element within the Comprehensive Plan pursuant to section 67-8208.

Concurrent or following the adoption of the capital improvement plan, the County shall hold a public hearing to consider adoption of the ordinance authorizing the imposition of the impact fee. The impact fee will take effect no sooner than 30 days following the adoption of the ordinance.²³

Application of Impact Fees

All new construction, residential and non-residential, will be subject to development impact fees. For additions and expansions, the key determination is intensification.

For example, the remodel and expansion of a single family home that resulted in simply a larger single family home would not be subject to impact fees. A single family home that is torn down and replaced with two dwelling units would be required to pay impact fees for the intensification. Therefore, the impact fee would be required for one dwelling unit.

For non-residential development, the concept of intensification is the same. For example, the expansion of a 6,000 square foot building to a 10,000 square foot building would intensify the use and increase the traffic generation rates for the site. In this instance, the development impact fee would apply to the additional 4,000 square feet.

Timing of Fee Collection

The collection of the impact fee is recommended at the time of building permit issuance. The collection of the fee at building permit issuance is timed more closely to when the actual impacts of the development to public facilities will occur. In most instances, when a building permit is acquired, construction usually occurs in a relatively short period of time. Collecting a fee earlier in the process (e.g. at the development approval stage) contains a greater risk that the development will not actually be constructed. In that event, the County is obligated to refund any fees collected after a certain period of time. This can create both financial and administrative problems for the County, especially if the money has already been spent on a new facility.

Fee Collection/Accounting

The method the County uses to collect fees is critical to ensure that fees are collected in a proper manner and accounted for in order to withstand any legal challenges. It is recommended that the fees for each facility be charged separately. Although this may sound cumbersome, it is the best way to guarantee an accurate accounting of all fees collected. The basic premise of collecting impact fees is that the fees will be used for specific facilities that are being impacted by the new development. The County is required to account for every penny collected and to set up separate accounts for holding and subsequently spending these fees. Money collected

²³ See section 67-8206



for parks cannot be spent on circulation. Monies collected to pay for a circulation facility cannot be spent somewhere else in the County. Another reason fees should be collected separately is that if one fee is successfully challenged in the courts, the remaining fees will remain intact. In other words, successful challenge of one fee will not invalidate the entire fee program. From the developer's point of view, it makes no difference if the fees are accounted for separately. The developer would receive a cost accounting of individual fees, but only one check for the total fee would be required.

Inflationary Adjustment Index

Development impact fees will be collected over a number of years, as development continues to occur. Therefore, it is recommended that the development impact fee ordinance will incorporate an index to automatically adjust the fees each year to factor in inflation. The inflationary factor will be based on an engineering construction index to reflect costs of development at that period in time.

Monitoring of CIP & Impact Fees

The Development Impact Advisory Committee plays a key role in the development and the continued monitoring of the capital improvement plan and impact fees. The committee will regularly review the capital improvement plan and impact fee and make recommendations to the County as to the need update or revise land use assumptions, changing facilities needs or fees.

The County must update the capital improvement plan at least once every five years, starting from the date of adoption. The County is also required to adopt a capital budget on an annual basis.²⁴

²⁴ Section 67-8208(2), (3)



APPENDIX A: LAND USE SURVEY AND ASSUMPTIONS



SUB	Acreage	Lots	Existing Units	Vacant Lots	Map	Density
Appaloosa Ridge	157	25	0	25	6N44E	0.16
Big Game View Ranch	319	13	0	13	6N44E	0.04
Bridle Crest	2274	413	0	413	6N43E	0.18
Canyon Creek Ranch	1837	350	0	350	6N43E	0.19
J Lazy H	6400	1130	0	1130		0.18
Ridgeline Ranch	314	82	1	81	6N44E	0.26
River Rim	5659	650	4	646	6N44E	0.11
West Ridge Ranch	80	82	0	82	6N44E	1.03
	17040	2745	5	2740		
						0.16
						overall average

includes Division 2, Phase I, Ranch and Ranch Phase 2

0.12287

Total Acreage for 10per100	59931
Conservation Easement	877
Subdivision Acreage	17040
Unsubdivided Acreage	42014

Unsubdivided Acreage	42014
multiplied by 0.1	4201

	Total Units	Existing Units Sub Units	Outside Sub
7N43E	8	0	8
6N43E	15	0	15
7N44E	8	0	8
6N44E	41	5	36
7N45E	5	0	5
6N45E	0	0	0
Total	77	5	72

Build out units not in sub	4201
Existing units not in sub	72
Future units not in sub	4129

Vacant Subdivision lots	2740
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Total Future Units	6869
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SUB	Acreage	Lots	Existing Units	Vacant Lots	Map	Section	Density
Briarwood Sub	7	3	3	0	4n45e	15	0.40
Flying I	20	3	0	3	5n44e	23	0.15
Highland Meadows	136	29	0	29	5n45e	10	0.21
Lerwill Lots	100	14	5	9	5n44e	8	0.14
Mead	40	2	0	2	5n44e	11	0.05
Meadow View Estates	58	8	2	6	4n45e	15	0.14
Packsaddle Creek Estates I	169	71	29	42	5n44e	8	0.42
Packsaddle Creek Estates II	29	18	6	12	5n44e	8	0.61
River Bend Ranchettes	159	33	16	17	4n45e	29	0.21
River Meadows	81	80	26	54	4n45e	22	0.99
Sage Creek	38	14	2	12	5n45e	16	0.37
Sage Grouse Meadows	200	10	1	9	5n44e	11	0.05
Unknown	140	18	1	17	5n44e	23	0.13
Vista Ridge Ranch	330	50	0	50	5n44e	3 prelim	0.15
West Ridge Ranch	248	82	0	82	5n44e	4 prelim	0.33
	1756	435	91	344			0.25 overall 0.29 average

Total Acreage for 20per100
Conservation Acreage

28768
4855

Subdivision Acreage
Unsubdivided Acreage

1756
22156

Unsubdivided Acreage
multiplied by 0.2

22156
4431

Existing Units
Total Subdivision Outside Sub

5n44e	63	42	21
5n45e	11	2	9
4n45e	58	47	11
	132	91	41 # of units not in subdivision

Build out units not in sub
Existing units not in sub
Future units not in sub

4431
41
4390

Vacant Subdivision lots

344

Total Future Units

4734



SUB	Acreage	Type	Existing		Vacant		density
			Lots	Units	Lots	Map	
154 West 400 North		10 Subdivision	2	2	0	5n45e	0.20
260 East 500 North		14 Mini Sub	10	3	7	6N46e	0.71
521 West 625 South		10 Mini Sub	9	1	8	4n44e	0.92
7 Arrows		5 Mini Sub	7	0	7	6N46e	1.41
702 North 100 East		18 Mini Sub	3	2	1	6N46e	0.17
97 East 500 North		19 Mini Sub	8	0	8	5n45e	0.42
Aspen Grove		60 Subdivision	34	14	20	3n45e	0.57
Badger Creek I		43 Subdivision	17	3	14	6n45e	0.40
Badger Creek II		31 Subdivision	11	2	9	6n45e	0.35
Badger Creek Ranch		160 Subdivision	12	1	11	6n45e	0.07
Barley Acres		10 Mini Sub	7	0	7	5n44e	0.70
Beard Sub		20 Mini Sub	2	1	1	7n45e	0.10
Blue Indian		142 Preliminary	41	0	41	5n44e	0.29
Browns Acres		7 Mini Sub	2	2	0	3n45e	0.30
Buttermilk Draw Ranch		30 Mini Sub	8	6	2	5n44e	0.27
Cache Tracts Ammended		40 Mini Sub	16	0	16	5n45e	0.40
Cache Vista		19 Subdivision	10	2	8	5n45e	0.53
Chimera		5 Subdivision	1	0	1	6n45e	0.20
Clawson Townsite		39 Townsite	37	13	24	6n45e	0.95
Country Lane Ranchettes		10 Subdivision	7	2	5	6n45e	0.69
Crandall Springs		20 Mini Sub	9	1	8	4N46E	0.45
Crane Creek PUD		14 Subdivision	2	1	1	4n44e	0.14
CrookedCreek		25 Preliminary	8	2	6	5n45e	0.31
Daydream Ranch		81 Subdivision	37	0	37	5n45e	0.46
Dream Catcher Estates		20 Subdivision	11	1	10	5N46E	0.56
Dry Ridge Estates		139 Subdivision	21	1	20	6n45e	0.15
Dry Ridge Ranch		94 Subdivision	25	0	25	6n45e	0.27
Elkridge		20 Subdivision	19	0	19	5N46E	0.94
Fischer-Neff		160 Subdivision	22	11	11	6n45e	0.14
Flying Mountain		10 Preliminary	2	1	1	5n44e	0.20
Forest Ridge		66 Subdivision	16	3	13	4n44e	0.24
Galloway Hills I		33 Subdivision	26	5	21	6N46e	0.79
Galloway Hills II		19 Subdivision	14	3	11	6N46e	0.75
Galloway Hills III		36 Subdivision	18	5	13	6N46e	0.50
Galloway Hills IV-1		33 Subdivision	10	2	8	6N46e	0.30
Galloway Hills IV-2		53 Subdivision	9	7	2	6N46e	0.17
Galloway Hills IV-3		34 Subdivision	11	7	4	6N46e	0.33
Galloway Hills IV-4		58 Subdivision	7	0	7	6N46e	0.12
Galloway Hills IV-5		10 Subdivision	3	0	3	6N46e	0.31
Grand Targhee Ski Ranches	318	Unofficial	40	14	26	6n45e	0.13
Grand Teton Estates		66 Subdivision	56	8	48	7n45e	0.85
Grouse Creek I		40 Subdivision	10	1	9	6n45e	0.25
Grouse Creek II		59 Subdivision	17	3	14	6n45e	0.29
Grove Creek		80 Subdivision	46	29	17	3n45e	0.58
Haden Hollow		39 Subdivision	4	0	4	6n45e	0.10
Hamblin Acres		5 Subdivision	3	4	-1	3n45e	0.57
Hatches Corner I		18 Subdivision	13	3	10	6n45e	0.73
Hatches Corner II		20 Subdivision	3	2	1	6n45e	0.15
Hay Fields		40 Subdivision	28	0	28	5n45e	0.70
Heart R		21 Subdivision	12	1	11	5N46E	0.58
HighlandRanch		98 Preliminary	11	0	11	6n45e	0.11
Horseshoe Creek Ranch		128 Subdivision	25	6	19	5n44e	0.20
Horseshoe Meadows		156 Subdivision	25	1	24	5n44e	0.16
Knothole Sub		8 Subdivision	3	1	2	6n45e	0.39
Leigh Creek Estates		163 Subdivision	43	6	37	5n45e	0.26
Leigh Meadows		65 Subdivision	8	1	7	6n45e	0.12
Los Pinos		38 Subdivision	25	0	25	5n45e	0.66
Luck E Leven Estates		239 Subdivision	45	1	44	6n45e	0.19
Mahogany Ridge	2668	Preliminary	1300	11	1289	4n45e	0.49
Majestic Mountain Phase I		15 Subdivision	13	1	12	7n45e	0.88
Majestic Mountain Phase II&II		104 Subdivision	37	0	37	7n45e	0.36
Majestic Mountain Ranch		135 Preliminary	44	0	44	7n45e	0.33
Minson Lot		18 Subdivision	2	1	1	4n44e	0.11

Moose Meadows	28 Preliminary	8	0	8	5N46E	0.28
Mountain Ridge	12 Subdivision	3	0	3	5N46E	0.26
Mountain Valley Estates	40 Subdivision	17	2	15	6n45e	0.43
Mountain View	119 Subdivision	38	13	25	6n45e	0.32
Mountains Edge	103 Preliminary	11	0	11	6n45e	0.11
North End Ranches	42 Subdivision	24	3	21	6n45e	0.57
North Leigh Creek Ranch	89 Subdivision	28	0	28	6n45e	0.31
Northridge Ranch	79 Preliminary	14	0	14	6n45e	0.18
Obsidian Meadows	49 Subdivision	16	0	16	6n45e	0.32
Paradise Springs	34 Subdivision	15	1	14	4n45e	0.44
Patterson Creek Estates	17 Subdivision	2	1	1	4n45e	0.12
Perfect Drift	38 Subdivision	21	0	21	5N46E	0.55
Peztold Division	239 Unofficial	37	9	28	7n45e	0.15
Pine Ridge Ranch Addendum	20 Subdivision	8	0	8	3n45e	0.40
Pine Ridge Sub	119 Subdivision	28	0	28	3n45e	0.23
Quicksilver	160 Preliminary	56	0	56	6n45e	0.35
Rammell Mountain	8 Subdivision	2	2	0	6n45e	0.25
Reece Ridge Lands	53 Unofficial	15	3	12	7n45e	0.28
Reserve At Badger Creek	74 Preliminary	22	0	22	6n45e	0.30
Rosen Acres	79 Subdivision	25	1	24	6n45e	0.32
Saddle Bluff Ranch	85 Subdivision	31	0	31	5n45e	0.36
Scenic River Estates	160 Preliminary	51	0	51	5n44e	0.32
Shooting Star	88 Subdivision	15	2	13	4N46E	0.17
Shooting Star II	125 Subdivision	27	2	25	4N46E	0.22
Singing Grass	79 Preliminary	28	0	28	6n45e	0.35
Snow Crest Ranch	92 Subdivision	29	2	27	5N46E	0.32
Snowy Meadows	181 Subdivision	34	6	28	6n45e	0.19
Solitude	85 Unofficial	33	0	33	6n45e	0.39
Sorensen Creek	214 Subdivision	32	13	19	4N46E	0.15
South Leigh Creek Ranch	119 Subdivision	24	0	24	6n45e	0.20
Spring Creek Manor	10 Subdivision	12	6	6	6n45e	1.16
Spring Hollow Ranch I	512 Subdivision	25	0	25	6n45e	0.05
Spring Hollow Ranch II	364 Subdivision	25	0	25	6n45e	0.07
Spud Curtain	10 Subdivision	10	1	9	6n45e	1.01
State Line Plat	20 Subdivision	6	2	4	6N46e	0.30
Stillwater Ranch	70 Subdivision	21	1	20	5N46E	0.30
Streubel Acres	16 Subdivision	2	1	1	3n45e	0.13
Summit View	60 Subdivision	12	3	9	5N46E	0.20
Surprise Valley	37 Subdivision	24	1	23	5N46E	0.64
Syringa Park I	17 Subdivision	7	4	3	4n44e	0.40
Syringa Park First Addition	66 Subdivision	26	14	12	4n44e	0.39
Targhee Hills Ranch	78 Preliminary	140	4	136	6n45e	1.79
Teton Highlands	21 Subdivision	14	8	6	4N46E	0.66
Teton Rancheros	80 Subdivision	47	15	32	6N46e	0.59
Teton Shadows	15 Subdivision	5	5	0	6N46e	0.34
Teton Sunrise	10 Subdivision	8	0	8	5n44e	0.79
Teton Valley Lodge I	21 Subdivision	21	9	12	4n45e	0.99
Teton Valley Lodge II	9 Subdivision	8	4	4	4n45e	0.91
Teton Valley Lodge III	22 Subdivision	8	13	-5	4n45e	0.37
The Ranch	161 Preliminary	43	0	43	4n45e	0.27
The Vista At Waters Edge	140 Subdivision	44	0	44	5n45e	0.32
Tolman	20 Preliminary	2	0	2	6n45e	0.10
Trouts Teton Valley Ranch	225 Subdivision	46	15	31	5n45e	0.20
Unofficial Sub	62 Unofficial	12	3	9	7n45e	0.19
Unofficial Sub	21 Unofficial	15	6	9	5n45e	0.72
Unofficial Subdivision	479 Unofficial	54	4	50	5n45e	0.11
Vista Meadows	80 Subdivision	10	1	9	4n44e	0.12
We Gotta Ranch	12 Subdivision	3		3	7n45e	0.26
West Meadows	30 Subdivision	11	0	11	5n44e	0.37
West Valley Estates	40 Subdivision	16	2	14	4n45e	0.40
Whitetail	35 Preliminary	14	1	13	6n45e	0.40
Wild Horse	80 Subdivision	15	1	14	6n45e	0.19
Willow Bud	17 Mini Sub	3	0	3	6n45e	0.18
Woodland Hills	160 Subdivision	35	7	28	7n45e	0.22
Wydaho	38 Preliminary	15	0	15	5N46E	0.39

1182

3780

389

3391

0.32 0.393002



Total Acreage for 30per100	62261
Conservation Acreage	2689

Subdivision Acreage	11826
Unsubdivided Acreage	47746

Unsubdivided Acreage	47746
multiplied by 0.3	14324

	Existing Units	
	TOTAL	SUBDIVISION
7n45e	69	32
6n45e	262	99
5n45e	65	37
5n44e	32	14
4n45e	69	41
4n44e	101	25
3n45e	118	50
6N46e	80	56
5N46E	18	9
4N46E	32	26
	846	389

Build out units not in sub	14324
Existing units not in sub	457
Future units not in sub	13867

Vacant Subdivision lots	3391
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Total Future Units	17258
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SUB	Acreage	Existing		Vacant		Map	density
		Lots	Units	Lots			
30 East 400 North	20	2	1	1		4n45	0.10
341 North 50 West	11	3	1	2		5n45	0.28
350 North 10 West	23	4	1	3		5n45	0.17
350 North 20 West	10	3	1	2		5n45	0.29
350 North 30 West	54	13	6	7		5n45	0.24
51 East 400 South	20	2	2	0		4n45	0.10
70 West 350 South	10	4	2	2		4n45	0.40
Alta Vista I	16	11	4	7		5n46	0.68
Alta Vista II	30	15	4	11		5n46	0.51
Aspen View	21	8	0	8		4n46	0.38
Barrell Roll Ranch	40	5	0	5		4n45	0.12
Bear Creek	9	5	3	2		5n46	0.57
Bear Creek Estates II	17	8	3	5		5n46	0.47
Bridger Ridge	20	2	0	2		5n46	0.10
Chapin Estates	20	2	0	2		4n45	0.10
Cherry Grove	241	35	0	35		4n45	0.14
Crestview Estates	20	8	1	7		4n45	0.39
D Lazy T	29	11	3	8		5n46	0.37
Darby Flats	7	3	2	1		4n45	0.40
Dry Creek Ranch	70	22	0	22		5n45	0.32
East Rendezvous	79	27	12	15		4n45	0.34
Edelweiss	21	7	0	7		5n46	0.34
Fairfield	10	2	1	1		4n45	0.20
Four Peaks Estates I	128	27	13	14		5n45	0.21
Four Peaks Estates II	39	14	4	10		5n45	0.36
Four Peaks Estates III	121	45	15	30		5n45	0.37
Fox Creek Country Club Estates	42	67	35	32		4n45	1.58
Fox Creek Villiage	88	35	2	33		4n45	0.40
Grand View Ranch	98	18	2	16		5n46	0.18
Hamstead	16	3	2	1		4n46	0.19
Hansen Meadows	34	6	2	4		4n45	0.17
Hastings Farm Country Homes	75	23	5	18		5n46	0.31
Iron Wood	34	24	10	14		4n45	0.70
Jackalope Acres	28	21		21		4n45	0.76
Lazy V Ranch	10	4	0	4		4n45	0.40
Lovers Lane	77	13	13	0		4n45	0.17
Matheson Sage Acres	8	2	2	0		4n45	0.26
Matheson Sage Acres II	11	8	1	7		4n45	0.70
Mountain Legends Ranch	195	108	0	108		5n46	0.55
Murdock Acres	42	38	32	6		4n45	0.91
Padahia Meadows	38	6	5	1		4n46	0.16
Peak View Estates	51	19	3	16		4n45	0.37
Pinnacle	20	8	2	6		4n45	0.39
Pioneer	20	3	1	2		4n45	0.15
PJ Clarke Tree Farm	5	2	1	1		5n46	0.42
R-H	20	2	2	0		4n45	0.10
Saddlehorn Ranch	259	128	24	104		5n46	0.49
Sheeks	8	4	3	1		4n45	0.52
SKOL	20	10	1	9		4n46	0.50
Sweet Home Ranches	81	29	14	15		4n45	0.36
Teewinot	248	85	30	55		5n46	0.34
Teton Meadows	42	13	3	10		5n46	0.31
Teton Ranchettes	79	33	20	13		4n45	0.42
Teton Saddleback Vistas Phase 1	175	30	4	26		4n45	0.17
Teton Saddleback Vistas Phase 2	291	30	0	30		4n45	0.10
Teton Saddleback Vistas Phase 3	419	27	0	27		4n45	0.06
Teton Saddleback Vistas Phase 4	219	19	0	19		4n45	0.09
The Meadows	15	4	3	1		4n45	0.27
The Shire	22	4	4	0		4n46	0.18
Twin Spruce I	6	6	2	4		4n45	0.98
Twin Spruce II	17	8	6	2		4n45	0.48
Valley Estates	37	29	16	13		4n46	0.78
Valley View	102	7	0	7		5n45	0.07
Valley Vista Estates	38	114	18	96		4n45	2.96
Wautering Hole	10	2	1	1		4n45	0.20
West Darby Flats	5	2	0	2			0.40
Windermere Estates	58	14	8	6		4n46	0.24
Zahnow Peak	125	45	16	29		4n45	0.36
	4277	1341	372	969			0.31 0.39885



Total Acreage for 50-80per100	9589
Subdivision Acreage	4277
Future Non-residential Acreage	80
Unsubdivided Acreage	5232

Unsubdivided Acreage	5232
multiplied by 0.65	3401

# of units not in subdivision	Existing Units		
	Total	sub	Outside
5n45	56	41	15
5n46	110	82	28
4n45	269	213	56
4n46	69	36	33
	504	372	132

Build out units not in sub	3401
Existing units not in sub	132
Future units not in sub	3269

Vacant Subdivision lots	969
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Total Future Units	4238
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SUB	Acreage	Existing		Vacant		Map	Section	Density
		Lots	Units	Lots				
27 East 550 south	21	2	2	0		4n45	25	0.10
528 South 50 West	21	2	1	1		4n45	26	0.10
Alpine Acres	13	11	0	11		4n45	26	0.87
Alpine View	17	7	4	3		4n45	1	0.40
Bridger Estates	5	2	2	0		4n45	26	0.40
Chapin Church House	3	2	1	1		4n45	26	0.77
Cottonwood Ranches	40	15	5	10		5n46	17	0.37
Cottonwood Shadows	55	21	11	10		4n45	27	0.38
Eagle Rest	38	10	1	9		5n46	20	0.27
Falcon Creek	80	26	6	20		5n46	20	0.32
Fox Creek	80	14	8	6		4n45	25	0.17
Fox Creek Estates	19	8	6	2		4n45	26	0.42
Fox Creek Flats	8	3	1	2		4n45	25	0.36
Horizon Park Ranch	51	10	3	7		4n45	26	0.20
Kellson Korner	5	4	1	3		4n45	26	0.73
Larkspur Meadows	17	4	1	3		4n45	25	0.24
Old Farm	51	3	0	3		5n46	30	0.06
R.O.S. Family Breakoffs	13	16	4	12		4n45	1	1.26
Red Fox Ranch	51	33	11	22		5n46	20	0.65
Red Fox Ranch Ammended	16	5	2	3		5n46	20	0.31
River Meadows	80	84	0	84		4n45	27	1.05
Skimeister	23	5	3	2		4n45	25	0.22
Spruce Hill	2	1		1		4n46	30	0.62
Targhee Hill Estates*	273	101	0	101		5n46	20	0.37
Teton Creek Resort	96	15		15		5n46	20	0.16
Teton Creek Resort Phase II	19	20	22	-2		5n46	20	1.07
Teton Retreat	58	28	6	22		5n46	17	0.49
Teton View Estates	104	44	35	9		4n45	26	0.42
Teton View Estates II	12	12	7	5		4n45	26	1.00
The Overlook at Fox Creek	55	19	2	17		4n46	30	0.34
The Grand Reserve	40	14	1	13		4n45	1	0.35
The Views	19	5	2	3		4n45	26	0.26
Thistle Creek Estates	40	32	26	6		4n45	26	0.79
Thistle Creek Estates II	40	30	22	8		4n45	26	0.74
Tzi-Tzi	20	4	2	2		4n45	25	0.20
		1484	612	198	414			
								0.412266
								0.47

*targhee hill estates and targhee hills III

Overall Average

Total Acreage for 80per100	7007
Conservation Acreage	323
Subdivision Acreage	1484
Unsubdivided Acreage	5199

Unsubdivided Acreage	5199
multiplied by 0.8	4159

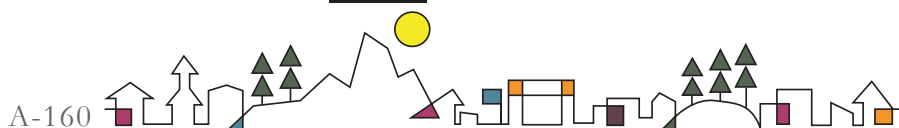
Existing Units
Total Unit: SUB Outside SUB

5n46	66	53	13
4n45	192	143	49
4n46	24	2	22
3n45E	11	0	11
	293	198	95

Build out units not in sub	4159
Existing units not in sub	95
Future units not in sub	4064

Vacant Subdivision lots	414
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Total Future Units	4478
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Conservation Easement acreage

10 units/ 100 – 877 acres

20 units /100 – 4855 acres

30 units/ 100 – 2689 acres

80 units/ 100 – 323 acres

Victor – 30 acres

Wyoming – 38 acres

8812 acres

APPENDIX B: CONSTRUCTION COST ESTIMATES



ITEMIZED PROJECT BUDGET Phase 1

		Donation Plan	Donations to date	Donations Percent	Donations Non Cash
Construction cost			\$247,751.00		
Site preparation (in kind)	*				\$ 25,000.00
Site planning (in kind)					\$ 2,500.00
160 x 150 Building FPB Jobsite	*	\$ 264,000.00			
Power Louver & Gravity Louver		2,500.00			
Overhead Door 4 each	*	13,059.00			
Foundation	*	25,016.00			
Labor install doors		1,296.00			
Electrical allowance		25,000.00			
			Less expenditures -\$ 19,376.00		
Subtotal		\$ 313,871.00			
Construction Total Estimate		\$ 313,871.00	\$218,644.00	70%	\$ 27,500.00

Cost estimates for the Teton Valley Arena were provided by Coverall, Boise, Idaho.
In kind services will be provided by an independent local contractor.

FUNDING HISTORY

Donations to date total \$247,751.00 in cash and \$27,500.00 in pledged in kind services.
The sources are detailed in the following table.

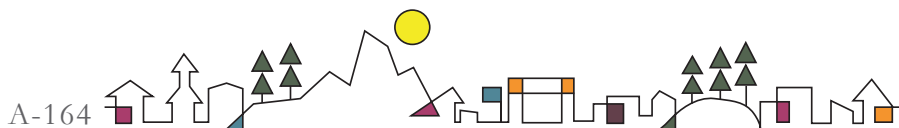
Source	Cash	In kind
Stu and Deb Tenney Challenge	\$114,188.00	
2005 funds received	\$ 19,376.00	
2006 funds received	\$ 42,539.00	
2007 funds received	\$ 30,610.00	
2008 funds received*	\$ 41,038.00	
TOTAL DONATIONS 4/30/2008	\$247,751.00	\$27,500.00

*Based on fiscal year ending Sept.30th

GRANTS RECEIVED

A grant totally \$25,000.00 has been awarded to the Arena project from the Teton Springs Foundation for spring 2008 and will be applied to the above total during the completion of the phase one building. This grant has not yet been received into the Arena account.

Phase II cost information based on conversation with Teton Valley Arena Board. Phase II assumes similar cost to Phase I plus additional cost for bump out facilities that will include bathrooms, mechanical area, concession stands, etc.



Teton Valley Arena

Cover-All Structure Summary

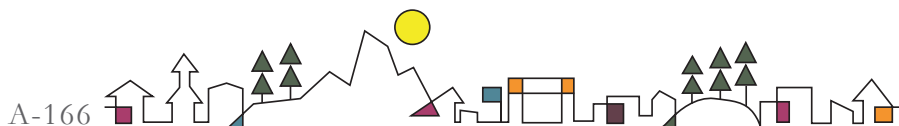
1. Construction will be divided into three Phases
 - a. Phase 1 – 160'W x 150'L CoverAll
 - b. Phase 2 – Stick built structure on one end of CoverAll to house kitchen, bathroom, mechanical
 - c. Phase 3 – Expand CoverAll to 160'W x 300'L
2. Installation
 - a. Phase 1 - First CoverAll Portion – not heated
 - i. Foundation sized for Phase 1 will be installed on three sides of CoverAll
 - ii. Side where expansion will occur will be tethered until expansion – no foundation will be installed on this side
 1. Prevents installation of foundation that will later be removed
 - iii. Install Phase 1 fire suppression system
 - b. Phase 2 – Stick built structure - heated
 - i. Commercial kitchen w/ fridge/freezer, cooking range/grill, sink, counter space, storage, etc.
 - ii. Men's and women's accessible bathrooms
 - iii. Mechanical space
 1. Fire suppression
 2. Other mech. Equipment
 - c. Phase 3 – Final CoverAll Portion – not heated
 - i. Expand existing foundation
 - ii. Expand CoverAll to 160'W x 300'L
 - iii. Expand fire suppression system
3. Cost
 - a. Told by CoverAll representatives to figure on approx. \$10/SF.
 - i. 160'W x 150'L = 24,000 SF = \$240,000 for Phase One structure
 - ii. Does not include cost of foundation, site work, fire suppression
 - iii. 15% cost increase on CoverAll expected to take effect June 1st, 2008
 - iv. Government discount is possible – Company / Rep will be determine available discount at time of ordering
 - b. Foundation yet to be detailed or priced
 - c. Fire suppression estimates around \$80,000 - \$130,000 for Phase 1
 - d. Stick built structure not yet priced or designed
4. Height
 - a. Contractor originally estimated CoverAll would need to be 60' tall at peak to meet snow load demands.
 - b. Contractor is working w/ Teton County, ID engineer to determine if snow load can be reduced, therefore possibly reducing building height

- c. Variance for height will be wrapped into Conditional Use Permit – See “Process” below.
- 5. Process
 - a. Fairgrounds is located in City of Driggs Area of Impact – arena will therefore need to be reviewed by both City of Driggs and Teton County
 - b. Permit Process
 - i. Conditional Use Permit
 - 1. Submit:
 - a. Site Plan
 - b. Structure Drawings
 - c. Narrative explaining phasing, etc.
 - 2. Permit will be reviewed by
 - a. City of Driggs Planning – if approved
 - b. Teton County Commissioners
 - 3. Once CUP is received we can apply for a Building Permit
 - ii. Contact has been made with several Commissions and Planning Staff
 - 1. Attempt to address concerns before they come up
 - a. Fire District – Structure will need fire suppression system – OK w/ height if structure is protected by suppression system.
 - b. Planning – Inferred that there will likely not be a problem with a 60’ structure for this purpose
 - c. Waiting until snow load is reviewed/revised before drawings are completed
 - d. When drawings and site plan are completed can begin CUP process

Thanks and if anyone has any questions please feel free to email me at ann@hershbergerdesign.com

Ann Moyer

Building Committee Chair



Project Title: {Not Provided}
 Model: Warehouse
 Construction: Tiltup Concrete Panels / Steel Frame
 Location: IDAHO FALLS, ID
 Stories: 1
 Story Height (l.f.): 24
 Floor Area (s.f.): 20,000
 Data Release: 2008
 Wage Rate: Union
 Basement: Not included



Costs are derived from a building model with basic components. Scope differences and market conditions can cause costs to vary significantly.

Cost Ranges	Low	Med	High
Total:	\$986,850	\$1,096,500	\$1,370,625
Contractor's Overhead & Profit:	\$246,713	\$274,125	\$342,656
Architectural Fees:	\$60,970	\$67,745	\$84,681
Total Building Cost:	\$1,294,533	\$1,438,370	\$1,797,962
		\$72/sf	\$90sf
		Average=	\$81/sf

Important note: These costs are not exact and are intended only as a preliminary guide to possible project cost. Actual project cost may vary greatly depending on many factors. RSMeans uses diligence in preparing the information contained here. RSMeans does not make any warranty or guarantee as to the accuracy, correctness, value, sufficiency or completeness of the data or resulting project cost estimates. RSMeans shall have no liability for any loss, expense or damage arising out of or in connection with the information contained herein.

Project Title: {Not Provided}
 Model: Jail
 Construction: Face Brick with Concrete Block Back-up / Steel Frame
 Location: IDAHO FALLS, ID
 Stories: 3
 Story Height (l.f.): 12
 Floor Area (s.f.): 20,000
 Data Release: 2008
 Wage Rate: Union
 Basement: Not included



Costs are derived from a building model with basic components. Scope differences and market conditions can cause costs to vary significantly.

Cost Ranges	Low	Med	High
Total:	\$3,085,200	\$3,428,000	\$4,285,000
Contractor's Overhead & Profit:	\$771,300	\$857,000	\$1,071,250
Architectural Fees:	\$228,089	\$253,432	\$316,790
Total Building Cost:	\$4,084,589	\$4,538,432	\$5,673,040
	~ \$200/sf	~ \$225/sf	~\$280/sf

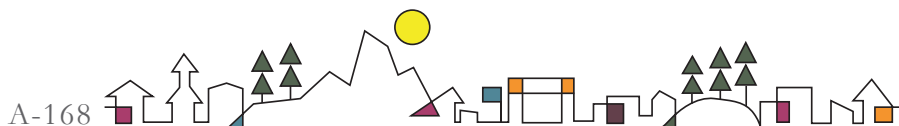
Average \$235/sf

Important note: These costs are not exact and are intended only as a preliminary guide to possible project cost. Actual project cost may vary greatly depending on many factors. RSMeans uses diligence in preparing the information contained here. RSMeans does not make any warranty or guarantee as to the accuracy, correctness, value, sufficiency or completeness of the data or resulting project cost estimates. RSMeans shall have no liability for any loss, expense or damage arising out of or in connection with the information contained herein.

Additional research:

Blaine County – Sheriff/Jail Facility
 Size= 36,000 sf
 Bond amount - \$10,000,000
Average Cost/sf = ~ \$280

With RS Means and Blaine County sample – Average cost/sf ~ \$258/sf



Project Title: {Not Provided}
 Model: Warehouse, Mini
 Construction: Concrete Block / Steel Frame
 Location: IDAHO FALLS, ID
 Stories: 1
 Story Height (l.f.): 12
 Floor Area (s.f.): 8,850
 Data Release: 2008
 Wage Rate: Union
 Basement: Not included



Costs are derived from a building model with basic components. Scope differences and market conditions can cause costs to vary significantly.

Cost Ranges	Low	Med	High
Total:	\$562,500	\$625,000	\$781,250
Contractor's Overhead & Profit:	\$140,625	\$156,250	\$195,313
Architectural Fees:	\$38,250	\$42,500	\$53,125
Total Building Cost:	\$741,375	\$823,750	\$1,029,687
		\$93/sf	\$117/sf
		\$106/sf	

Important note: These costs are not exact and are intended only as a preliminary guide to possible project cost. Actual project cost may vary greatly depending on many factors. RSMeans uses diligence in preparing the information contained here. RSMeans does not make any warranty or guarantee as to the accuracy, correctness, value, sufficiency or completeness of the data or resulting project cost estimates. RSMeans shall have no liability for any loss, expense or damage arising out of or in connection with the information contained herein.






www.BlaineSheriff.com

Walt Femling
Blaine County Sheriff

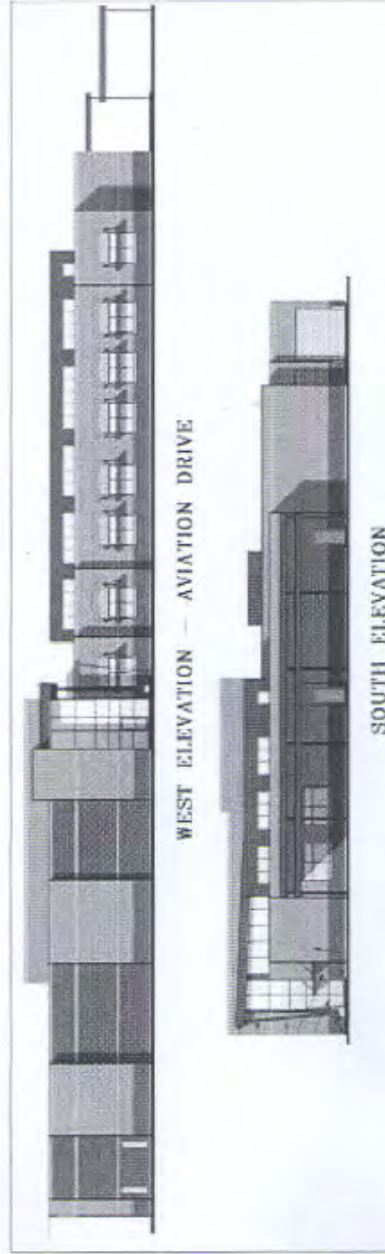
HOME
ABOUT US
CONTACT US
ACCOMPLISHMENTS
SERVICES
NEWS RELEASES
CAREER OPPORTUNITIES
AREA LINKS
WANTED & WARRANTS
SEX OFFENDER REGISTRATION
FAQ's
FACILITY
DRUG EDUCATION
PUBLIC SAFETY INFORMATION



New Facility

BOND ~ \$10 MILLION

Blaine County broke ground on a new public safety facility in May 2007. Construction is finally underway on a project that has taken over a decade to realize. The projected 36,000 square foot facility includes a new detention facility, Sheriff's offices and consolidated dispatch center. The new facility will be located a 3.23 acre parcel on Hailey's Aviation Drive below the airport bench. The Jail will have 64 beds with the ability to house an additional 14 male work release inmates and 6 female work release inmates. The new facility will also have holding cells for both male and female juvenile inmates which are currently sent to other facilities. Additionally the new jail will provide space for rehabilitative programs, education or instruction in self-management for critical thinking or drug abuse.





plan one / architects
cody rock springs driggs

May 13, 2008

Commissioner Mark Trupp
Teton County Commissioners
Teton County, Idaho
89 North Main St.
Driggs, ID 83422

Re: Teton County Sheriff's Department / Emergency Services Building Evaluation and Renovation Estimate

Dear Mark,

Per your request late last month, Plan One/Architects has conducted a cursory evaluation of a 3,000 SF portion of the Emergency Services Building near the Driggs Airport, under consideration as a possible new home for the sheriff's department.

We began with a structural examination by Sargent Engineers (attached). It outlines three options, for consideration by the county, to bring the structure within requirements of the 2006 IBC. These range from a low of \$15-30K to remove the mezzanine level entirely, to a mid-level figure of \$30-60K to stabilize the mezzanine (but still not use the space for any purpose), to a high of \$100-150K to upgrade the structure to the point where it can be occupied or utilized for storage.

Architectural concerns include the two stairways leading to the mezzanine. Both of these do not meet IBC rise and run requirements for commercial buildings, and will need to be replaced if the mezzanine is to be used in any capacity.

A rough construction cost estimate to renovate the 50' x 60' (3,000 SF) footprint space, without consideration of renovation of the mezzanine level, would include:

1. Structural IBC minimum Code Renovations	\$22,500
2. Renovate 2,000 SF @ \$90 per SF (majority of remodel)	200,000
3. Renovate 500 SF @ \$80 per SF (sallyport area)	40,000
4. Renovate 500 SF @ \$175 per SF (security area)	87,500
Subtotal	\$350,000
Design Contingency @ 10%	35,000
Total Base Renovation (\$128.33 per SF)	\$385,000

Understand that, at \$385K, this does not include any use of the second level mezzanine. It also includes no cost allowance for FF&E items (furniture, fixtures and equipment) or an amount for professional fees (RS Means indicates that A/E fees for a renovation job of this type and size should be 15.6%). Total project costs for the county, therefore, to execute this project might look something like:

5. Total renovation of 3KSF main floor into sheriff's office with holding cells, etc.	\$385,000
6. FF&E @ 5%	19,250
7. A/E Fees @ 15%	57,750
Subtotal Project Costs (without mezzanine level)	\$462,000

1001 12th Street
Cody, WY 82414
T 307.587.8640 F 307.587.8308

4629 Dewar Drive, Suite A
Rock Springs, WY 82701
T 307.352.2954 F 307.352.7948

188 N. Main, Suite 112
Driggs, ID 83422
T 208.354.8016 F 208.354.8027

If occupancy of the mezzanine is required:

8. Structural IBC median Code Renovations for use of mezzanine	125,000
9. Architectural IBC minimum Code Renovations for use of mezzanine	10,000
10. Renovation of mezzanine for occupancy (1,750 SF @ \$40/SF)	70,000
11. FF&E @ 5% of #'s 8, 9 and 10 above	10,250
12. A/E fees @ 15% of #'s 8, 9 and 10 above	30,750
Subtotal Project Costs (mezzanine level)	\$246,000

Total all hard and soft costs for both floors **\$708,000**

You can certainly use the above lists and calculations as a starting point and "cafeteria plan," in order to try and develop better value for the project. It seems unlikely to us that development of the mezzanine in any capacity will prove to be cost effective, at least in the short term.

We do, however, believe that attempting to relocate the sheriff's department to the Emergency Services Building is a worthwhile and logical goal for the county and the department. We would be pleased to assist the county in any way we can, including the writing of an appropriate RFP.

Please let us know how we can help, and don't hesitate to call if you have any questions or concerns.

Sincerely,



H. Robert Heneage, AIA
Principal, Vice President

ENCL: Sargent Engineers Observation Letter D06111.00, dated April 29, 2008

CC: Sheriff Kim Cooke





May 5, 2008

Pathways Cost Estimate:

Per conversations with HK Contractors, Jeff Trosper, in Idaho Falls the following quote is for a one mile long, 10' pathway on level ground. It does not take into account engineering or land acquisition, strictly building costs.

\$27 per Square Yard

10' wide pathway = 3.333 yards wide path

1,760 yards = 1 mile

1,760

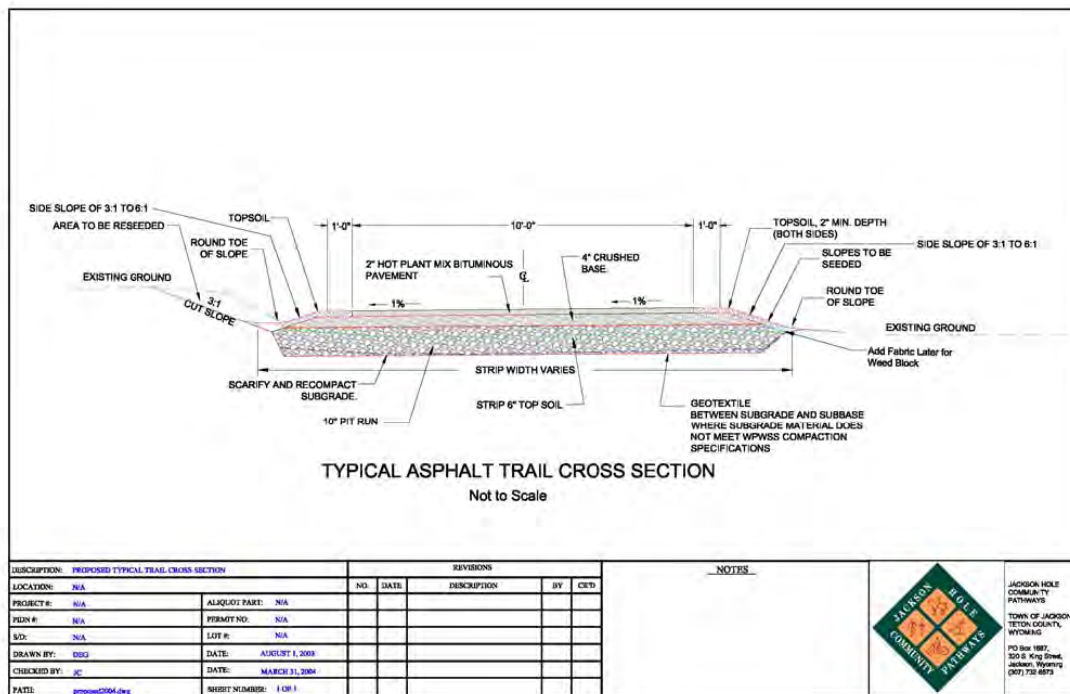
X \$27

\$47,520 (3 foot wide path)

X 3.333 (10 foot wide pathway)

\$158,384

Below are the specifications used for the quote.



Teton Valley Trails and Pathways promotes a trails and pathways connected community
Teton Valley Trails and Pathways, Inc. is a 501 c (3) tax exempt, non-profit organization under IRS Section 170(b) (2) (iii) for both federal and state tax purposes

APPENDIX C: TETON COUNTY TRANSPORTATION PLAN



APPENDIX D: TRIP GENERATION TABLES



TRIP GENERATION RATES

LAND USE	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE
AIRPORT	
Commercial	60/acre, 100/flight, 70/1000 sq. ft.
General Aviation	6/acre, 2/flight, 6/ based aircraft
AUTOMOBILE	
Car Wash	
a. Automatic	900/site, 600/acre
b. Self-serve	100/wash stall
Gas Station	
a. With food mart	160/vehicle fueling space
b. With food mart & car wash	155/vehicle fueling space
c. Old service station design	900/station, 150/vehicle fueling space
Sales (Dealer & Repair)	50/1000 sq. ft. or 60/service stall
Auto Repair Center	20/1000 sq. ft., or 20/service stall
Auto Parts Sales	60/1000 sq. ft.
Quick Lube	40/service stall
Tire Store	25/1000 sq. ft or 30/service stall
CEMETERY	5/acre
CHURCH	9/1000 sq. ft., 30/acre
COMMERCIAL RETAIL	
Regional Shopping Center	50/1000 sq. ft.
Community Shopping Center (10-30 acres, 100,000-300,000 sq. ft. w/usually 1 major store and a detached restaurant)	80/1000 sq. ft.
Neighborhood Shopping Center (Less than 10 acres, less than 100,000 sq. ft. w/usually grocery store & drug store)	120/1000 sq. ft.
Commercial Shops	
a. Specialty retail/strip commercial*	40/1000 sq. ft.
b. Supermarket	150/1000 sq. ft.
c. Convenience market (15-16 hrs.)	500/1000 sq. ft.
d. Convenience market (24 hrs.)	700/1000 sq. ft.
e. Discount club	60/1000 sq. ft.
f. Discount store	60/1000 sq. ft.
g. Furniture store	6/1000 sq. ft.
h. Lumber store	30/1000 sq. ft.
i. Hardware/paint store	60/1000 sq. ft.
j. Drug store	90/1000 sq. ft.
k. Garden nursery	40/1000 sq. ft.
EDUCATION**	
High School	15/1000 sq. ft., 60/acre
Middle/Junior High	12/1000 sq. ft., 50/acre
Elementary	14/1000 sq. ft., 90/acre
Day Care	80/1000 sq. ft.
FINANCIAL	
Bank	
a. Walk-in only	150/1000 sq. ft.
b. With Drive-through	200/1000 sq. ft.
c. Drive-through only	250 (125 one-way)/lane
Savings & Loan	60/1000 sq. ft.
a. Drive-through only	100 (50 one-way)/lane



LAND USE	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE
Industrial/Business Park (with commercial)***	16/1000 sq. ft.
Industrial Park (no commercial)	8/1000 sq. ft.
Industrial Plant (multiple shifts)	10/1000 sq. ft.
Manufacturing/Assembly	4/1000 sq. ft.
Warehousing	5/1000 sq. ft.
Storage	2/1000 sq. ft.
Science Research & Development	8/1000 sq. ft.
Landfill and Recycling Center	6/acre
LIBRARY	50/1000 sq. ft.
LODGING	
Campground	4/campsite
Hotel (with convention facilities/restaurant)	10/room
Motel	9/room
Resort Hotel	8/room
Business Hotel	7/room
OFFICE	
Standard Commercial Office****	20/1000 sq. ft.
Single tenant Office*****	14/1000 sq. ft.
Office Park (less than 400,000 sq ft)	16/1000 sq. ft.
Office Park (400,000+ sq. ft.)	12/1000 sq. ft.
Government (Civic Center)	30/1000 sq. ft.
Post Office	
a. Central/Walk-in Only	90/1000 sq. ft.
b. Community (no mail drop lane)	200/1000 sq. ft.
c. Community (w/ mail drop lane)	300/1000 sq. ft.
Department of Motor Vehicles	180/1000 sq. ft.
Medical/Dental	50/1000 sq. ft.
RECREATION	
Bowling Center	30/lane
Golf Course	7/acre, 40/hole, 600/course
a. Driving Range Only	70/acre
Racquetball/Health Club	30/1000 sq. ft., 300/acre, 40/court
Tennis Courts	16/acre, 30/court
Theaters (multiplex)	80/1000 sq. ft., 1.8/seat
RESTAURANT	
Quality	100/1000 sq. ft., 3/seat
Sit-down, high turnover	160/1000 sq. ft., 6/seat
Fast Food (with drive through)	650/1000 sq. ft., 20/seat
Fast Food (without drive through)	700/1000 sq. ft.
Delicatessen (7am-4pm)	150/1000 sq. ft., 11/seat

NOTES:

For uses not listed, the Public Works Director shall make the decision regarding the appropriate traffic generation rate. This determination shall be based upon ITE standards or traffic reports submitted with the proposed non-residential use.

For all uses in which more than one form of calculations are listed (i.e. ADT/square feet, ADT/acre, ADT/student, etc.), only one method (not the sum) will be used. The Public Works Director shall make the decision regarding which method to use for calculation. This determination shall be based up on ITE standards or traffic reports submitted with the proposed non-residential use.

*Specialty commercial - Examples would be a flower shop, a store with crafts/knick knacks, a ceramics shop etc.

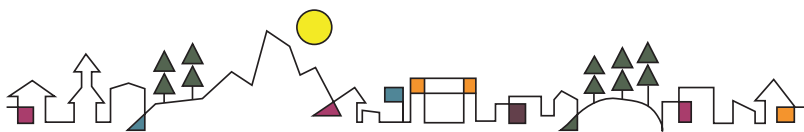
**Education Facilities - For purposes of general impact fee calculation, the fee will be based on square footage. If a traffic study is prepared to look in further detail at traffic impacts, per student ratios are sometimes utilized. Examples of ADT per student are the following: 1.3/student for high school, 1.4/student for junior high, and 1.6/student for elementary. The Public Works Director shall make decision on which calculation is appropriate based on ITE Standards or traffic reports submitted with the proposed use.

***Industrial /Business Park (with commercial) - This would be an industrial park that has a deli and/or reproduction that are commercial establishments within the park.

**** Standard Commercial Office -Most offices would fall in this category. Typically this type of office would have customers. Examples would be a Real Estate Office, HR Block (taxes).

*****Single tenant office would be a building with only one tenant, often a corporate headquarters. It would likely be a destination more for the employees, rather than bringing in a large amount of public customers.

A-178



A7. A SUMMARY OF KEY FISH AND WILDLIFE RESOURCES OF LOW ELEVATION LANDS IN TETON COUNTY, IDAHO

A Summary of Key Fish and Wildlife
Resources of Low Elevation Lands in Teton County, Idaho



Prepared by the Fisheries and Wildlife Program Staff,
Upper Snake Region, Idaho Department of Fish and Game

June 14, 2012

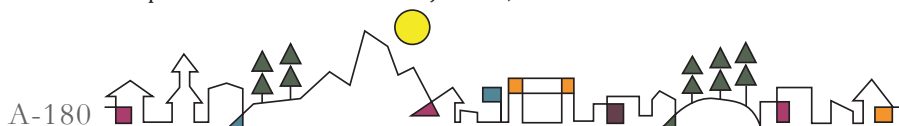


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1.0 Introduction

This report briefly and broadly summarizes key fish and wildlife resources of low elevation lands (generally below the Targhee National Forest boundary) in Teton County, Idaho for the purposes of supporting land use and conservation planning. Figure 1 identifies the project area described in this report. However, this document sometimes considers a wider area of potential effect to better document landscape-scale habitat function. Some of the content here is adapted from earlier summaries of Teton County, Idaho fish and wildlife resources (TRLT, 2006). Rather than attempt to describe the habitat needs of hundreds of fish and wildlife species, we focus on *flagship* species because of their economic importance as fished and hunted species, *Species of Greatest Conservation Need* as designated in the Idaho Comprehensive Wildlife Conservation Strategy (ICWCS) (IDFG 2005), and *keystone* or *umbrella* species or guilds, whose conservation potentially benefits many other species that use similar habitats (Groves 2003). Several species or species groups discussed here fit in to more than one of these categories.

1.1 Significance of Teton County Idaho for Fish and Wildlife

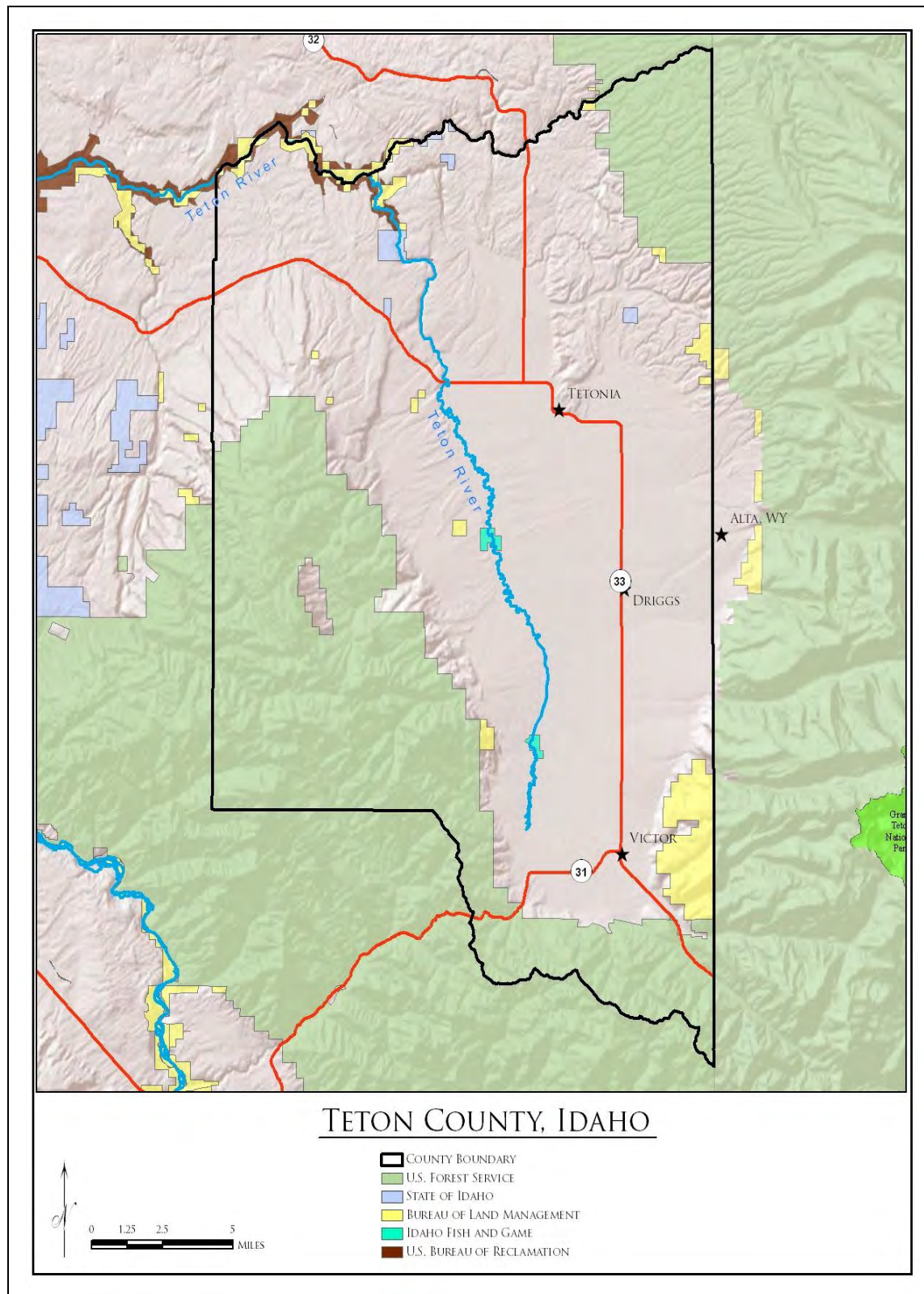
Teton County, Idaho supports fish and wildlife resources of great importance to the cultural and economic well-being of local and regional residents, and provides habitats of continental significance for several high priority species. Much of this habitat occurs on private lands that provide core breeding or wintering habitat, or linkages to seasonal habitats on public lands. For example, Teton County has several big game migration corridors recognized by collaborative conservation planning efforts as significant to the conservation of regional big game populations (Idaho Transportation Department – Region 6, 2005). More recently, telemetry data collected by IDFG indicates the importance of interstate mule deer movements between Teton County Idaho and Grand Teton/Yellowstone National Parks (IDFG 2011). Also, in 2004 the National Audubon Society and IDFG formally designated Teton Basin as a state Important Bird Area (IBA). “The IBA program is a global effort to identify areas that are most important for maintaining bird populations, and it focuses conservation efforts at protecting these sites” (Audubon Society 2006). The Teton River supports a highly prized sport fishery and Bitch Creek on the north boundary of Teton County, with its hydrologic integrity, clean cold water and good in-stream structure is one of several important strongholds for Yellowstone cutthroat trout in the upper Snake River watershed.

In a comprehensive assessment of ecological values throughout the Greater Yellowstone Ecosystem (GYE), the Teton River Basin was ranked as the number one private lands conservation priority “megasite” among 43 such sites within the entire GYE for its combination of ecological irreplaceability and vulnerability (R. Noss et al. 2002). This assessment considered three primary aspects of biological diversity: 1) rare and sensitive plant and animal species and populations; 2) representation of a full spectrum of vegetative, abiotic, and aquatic habitat features; and 3) support for a select group of large, wide ranging focal species such as elk.

Among Teton County’s most notable ecological features (habitats which support the greatest diversity of plants and animals) are its prominent wetlands. The National Wetlands Inventory classifies 26,760 acres of Teton County, Idaho (9% of total area) as wetlands (National Wetlands Inventory, U.S. Fish and Wildlife Service, 1993). These wetlands include expansive areas of wet meadows, emergent marshes, sloughs, shrub/scrub willow thickets



Figure 1. Teton County Idaho.



and less extensive but vitally important forested wetlands dominated by aspen and cottonwood. These wetlands are recognized as important habitat for many rare plant and animal species within several state and regional conservation plans. Notable among Teton County's wetland habitats are fens, which have organic soils (peat) and are fed by groundwater. Fens may take thousands of years to form and the U.S. Fish and Wildlife Service considers fen wetlands irreplaceable (USFWS 1999). In addition to regionally significant wetlands, Teton County, Idaho's private lands feature a diverse habitat mix of spring and mountain fed streams, riparian corridors, grazed pasturelands, cultivated farmlands, sage-steppe remnants, montane shrublands, and forested foothills. Figure 2 illustrates the major habitat types of Teton County, Idaho.

2.0 Big Game

Big game animals that occur in Teton County, Idaho include large carnivores and ungulates (hoofed animals). Gray wolves, black bears and mountain lions are the only large carnivores managed as big game species in Idaho. Grizzly bear, Canada lynx and wolverine are present in Teton County and are protected by state and federal wildlife laws. The most common ungulates in Teton County, Idaho are elk, white-tailed deer, mule deer, and moose. Antelope, although common in Teton Basin prior to settlement, are uncommon today. Bighorn sheep and mountain goats summer at high elevation in the Tetons east of Teton County and in the Snake River and Big Hole mountains on the county borders and may rarely be found on lower elevation private lands. However, for the purpose of this discussion, we consider elk, mule deer and moose as the primary ungulate big game populations in Teton County, Idaho.

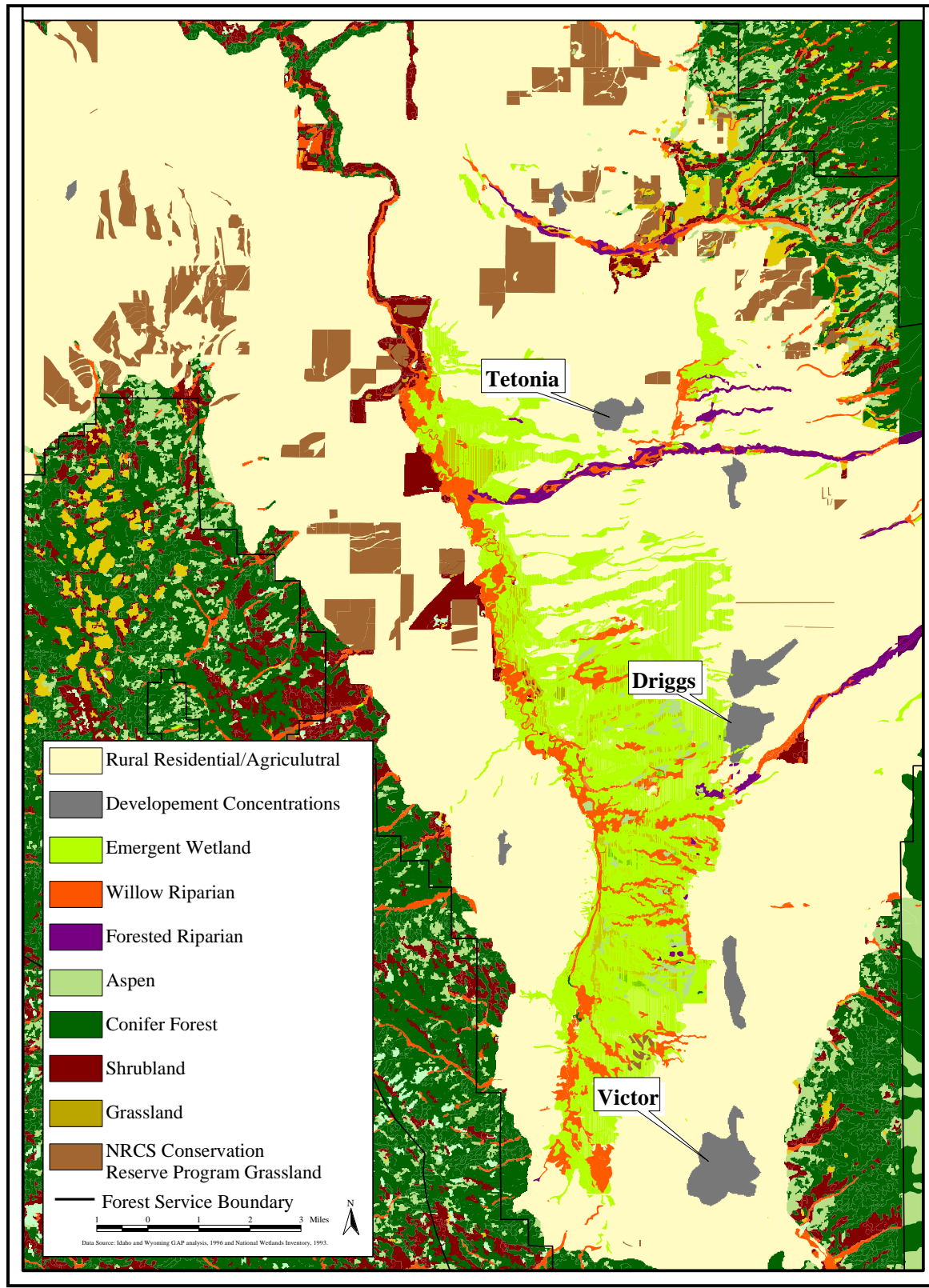
2.1 Large Carnivores

Large carnivores periodically utilize private lands in Teton County, Idaho but the main body of habitat for these species is higher-elevation public lands on the margins of the County. However, large carnivore/human interactions are not uncommon in parts of Teton County. In 2009, 2010 and 2011 IDFG staff has had to move or kill mountain lions, black bears and grizzly bears in Teton County because of conflicts with people, property, or human safety concerns.

From a conservation planning and management perspective, the most likely areas for human interaction and conflict with large carnivores in Teton County occur near the Targhee National Forest Boundary. However, it is worth noting that carnivores may also utilize creek corridors that extend from National Forest Lands onto the valley floor. Grizzly bears are documented utilizing valley creek corridors and other private lands in Teton County in 2011 and 2012. Recognizing the potential for human-bear conflicts, Teton County implemented a bear ordinance in 2010 (Teton County Code Title 4 Chapter 7) to minimize the potential for attracting bears into residential areas. Additional useful information and recommendations for avoiding conflicts with grizzlies, black bears, mountain lions and gray wolves are available through the Grizzly Bear Outreach Project website at <http://bearinfo.org/>.



Figure 2. Major Plant communities of Teton County, Idaho. (Data Sources: USGS ID GAP Analysis and USFWS National Wetlands Inventory)



A Summary of Key Fish and Wildlife Habitats of Low Elevation Lands in Teton County, Idaho
Idaho Department of Fish and Game June 14, 2012

2.2 Rocky Mountain Elk

Elk were prized by the early Idaho settlers and Native Americans as food and for their fur, teeth, hides, and antlers. Today Rocky Mountain elk are Idaho's premier big game animal and are a vital part of the cultural, socioeconomic and ecological heritage of Idaho (IDFG 1999).

Elk are habitat generalists, but they have certain basic habitat requirements. These include food, water, and hiding cover and security areas (blocks of elk habitat with limited human access). Availability and distribution of these habitat components on *each* seasonal range ultimately determine the distribution and numbers of elk that may be supported (IDFG 1999). In Teton County elk are found through a wide range of elevations from the valley bottom along the Teton River in winter to timberline during summer.

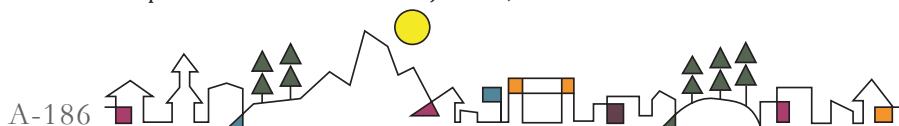
Although elk numbers in North America were greatly reduced a century ago, their populations have increased dramatically throughout most of their range, and are near their highest population levels since euro-American settlement. However, due to their dependence on private lands for seasonal migration and winter range, Noss et al. (2002) consider elk winter range as one of the most threatened natural elements in the Greater Yellowstone Ecosystem.

IDFG monitors elk populations within designated elk management zones. Teton County lies within two elk management zones: 1) the Teton Zone, which is comprised of the north half of Teton County and portions of Fremont County and 2) the Palisades Zone, which covers the Big Hole and Palisades mountain ranges. IDFG aerial surveys estimated 210 elk within the Teton Zone in 2011 and 797 elk in the Palisades Zone in 2009 (Idaho Department of Fish and Game 2011). As of 2011, elk populations were below IDFG's management objective in the Teton Zone and at IDFG's management objective in the Palisades Zone. During the 2009 elk survey, most of the elk in the Palisades Zone wintered in Swan Valley; only 38 of the 797 counted were on winter range in Teton County, primarily along the Teton River. Deep snows prompt wintering elk to concentrate at lower elevations near livestock operations. During severe winters, elk are more likely to come in conflict with people and their property. Therefore, elk populations and objectives are limited in Teton Valley by a lack of suitable winter range.

Unsanctioned winter feeding occurs at several locations in Teton Valley on a regular basis. Observations during the 2000-2001 aerial survey indicated that most elk in this zone were associated with unsanctioned private feeding activities. Observations during the 2005-2006 aerial survey indicate that many elk are still associated with private feeding in this zone but many were more spread out on smaller residential feed sites in the Teton Valley. During the winter of 2007-2008, most elk in the Teton Valley were concentrated at a IDFG sanctioned bait site along the Teton River that was established to prevent elk and cattle interaction on private cattle feedlots (Idaho Department of Fish and Game 2011). Elk counted during the 2011 survey were not associated with private feeding operations.

Habitat challenges to elk conservation and management in the Teton County area are summarized by IDFG (1999),

Although extensive logging and roading on national public lands over the [1970s, 1980s and 1990s] has reduced elk habitat effectiveness and elk security, ample summer range remains. True winter range has always been limited



in the zone due to high elevations and associated deep snows and severe temperatures. A large area of winter range in the western portion of Unit 62 has been converted to farming. Some of this land is now enrolled in the Conservation Reserve Program (CRP). Elk winter range was lost to the construction and subsequent failure of Teton Dam, although the greatest losses associated to that event were to deer habitat. Recently, urban sprawl, particularly in the east portion of Unit 65, has crept up the hillsides and reduced much of what limited winter range existed in that portion of the zone.

For more detail on the history and management of elk in the Teton and Palisades Elk Management Zones please refer to IDFG's Elk Management Plan at: <http://fishandgame.idaho.gov/public/wildlife/planElk.pdf> (IDFG 2006).

The presence of brucellosis in elk in the Greater Yellowstone area exacerbates elk conservation on private lands in Teton County. Brucellosis is an infectious disease caused by the *Brucella* bacteria. Brucellosis, which can cause female bison, elk, and cattle to abort their calves, is passed to other animals through contact with infected aborted fetuses or afterbirth, or to calves through nursing. Unsanctioned winter feeding increases the risk brucellosis transmission and ultimately increases the prevalence of brucellosis within those herds of elk. The *Idaho Brucellosis Management Plan* lists the following prevention objectives:

- 1) *Reduce the potential for elk-livestock interaction during periods of high transmission risk through winter range improvement or enhancement; long-term habitat protection; use of physical barriers; hazing; hunting; and trap, test, and removal of seropositive elk on feed grounds.*
- 2) *Manage wild elk to reduce brucellosis in Idaho wildlife.*
- 3) *Prevent the reintroduction of brucellosis into the livestock population of Idaho.*
- 4) *Enhance immunity to brucellosis through vaccination of at-risk and exposed cattle.*
- 5) *Keep the area of risk to the smallest possible geographical area.*
- 6) *Monitor Idaho elk herds to document the rate of brucellosis seroprevalence.*

(2006 Idaho Wildlife Brucellosis Work Group Report and Recommendations to the Governor)

Idaho Department of Fish and Game elk/brucellosis management actions, in recent years, have included trapping, testing for exposure to and infection with brucellosis, radio-collaring, translocation of some individuals to establish new winter use areas, and winter habitat improvements. At Rainey Creek in Swan Valley, Idaho brucellosis-infected adult female elk and calves have been destroyed to reduce the potential of brucellosis transmission to cattle. Additional efforts near Victor, Tepee Creek, and Conant Creek have included trapping, testing, and radio-collaring individuals to gain more information on exposure to brucellosis and elk distribution, fencing stackyards and feed areas, and hazing elk to move to traditional winter range (Greater Yellowstone Interagency Brucellosis Committee 2003). Data from the radio-collared individuals suggests that some of the elk wintering at these sites in Idaho spend the summer and fall in Yellowstone and Grand Teton National Parks (Greater Yellowstone Interagency Brucellosis Committee 2003). Elk and cattle interactions are common during severe winters in Teton Basin and often result in elk hazing, kill permits, and depredation hunts to try and move elk away from cattle

Elk winter range and migration routes to and from seasonal ranges are both essential to survival of elk and have implications to the conservation of elk herds wintering on adjacent public lands. Several Teton County, Idaho crucial elk winter range areas and migration routes are considered by IDFG as being of local significance (Idaho Transportation Department – Region 6 2005). Portions of the Teton River corridor, the canyon lands in the northernmost portion of Teton County and the lower montane forest-tall shrubland ecotone all provide crucial winter range for elk.

Mule deer are a keystone species due to their value for hunting recreation, cultural heritage, and rural economies. According to the Idaho Mule Deer Management Plan (IDFG 2008), over 91,000 hunters pursued mule deer in 2006, more than for any other wildlife species in Idaho. Mule deer hunting in 2006 was estimated to result in \$42 million in direct, trip related expenses including fuel, meals, and lodging in rural towns, and a total economic impact of \$100 million. More than 1,000 Idaho jobs are supported directly by mule deer hunting. In 2006, mule deer license and tag sales brought IDFG nearly \$6.3 million, almost 20% of total license/tag revenues used for wildlife conservation, monitoring, and management programs.

Mule deer move between various zones from the forest edges at higher elevations to the valley floor, depending on the season. Particularly in winter, Teton Basin's mule deer prefer southerly exposed shrub dominated slopes that are relatively snow free. Seasonal movements involving migrations from higher elevation summer ranges to lower winter ranges are associated, in part, with decreased temperatures, severe snowstorms, and snow depths that reduce mobility and food supply. Deep winter snow in Teton Valley make much of the area unsuitable as winter range for mule deer, Teton Canyon is the most notable exception.

IDFG monitors population levels and sex and age ratios to establish reasonable levels of hunter harvest and must reduce hunting opportunity when habitat loss reduces carrying capacity. However, the greatest challenges to mule deer conservation may rest with maintaining suitable habitat.

According to IDFG (2008),

Ultimately, healthy wildlife populations depend on adequate amounts of quality habitat. Hunting, disease, weather and predators affect mule deer. But healthy habitat has greater influence over the total abundance of mule deer. Fish and Game has limited authority for habitat management, which is mostly in the hands of federal land managers and private land owners. Only through collaborative working relationships will Fish and Game influence habitat practices that meet mule deer needs.

For more detail on the ecology and management of mule deer in Idaho please refer to IDFG's Mule Deer Management Plan at: <http://fishandgame.idaho.gov/public/wildlife/planMuleDeer.pdf> (IDFG 2008).

2.3 Moose

Moose were uncommon in Idaho during the early 1800's. Fur trappers traveling through southern and eastern Idaho failed to mention moose in their accounts. Similarly, few moose were believed to exist in Yellowstone and Jackson Hole areas prior to 1850. Some researchers believe that moose emigrating from Montana may have provided much of the seed stock for Idaho populations.

Idaho's moose populations have increased dramatically since the middle of the 20th century. In 1949 there were reportedly only 500 moose in Idaho, mostly in the Fremont County/Teton County area. Today, there are an estimated 20,000 moose statewide, with strong population numbers in Teton Basin. IDFG manages moose as a big game trophy species.

The Teton River corridor and suitable riparian habitat along its tributaries provide year-round moose habitat and may be especially important in winter. Valuable moose habitat also exists along the lower flanks of Teton, Big Hole and Snake River ranges, often at the interface of public and private lands. Moose may herd in winter along river and creek bottoms where there is an abundance of willow. Snow characteristics, such as depth, density, hardness and the length of persistence of these factors, may affect populations more than predator density. Human hunting and road kills can be major mortality factors in some regions.

No population surveys are conducted specifically for moose in Teton County. A quantitative assessment is difficult because of dispersed low-density populations, large geographic distribution, heavily forested habitats, and limited monitoring resources. However, moose are generally counted incidentally to aerial elk and deer surveys. Two-hundred thirty seven moose were counted during the 2009 Palisades deer survey (Game Management Units 64, 65 west, and 67); 40 of which were in Teton County. Twenty-two moose were counted incidentally to the 2011 Teton elk survey (Units 62 and 65 east). These numbers represent only a minimum population estimate for moose in Teton County since surveys designed to count wintering deer or elk do not capture all suitable moose wintering habitat (IDFG 2011).

3.0 Landbirds

Landbird species and guilds that serve as keystone or umbrella species, useful for conservation and land-use planning, in Teton County, Idaho include Columbian sharp-tailed grouse, songbirds and raptors.

3.1 Columbian Sharp-Tailed Grouse

The Columbian sharp-tailed grouse is listed as a *Species of Greatest Conservation Need* by the *Idaho Comprehensive Wildlife Conservation Strategy* (ICWCS) (IDFG 2005b), as a conservation priority by the *Idaho Partners in Flight Plan* and as a *Sensitive Species* by Region 4 of the U.S. Forest Service and the Bureau of Land Management (BLM). Columbian sharp-tailed grouse inhabit less than 10% of their former range, and approximately 75% of remaining birds occur in Idaho. According to the ICWCS, Teton County, Idaho represents a significant portion of the remaining population of Columbian Sharp-tailed grouse in Idaho. Population declines are attributed to loss, fragmentation and degradation of native grassland and shrub-grassland vegetation types.

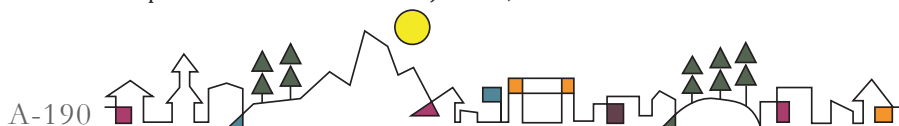
Columbian sharp-tailed grouse breeding habitat is composed of large expanses of bunchgrass-dominated grassland and shrub-bunchgrass rangelands. Croplands are also used and are most beneficial if they are located near grassland nesting and brood-rearing habitat. Male Columbian sharp-tailed grouse gather on leks, or dancing grounds, in the spring. Leks are usually located on low knolls, benches, and ridge tops at a slightly higher elevation than surrounding terrain. Lek vegetation is commonly grass or shrub-grass mixture and relatively sparse to allow visibility and movement. An average lek will have 12 males displaying in an area about 100 feet in diameter. Breeding occurs mostly in April, then females nest and lay eggs, usually within approximately 1.2 miles of the lek in small depressions under grass or shrub cover (IDFG 1998). Lek surveys conducted in Teton County by the Idaho Department of Fish and Game (2003 and 2010) revealed a large number of leks on lands enrolled in the Conservation Reserve Program (CRP). The Conservation Reserve Program (CRP) generally involves retiring cropland and seeding it with a mixture of perennial grasses and forbs and may be highly beneficial to sharp-tailed grouse.

Mountain shrub, riparian shrub, or aspen and deciduous shrub patches are crucial winter habitat providing both food and cover for Columbian sharp-tailed grouse. Chokecherry, serviceberry, hawthorn and snowberry fruits are used heavily. In heavy snow years deciduous tree and shrub buds, mainly serviceberry and chokecherry, are important winter foods. Cultivated areas of alfalfa, wheat or barley are utilized somewhat in winter if they are available (IDFG 1998).

3.2 Songbirds

Songbird is a nonscientific term generally used to describe most *Passerines* or perching birds (species in the sequence from flycatchers to finches in most bird field guides).

Songbirds that breed in the United States and Canada and winter south of the Tropic of Cancer in Mexico, the Caribbean and Central and South America are termed neotropical migrants. Some songbirds such as American robin and song sparrow are short range migrants - meaning some members of the breeding population move to lower latitudes or elevations during winter, while some may remain on their breeding grounds depending on local conditions. Idaho has 243 breeding bird species, 119 (49%) of which are neotropical migrants.



Many neotropical migrant songbirds are experiencing serious population declines and the status of this guild is of special concern to state and federal agencies and conservation groups. Two main problems contributing to the population declines of neotropical migrants and other songbirds are habitat fragmentation and the loss of breeding, migratory, staging and wintering grounds.

The *Idaho Bird Conservation Plan* (Idaho Partners in Flight 2000) categorizes high conservation priority bird species based on their relative vulnerability and also classifies priority bird habitats. Table 1 below summarizes the number of bird species dependent on various habitats in Idaho.

Table 1. The number of species by Idaho PIF habitat (Idaho PIF Bird Conservation Plan 2000).

Idaho Habitat Type	# Species Using Habitat (Breeding, Migration, Winter)	# Species Using Habitat as Primary Breeding Habitat	# High Conservation Priority Species Using Habitat as Primary Habitat
Riparian	114	61	13
Low Elevation Mixed Conifer	83	34	9
Marshes, Wetlands	77	55	11
Sagebrush	49	19	9
High Elevation Mixed Conifer	49	16	2
Grassland	48	16	4
Aspen	34	5	1
Lodgepole Pine	31	1	0
Ponderosa Pine	31	5	2
Juniper, Pinyon, Mountain Mahogany	29	14	6
Cliff/Rock	19	10	3
Mountain Brush	18	3	0
Cedar/Hemlock	15	1	1
Alpine	10	3	1
Totals	607	243	62

Approximately 48% of Idaho's birds depend on riparian and marsh-wetlands. These habitats also shelter 39% of Idaho's conservation priority bird species. Western riparian habitats, particularly

willow stands and cottonwood forests, attract 10 times the number of migratory birds (short range and neotropical migrants) during the breeding season than adjacent uplands and 14 times as many birds during fall migration. Neotropical migrants, in particular, rely heavily on riparian landscapes and ongoing population declines of this group are partially attributed to loss and degradation of riparian habitat. In addition to breeding habitat, riparian areas provide important migration stopover habitat for neotropical migrants. While migratory species seek out their own specialized stopover habitats, most preferred stopover habitats have forest with dense undergrowth. Forests consisting of several layers of vegetation provide more feeding and resting niches, and the dense undergrowth and closed canopy provide cover from predators. Songbird monitoring conducted by Intermountain Aquatics for the West Rim Wildlife Working Group in 2008 found some of the highest local songbird richness in aspen “stringer” habitats on the West Rim in the northwest corner of Teton County (Goodell 2008). These habitats make up less than 10% of the largely cultivated West Rim landscape making them disproportionately important to songbirds and other wildlife. Due to steep topography, northerly aspect and historic land use these habitats support very high vegetative diversity and structural integrity.

Research conducted on the Snake River in Jackson Hole, Wyoming (Smith 2002), suggests that residential development in riparian areas may have numerous negative *landscape-level* effects on breeding bird populations, including an overall decline in species richness and diversity, an increase in avian nest predators, and increase in food generalists (e.g. magpies, robins) at the expense of more vulnerable specialist species (i.e. MacGillivray’s warbler, willow flycatcher). Therefore, increased residential development in riparian areas of Teton County has the potential to cause habitat degradation not just on private lands but also on adjacent protected public lands. Neotropical migrants are likely most sensitive to habitat fragmentation from residential development and are most negatively impacted by these effects.

3.3 Raptors

3.31 Bald Eagle

The bald eagle was listed as endangered, and then threatened, under the federal Endangered Species Act (ESA). Their former status as an endangered, then threatened, species was due primarily to population declines from DDT poisoning that was prevalent in the middle decades of the 20th century. In 2007 the bald eagle was de-listed from the ESA, but it is still federally protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. Bald eagles in Teton County are primarily associated with the Teton River and the lower reaches of river tributaries for breeding and wintering , although bald eagles are sometimes found foraging far from water. In winter, bald eagles may be found throughout Teton County.

There are 9 known bald eagle breeding areas in Teton County, Idaho (Whitfield 2011). Bald eagles typically nest in the largest available trees near waterways, usually within uneven-aged, multistoried stands with additional large trees suitable for perching. Bald eagles typically build alternate nests within a breeding area that may be used variably from year to year. In Teton County, bald eagle pairs initiate nesting in late February and young of the year eagles generally fledge from the nest in late June to early July (Whitfield 2011).

Bald eagle winter use of Teton County, Idaho from 1995-2003, as observed during the Christmas bird count surveys, has averaged 13 individuals with a high of thirty eagles recorded in 2002



(Audubon 2003). Roughly twice this many wintering bald eagles may be found in the entire county during mid-winter. Snags and large trees are used for roosting, hunting and loafing perches. There are no known traditional roost sites in Teton County, although the Teton River corridor and cottonwood forested tributaries such as South Leigh Creek and Teton Creek comprise the most important roosting habitat for wintering bald eagles in Teton County.

The Greater Yellowstone Bald Eagle Management Plan identifies the following management goal for nesting bald eagles throughout the GYE, including Teton County: *The goal of the Working Group and Management Plan is to maintain bald eagle populations in the Greater Yellowstone at levels with high probabilities of persistence and in sufficient numbers to provide significance to the ecosystem, academic research, and readily accessible enjoyment by the recreational and residential public.* (Greater Yellowstone Bald Eagle Working Group {GYBEWG 1996}.

The Bald Eagle Plan identifies several obstacles to achievement of conservation goals in including “unguided and excessive development of private lands”. The Bald Eagle Plan describes one potential solution of this problem: “Private conservation organizations (e.g. Jackson Hole Land Trust) and private landowners have greatly facilitated maintenance of bald eagle habitat on private lands. Resource managers should continue to assist these groups wherever possible” (GYBEWG 1996).

3.32 Other Raptors

As top of the food chain predators, raptors, or birds of prey, are excellent indicators of the ecological health of an area. Some raptor species are sensitive to human disturbance. All raptors are protected species. Region 4 of the U.S. Forest Service lists peregrine falcon, northern goshawk and great gray owl as *Sensitive* species and the Bureau of Land Management also classifies peregrines and northern goshawk as *Sensitive* in Idaho. These species along with short-eared owl, Swainson’s hawk and merlin are all classified as *Species of Greatest Conservation Need* by the *Idaho Comprehensive Wildlife Conservation Strategy*.

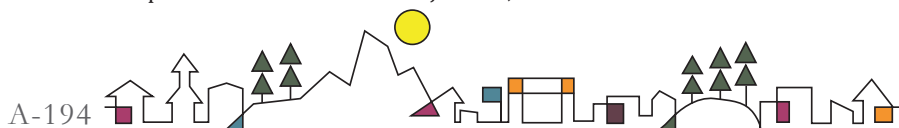
Raptor nesting habitat in Teton County is found in forested foothills, scattered aspen groves, willow thickets, dense meadow and especially along major cottonwood corridors (Darby Creek, Teton Creek, South, Middle and North Leigh Creeks, Badger Creek) that extend from the eastern foothills along stream courses to the Teton River at the valley bottom (Whitfield et al 1996). Over 300 nests initially built by raptors and variably used by 11 species of hawks, owls, eagles, and other birds are documented in Teton Basin. A large but not exhaustive sample of raptor nests in Teton Basin has been monitored for activity since 1994 (Whitfield 2003). Table 2 summarizes nest activity by raptors from 1994-1999 and 2002.

Table 2. Active raptor nests by species in Teton Basin, Idaho 1994-1999 and 2002 (Whitfield 2003).

Species	1994	1995	1996	1997	1998	1999	2002
Osprey	1	1	1	---	1	---	---
Northern Harrier	---	1	---	---	---	---	---
Cooper's Hawk	1	---	---	---	---	---	---
Northern Goshawk	1	---	1	---	---	---	---
Red-tailed Hawk	41	42	40	15	16	52	73
Swainson's Hawk	8	8	2	1	2	6	6
American Kestrel	1	---	---	---	---	---	---
Short-eared Owl	---	---	---	---	---	---	1
Long-eared Owl	---	---	---	---	1	---	---
Great-Horned Owl	13	16	6	11	2	12	10
Great Gray Owl	3	2	5	NM	NM	NM	NM
Annual Activity	70	71	56	28	23	71	92

(All Species)

Among Teton County's sensitive raptor species, peregrine falcons nest on the eastern and southern peripheries of Teton Valley and in Teton Canyon and commonly hunt in wetlands in the southern portion of Teton County. Swainson's hawk are common (but not abundant) nesters in riparian areas along the Teton River and forested riparian habitats along tributaries, and may also be found in isolated tree stands throughout the County. Northern goshawk are primarily dependent on National Forest Lands around the valley edges, although use of private lands is documented in the Packsaddle Bench Area (Cavallaro 2005a). Short-eared owls, a ground nesting species, are found in marsh and grassland habitat in the lower elevations of Teton Valley. The Eastern Idaho/Northwest Wyoming portion of the Greater Yellowstone Ecosystem features a notably large and productive population of great gray owls (Franklin 1987, 1988; Whitfield 1997). Franklin and several Forest Service biologists who continued Franklin's work reported significant numbers of great gray owls nesting in the foothills surrounding Teton Basin. Franklin (1987) also discovered that unusual numbers of great gray owls were descending to lower elevation habitats in Teton Basin in winters with deep snow at higher elevations. Several Forest Service personnel, most notably L. Becker, former Teton Basin District Biologist, took considerable interest in great gray winter habitats within the area. M. Whitfield et al. documented historic observations in a 1996 report. Twenty to 40 wintering great gray owls were observed in an approximately 10 square kilometer area on lower South Leigh Creek between Idaho State Highway 33 and the Teton River in 1993 and again in 1995. These concentrations in high snow years represent one of the highest recorded winter concentrations of great gray owls in the lower 48 United States. Merlins, mid-sized falcons, are uncommon migrants through Teton County and may be present periodically in winter, particularly around grain storage



areas that attract starlings, collared doves and other prey species.

4.0 Waterbirds

Waterbirds include waterfowl (ducks, geese and swans), shorebirds, marshbirds and colonial nesting species such as gulls and terns. Priority waterbirds in Teton County, Idaho include trumpeter swan, waterfowl, greater sandhill crane, long-billed curlew and colonial nesting species.

4.1 Trumpeter Swan

Trumpeter swans, the largest waterfowl species in the world, were nearly driven extinct in the early 20th century due to commercial hunting. Trumpeter swans are currently listed as a *Sensitive* species by Region 4 of the U.S. Forest Service and the Idaho BLM. They are designated as a *Species of Greatest Conservation Need* in the *Idaho Comprehensive Wildlife Conservation Strategy* and this document identifies Teton County as having habitat of statewide significance. Trumpeter swans are also listed as a conservation priority species in the *North American Waterfowl Management Plan* and the *Idaho Bird Conservation Plan*. There are approximately 5,000 Trumpeter Swans in the Rocky Mountain Population (RMP) of western Canada and the Greater Yellowstone area.

Trumpeter swans of the Rocky Mountain Population are documented winter residents of Teton County, Idaho since at least 1949 (Maj and Shea 1994). Swans typically concentrate on open water sections of the Teton River and lower sections of its spring-fed tributaries during winter. Small groups start arriving in early November and generally begin leaving by the end of March. The open water that remains in areas free from direct human disturbance, especially the reach from Fox Creek to Teton Creek, allows trumpeters to engage in essential winter activities: feeding and resting. Open, isolated terrestrial habitats along the Teton River such as meadows or pastures are also valuable roosting/loafing habitats. Trumpeter swans feed heavily on tubers of sago pondweed, which is a common aquatic plant within some reaches of the Teton River and its tributaries.

The U.S. Fish and Wildlife Service (USFWS) has coordinated summer and winter aerial surveys of RMP swans since the 1970s. These surveys reveal that Teton Valley (a sub-sample of Teton County that does not include the canyon reaches of the Teton River) is a key wintering area for trumpeter swans. The number of trumpeters found along the Teton River in winter is a function of available open-water habitat. Swan use of the River is dynamic and daily numbers vary throughout the winter according to ice conditions. Therefore, data based on a single count during winter is an estimate of minimum documented use. The high count recorded by USFWS aerial counts from 1978 to 2005 in Teton Valley is 470 swans in 1986. The low count (20) was recorded in 1981 when the majority of the river was frozen. The 27-year average count along the River within Teton Valley is 186. Christmas bird count data compiled since 1995 in Teton Valley is another index of trumpeter swan use. Since 1995, an average of 128 trumpeter swans per year were counted in a sample area of Teton Valley. The Teton River Canyon typically supports 100-200 wintering swans (R. Cavallaro, IDFG, personal observation).

During 22 of the last 27 years Teton Valley has provided winter refuge for an average minimum of 10% of all trumpeter swans in the Rocky Mountain Population. A more complete estimate of winter swan numbers along the Teton River and its accompanying spring creeks (not just the Teton River in the upper Valley) is from 150 to 450 swans per year (Maj and Shea 1994). During the winter of 2003 a complete count of the Teton River including canyon reaches revealed that over 936 swans, or

approximately 25%, of the RMP was wintering on the Teton River in Teton and Madison Counties.

Summer use (nonbreeding) of Teton Valley by trumpeters is documented twice prior to the 1970s (Maj and Shea 1994). Over the last decade summer use by swans has increased in Teton County. Swans often rely on created marsh/pond habitat on conservation easement properties. The Idaho Department of Fish and Game under the auspices of the Pacific Flyway Council are actively considering Teton County as a potential swan nesting restoration area.

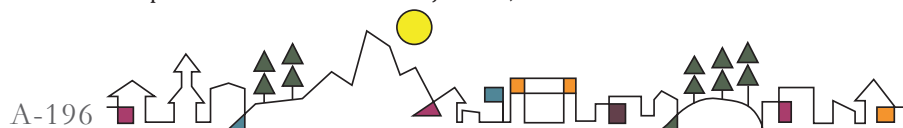
4.2 Other Waterfowl

Waterfowl are an important recreational and economic resource in Teton County, Idaho. Waterfowl utilize the Teton River, its tributaries and associated wetlands and uplands for nesting, brood-rearing, foraging, and as a corridor for migration for both the Pacific and Central Flyways (Bellrose 1980; Jankovsky-Jones 1996). Teton Basin lies along a northern pintail migration route (Thorpe 2003) between central California and the northern plains of the U.S. and Canada. During spring of some years thousands of pintails may rest briefly in Teton Valley on their way north. Mallards migrate along the Teton River and occur in the thousands during spring and fall migration. Mallards, common goldeneye and Barrow's goldeneye are common wintering ducks in Teton Basin (Audubon 2003). Nineteen species of waterfowl are documented as occurring in Teton Basin during the breeding season, including harlequin duck, mallard, northern pintail, wigeon, northern shoveler, gadwall, green-winged teal, blue-winged teal, cinnamon teal, ruddy duck, lesser scaup, canvasback, redhead, ring-necked duck, Barrow's goldeneye, bufflehead, hooded merganser, common merganser and Canada goose (Cavallaro 2001). Many of these waterfowl are considered species of conservation concern by conservation plans and various state and federal agencies.

In 2001 and 2002 biologists conducted waterfowl brood count surveys on 13 selected sites in Teton Valley, Idaho (Cavallaro 2002a and 2003). Surveyors found that marsh habitat and portions of lower tributaries of the Teton River are very productive duck breeding areas, particularly for mallard, American wigeon, green-winged teal and cinnamon teal. Early-nesting duck hens likely depend on riparian areas where shrubs, sedges and other robust grasses and grasslike plants provide early season cover. Later nesting is more widespread throughout the lower elevations of the Valley in marsh, grass and shrub habitats. Crucial habitats for maintaining waterfowl migration, wintering and nesting habitat include the Teton River corridor and associated wetland and riparian habitat, lower (perennial) sections of Teton River tributaries, slough creeks, Foster Slough wetland complex and Spring Creek marsh.

4.3 Greater Sandhill Crane

The greater sandhill crane is classified as a *Species of Greatest Conservation Need* by the *Idaho Comprehensive Wildlife Conservation Strategy* and is designated as a species conservation priority by the *North American Waterbird Conservation Plan* and the *Intermountain West Waterbird Conservation Plan*. The Rocky Mountain Population of greater sandhill cranes number approximately 20,000 birds and nests from northwest Colorado to southwest Montana (Drewien et al. 2005). Teton County, Idaho is an important nesting area for sandhill cranes. Teton Regional Land Trust biologists have documented approximately 40 sandhill crane nests in Teton Valley, all within seasonally or perennially flooded habitat. These nests are a sub-sample of cranes nesting in Teton County and do not represent a complete breeding population estimate. Sandhill cranes typically initiate nesting in April-May within flooded wetlands in Teton County and spend the summer rearing 1-2 colts.



In September cranes from the RMP gather in staging areas to feed and rest prior to undertaking their fall migration to central New Mexico and Mexico. Teton Basin is numerically among the top pre-migration staging area for greater sandhill cranes in the Rocky Mountains. In counts conducted by the USFWS between 1995 and 2005 Teton Basin has averaged 1,489 staging cranes per year (Drewien et. al. 1995-2005). Due to the importance of Teton Valley to staging cranes in the RMP, the Teton Regional Land Trust and cooperating area biologists are monitoring sandhill crane numbers, and documenting habitat utilization during fall migration. Observations indicate that cranes typically concentrate in cut barley during morning and evening hours. During mid-day many cranes disperse to wetland or pasture day-roosts to rest and feed on animal matter. However, some birds remain feeding in cut barley throughout the day. In the late evening cranes retire to roost for the night in isolated wetlands or in shallow areas of the Teton River.

Recently IDFG has taken steps to protect important sandhill crane roosting areas in Teton and Fremont Counties (IDFG Sandhill Crane Hunting Regulations 2011) to mitigate hunting and harassment pressure during fall staging; a partial hunting closure now exists to protect several key roost sites.

The importance of working farms to crane conservation in the Rockies is increasingly apparent to biologists. According to Drewien et al. (1999b):

RMP cranes have come to depend on private agricultural lands and associated wetlands in intermountain valleys, and their annual movements have been modified by availability of grain crops. Recently, development has increased in many of these valleys, including Teton Basin, and wildlife habitat is decreasing. Innovative partnerships and incentive programs, including easements and cooperative agreements, are needed to maintain habitats on private lands. Maintaining farms and ranches in important use areas would help secure the future for cranes, waterfowl, and other wildlife dependent on these lands.

4.4 Long-billed Curlew

The long-billed curlew is designated as a *Species of Greatest Conservation Need* by the *Idaho Comprehensive Wildlife Conservation Strategy*. Long-billed curlews are sensitive to habitat loss on their breeding grounds in the western plains and intermountain region of the United States and Canada and their wintering grounds in California, and Mexico. There is increasing concern among long-billed curlew researchers that exposure to contaminants on wintering grounds may be causing eggshell thinning and subsequently reducing hatchability of eggs (Oring 2006).

Long-billed curlews initiate nesting around the beginning of May in Teton Basin and young curlews hatch sometime around the beginning of June. Long-billed curlews prefer to nest in large expanses of grassland habitat where grass height in May is short. When curlew young hatch in June, their parents move them immediately to dense cover for brooding. Proximity to fresh water is also a long-billed curlew breeding habitat requirement (Oring 2005). Therefore, ideal long-billed curlew habitat is likely large, open, moderately grazed grassland habitat interspersed with healthy wetland and riparian habitat. As a large ground nesting bird that utilizes moderately grazed habitat, long-billed curlews are very sensitive to habitat fragmentation.

A 2012 collaborative effort of IDFG, the Natural Resources Conservation Service and Teton Regional Land Trust to map the most important long-billed curlew breeding habitat in the Upper Snake Region, identifies Teton Valley as one of the two most important breeding sites in the region. The Fosters Slough wetland complex and wet meadow habitats along the Teton River corridor comprise most of the long-billed curlew habitat in Teton County.

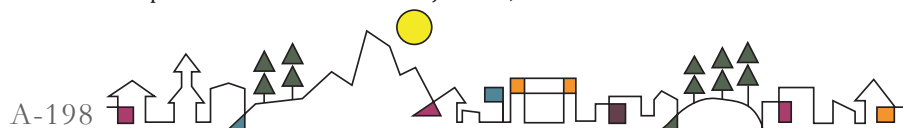
5.0 Trout

The Teton River drains 890 square miles from its headwaters in the west slope of the Teton Range, the Snake River Range and Big Hole Mountains to its confluence with the Henry's Fork River near Rexburg, Idaho (IDFG 2001). The Teton is fed by snowmelt and spring-fed discharge with peak flows typically occurring between late May and early June (Koenig 2006). According to USDA Soil Conservation Service (USDA SCS 1992) the Teton River is a major natural resource in Teton County and is of key importance to fish, wildlife, recreation and agriculture.

The Teton River supports a robust fishery comprised of the native Yellowstone cutthroat trout (YCT) and mountain whitefish, nonnative rainbow and brook trout, and hybrid cutthroat trout/rainbow trout. The *Idaho Sport Fishing Economic Report* estimated that anglers spent over \$688,000 during fishing trips to the Teton River in 2003. From 1990-1994 approximately 7,500 catchable rainbow trout were stocked in the Teton Valley reach of the Teton River per year (IDFG 2001). Since 1994 the Teton River has been managed as a wild trout fishery with no stocking. The Teton River also supports a diversity of native nongame fish species such as bluehead sucker (an Idaho *Species of Greatest Conservation Need*), mountain sucker, longnose dace, mottled sculpin, and redbside shiner.

In February of 2001, the US Fish and Wildlife Service (USFWS) found that a petition to list the Yellowstone cutthroat trout under the Endangered Species Act was not warranted. On February 21, 2006 the US Fish and Wildlife Service announced the results of a review of the status of Yellowstone cutthroat trout for possible listing under the Endangered Species Act. The USFWS determined that listing of Yellowstone cutthroat trout, found in Montana, Wyoming, Idaho, Utah and Nevada remains unwarranted (USFWS 2006). However, YCT are categorized as a *Species of Greatest Conservation Need* by the *Idaho Comprehensive Wildlife Strategy*, *Sensitive* by the BLM and the USDA Forest Service and YCT declines in the Teton River have raised serious concerns about the persistence of this species in the Teton Valley section of the River.

The current primary objective in the 2007-2012 fisheries management plan for fishery management activities on the Teton River is to protect the genetic integrity and population viability of the native cutthroat trout population (IDFG 2007). Prior to 1976 (and the construction and subsequent collapse of the Teton Dam) YCT occurred in highest concentrations below the dam site, followed by the canyon section of the Teton River with the lowest concentrations occurring in the Valley section (57%, 31% and 22% respectively) (IDFG 2001). A 2003 census of YCT in the Teton Valley section of the River revealed a 96% decline to densities of less than 2 fish/ha in one sample site (IDFG 2003). Continued monitoring surveys conducted by IDFG indicate increasing trends for YCT numbers in the upper Valley and lower Teton River and stable numbers in the middle canyon section of the Teton River (High et al. 2011). While the recent upward trend is encouraging, the species continues to face numerous risks to long-term persistence and remains a high conservation priority. Fishing regulations geared to protect cutthroat trout that are currently in place on the Teton River include no harvest or catch-and-release for cutthroat trout, a general six fish limit for



rainbow trout and hybrid cutthroat trout/rainbow to reduce hybridization and competition with cutthroat trout, and a 25 fish daily limit for brook trout to limit competition with cutthroat trout. Other management actions for YCT on the Teton include maintaining fencing of riparian areas to protect habitat conditions.

Bitch Creek, a major tributary of the Teton River at the northern boundary of Teton County, Idaho is still a stronghold for YCT and it has, until recently, had few threats from competition and genetic introgression from nonnative species. Teton and Fox Creeks currently provide the most important spawning and rearing habitat for fluvial YCT in the upper Valley (Koenig 2006). Trail Creek and Six Springs Creek also are used by fluvial spawning cutthroat and these streams as well as South Leigh Creek may also be important to YCT conservation in the Teton River (Koenig 2006).

Principal causes of the decline of YCT include habitat alteration and degradation through human exploitation (Koenig 2006), stocking of nonnative fishes and whirling disease (USFWS 2006; Koenig 2006), and flow alteration (Van Kirk and Jenkins 2005). According to USFWS (2006), angler harvest and stocking of nonnative fish “can be effectively countered by the ongoing current management actions of State and Federal agencies”. However, recent research by Van Kirk and Jenkins (2005) suggests that the greatest threat to the future of YCT in Teton Valley may be the conversion of the upper Teton watershed from a runoff-dominated system, which benefits cutthroat, to a system that essentially functions as a large spring creek with little influence from runoff, which favors nonnative competitors.

Reversing the decline of Yellowstone cutthroat trout in Teton Valley is a complex task that will involve landscape scale coordination and management of water resources. However, maintenance of instream and riparian habitat conditions along fluvial tributaries and spring creeks is also important to any future cutthroat recovery as well as protecting existing wild trout populations. The current Idaho Department of Fish and Game (2007) *Fisheries Management Plan* for the Teton River identifies a key objective relevant to land use and conservation planning:

Minimize impacts of land use and development on fish habitat and water quality. Work with government agencies, private landowners and developers, and conservation groups to make protection and enhancement of fish habitat and water quality a primary concern in land use decisions. Ensure restoration of habitat or mitigation of habitat loss whenever possible (IDFG 2007).

6.0 Summary of Fish and Wildlife Occurrence in Teton County, Idaho

Table 3 is a summary of vertebrate fish and wildlife species known or suspected to occur in Teton County Idaho and immediate vicinity based on IDFG data and estimates.

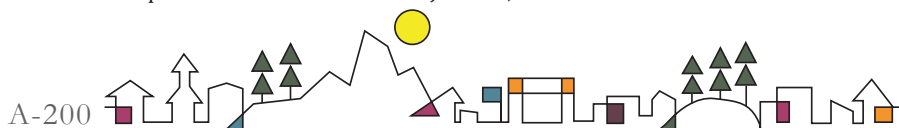
Table 3. Vertebrate Wildlife species and their relevant conservation status known or expected to occur on in Teton County, Idaho.

Common Name	Scientific Name	Federal	State	Management Plans
Fish				
Bluehead Sucker	<i>Catostomus disobolus</i>		ICWCS	
Brook Trout	<i>Salvelinus fontinalis</i>			
Longnose dase	<i>Rhinichthys cataractae</i>			
Mottled sculpin	<i>Cottus bairdi</i>			
Mountain whitefish	<i>Prosopium williamsoni</i>			
Piute sculpin	<i>Cottus beldingi</i>			
Rainbow Trout	<i>Salmo gairdneri</i>			
Yellowstone cutthroat trout	<i>Oncorhynchus clarki bouvieri</i>	BLM(2)	ICWS	
Redside shiner	<i>Richardsonius balteatus</i>			
Mountain sucker	<i>Catostomus platyrhynchus</i>			
Utah sucker	<i>Catostomus ardens</i>			

Amphibians

Blotched tiger salamander	<i>Ambystoma tigrinum melanostictum</i>			
Boreal chorus frog	<i>Pseudacris triseriata maculata</i>			
Columbia spotted frog	<i>Rana pretiosa</i>	USFS		
Western toad	<i>Anaxyrus boreas boreas</i>	BLM(3)		

Reptiles

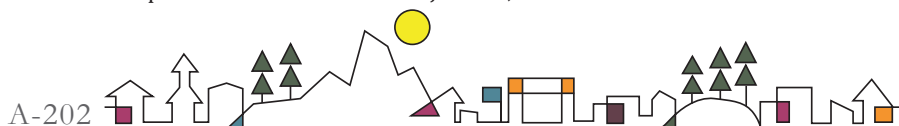


Common Name	Scientific Name	Federal	State	Management Plans
Gopher snake	<i>Pituophis catenifer</i>			
Great Basin rattlesnake	<i>Crotalis oreganus</i>			
Racer	<i>Coluber constrictor</i>			
Rubber boa	<i>Charine bottae</i>			
Sagebrush lizard	<i>Sceloporus graciosus</i>			
Short-horned lizard	<i>Phrynosoma hernandesi</i>			
Common garter snake	<i>Thamnophis sirtalis</i>			
Terrestrial garter snake	<i>Thamnophis elegans</i>			
Western painted turtle	<i>Chrysemys picta</i>			
Western skink	<i>Plestiodon skiltonianus</i>			

Birds

American Avocet	<i>Recurvirostra americana</i>		ICWCS(a)	USSCP(2)
American Bittern	<i>Botaurus lentiginosus</i>			IWWCP(M-10)
American Coot	<i>Fulica americana</i>			
American Crow	<i>Corvus brachyrhynchos</i>			
American Dipper	<i>Cinclus mexicanus</i>			PIF(2)
American Golden Plover	<i>Pluvialis dominica</i>			USSCP(2)
American Goldfinch	<i>Carduelis tristis</i>			
American Kestrel	<i>Falco sparverius</i>			
American Redstart	<i>Setophaga ruticilla</i>			
American Robin	<i>Turdus migratorius</i>			
American Tree Sparrow	<i>Spizella arborea</i>			
American Wigeon	<i>Anas americana</i>			NAWMP(2)
American White Pelican	<i>Pelecanus erythrorhynchos</i>		ICWCS(a)	NAWCP(NA), PIF(2), IWWCP

Common Name	Scientific Name	Federal	State	Management Plans
				(H)
Baird's Sandpiper	<i>Calidris bairdii</i>			USSCP(2)
Bald Eagle	<i>Haliaeetus leucocephalus</i>	LT, BLM(1)	ICWCS	PIF(1)
Barn Swallow	<i>Hirundo rustica</i>			
Bank Swallow	<i>Riparia riparia</i>			
Barrow's Goldeneye	<i>Bucephala islandica</i>			PIF(2)
Belted Kingfisher	<i>Ceryle alcyon</i>			
Black Tern	<i>Chlidonias niger</i>			IWWCP(H)
Black-backed Woodpecker	<i>Picoides arcticus</i>			PIF(2)
Black-billed Magpie	<i>Pica pica</i>			
Black-capped Chickadee	<i>Parus atricapillus</i>			
Black-crowned Night-Heron	<i>Nycticorax nycticorax</i>		ICWCS(a)	NAWCP(C), IWWCP(M-9)
Black-Headed Grosbeak	<i>Pheucticus melanocephalus</i>			
Black-necked Stilt	<i>Himantopus mexicanus</i>		ICWCS(a)	USSCP(1)
Black Rosy-Finch	<i>Leucosticte atrata</i>			PIF(2)
Black Tern	<i>Chlidonias niger</i>	BLM(3)	ICWCS(a)	PIF(2), NAWCP(C)
Black-throated Gray Warbler	<i>Dendroica nigrescens</i>			
Blue Grosbeak	<i>Guiraca caerulea</i>		ICWCS	
Blue-winged Teal	<i>Anas discors</i>			NAWMP(2)
Bobolink	<i>Dolichonyx oryzivorus</i>			
Bohemian Waxwing	<i>Bombycilla garrulus</i>			
Boreal Owl	<i>Aegolius funereus</i>	USFS	ICWCS	PIF(2)
Black-bellied Plover	<i>Pluvialis squatarola</i>			USSCP(2)



Common Name	Scientific Name	Federal	State	Management Plans
Black Rosy Finch	<i>Leucosticte atrata</i>			
Brewer's Blackbird	<i>Euphagus cyanocephalus</i>			
Brewer's Sparrow	<i>Spizella breweri</i>	BLM(3)	ICWCS	PIF
Broad-Tailed Hummingbird	<i>Selasphorus platycercus</i>			
Brown Creeper	<i>Certhia americana</i>			
Bullock's Oriole	<i>Icterus bullockii</i>			
Burrowing Owl	<i>Athene cunicularia</i>		ICWCS(a)	
Bufflehead	<i>Bucephala albeola</i>			
California Gull	<i>Larus californicus</i>		ICWCS(a)	NAWCP(NA), IWWCP(M-10)
Calliope Hummingbird	<i>Stellula calliope</i>	BLM(3)		PIF(1)
Canada Goose	<i>Branta canadensis</i>			NAWMP (RMP)(1)
Canvasback	<i>Aythya valisineria</i>			NAWMP(2)
Caspian Tern	<i>Sterna caspia</i>			PIF(1), NAWCP(C), IWWCP(M-10)
Cassin's Finch	<i>Carpodacus cassinii</i>			
Cassin's Vireo	<i>Vireo cassinii</i>			PIF(2)
Cattle Egret	<i>Bubulcus ibis</i>		ICWCS	
Cedar Waxwing	<i>Bombycilla cedrorum</i>			
Chipping Sparrow	<i>Spizella passerina</i>			
Cinnamon Teal	<i>Anas cyanoptera</i>			NAWMP(2)
Clark's Grebe	<i>Aechmophorus clarkii</i>		ICWCS(a)	NAWCP(NA)
Clark's Nutcracker	<i>Nucifraga columbiana</i>			PIF(2), IWWCP(M-10)
Cliff Swallow	<i>Petrochelidon pyrrhonota</i>			
Common Goldeneye	<i>Bucephala clangula</i>			

Common Name	Scientific Name	Federal	State	Management Plans
Franklin's Gull	<i>Larus pipixcan</i>		ICWCS(a)	NAWCP(WH), IWWCP(H)
Gadwall	<i>Anas strepera</i>			NAWMP(2)
Golden Eagle	<i>Aquila chrysaetos</i>			
Golden-crowned Kinglet	<i>Regulus satrapa</i>			
Grasshopper's Sparrow	<i>Ammodramus savannarum</i>		ICWCS(a)	
Gray Jay	<i>Perisoreus canadensis</i>			
Gray Partridge	<i>Perdix perdix</i>			
Great Blue Heron	<i>Ardea herodias</i>			
Great Egret	<i>Ardea alba</i>		ICWCS	
Great Gray Owl	<i>Strix nebulosa</i>	USFS		PIF(2)
Great Horned Owl	<i>Bubo virginianus</i>			
Greater Sage Grouse	<i>Centrocercus urophasianus</i>		ICWCS	
Greater Yellowlegs	<i>Tringa melanoleuca</i>			USSCP(2)
Green-winged Teal	<i>Anas crecca</i>			NAWMP(2)
Green-tailed Towhee	<i>Pipilo chlorurus</i>			PIF(2)
Hairy Woodpecker	<i>Picoides villosus</i>			
Hammond's Flycatcher	<i>Empidonax hammondi</i>	BLM(3)		PIF(1)
Harlequin Duck	<i>Histrionicus histrionicus</i>	USFS	ICWCS	NAWMP(1), PIF(2)
Hermit Thrush	<i>Catharus guttatus</i>			
Herring Gull	<i>Larus argentatus</i>			
Hoary Redpoll	<i>Carduelis hornemanni</i>			
Hooded Merganser	<i>Lophodytes cucullatus</i>		ICWCS(a)	
Horned Grebe	<i>Podiceps auritus</i>			
Horned Lark	<i>Eremophila alpestris</i>			
House Sparrow	<i>Passer domesticus</i>			

Common Name	Scientific Name	Federal	State	Management Plans
House Wren	<i>Troglodytes aedon</i>			
Juniper Titmouse	<i>Baeolophus bicolor</i>		ICWCS	
Killdeer	<i>Charadrius vociferus</i>			USSCP(2)
Lark Bunting	<i>Calamospiza melanocorys</i>			PIF(2)
Lazuli Bunting	<i>Passerina amoena</i>			PIF(2)
Least Flycatcher	<i>Empidonax minimus</i>			
Least Grebe	<i>Podiceps nigricollis</i>			
Least Sandpiper	<i>Calidris minutilla</i>			USSCP(2)
Lesser Goldfinch	<i>Carduelis psaltria</i>		ICWCS	
Lesser Snow Goose	<i>Chen caerulescens</i>			NAWMP(2)
Lesser Scaup	<i>Aythya affinis</i>		ICWCS	NAWMP(2)
Lesser Yellowlegs	<i>Tringa flavipes</i>			USSCP(2)
Lewis's Woodpecker	<i>Melanerpes lewis</i>	BLM(3)	ICWCS	PIF(1)
Lincoln's Sparrow	<i>Melospiza lincolnii</i>			
Loggerhead shrike	<i>Lanius ludovicianus</i>	BLM(3)		PIF(2)
Long-Billed Curlew	<i>Numenius americanus</i>		ICWCS(a)	USSCP(1)
Long-Billed Dowitcher	<i>Limnodromus scolopaceus</i>			USSCP(2)
Long-eared Owl	<i>Asio otus</i>			
MacGillivray's Warbler	<i>Oporornis tolmiei</i>			PIF(2)
Mallard	<i>Anas platyrhynchos</i>			NAWMP(1)
Marbled Godwit	<i>Limosa fedoa</i>			USSCP(1)
Marsh Wren	<i>Cistothorus palustris</i>			
Merlin	<i>Falco columbarius</i>		ICWCS	
Mountain Bluebird	<i>Sialia currucoides</i>			PIF(2)
Mountain Chickadee	<i>Poecile gambeli</i>			PIF(2)
Mourning Dove	<i>Zenaida macroura</i>			



Common Name	Scientific Name	Federal	State	Management Plans
Northern Flicker	<i>Colaptes auratus</i>			
Northern Goshawk	<i>Accipiter gentilis</i>	USFS, BLM(3)		PIF(2)
Northern Harrier	<i>Circus cyaneus</i>			
Northern Pintail	<i>Anas acuta</i>		ICWCS(a)	NAWMP(1)
Northern Pygmy-Owl	<i>Glaucidium gnoma</i>			PIF(2)
Northern Rough-winged Swallow	<i>Stelgidopteryx serripennis</i>			
Northern Saw-whet Owl	<i>Aegolius acadicus</i>			
Northern Shoveler	<i>Anas chlypeata</i>			NAWMP(2)
Northern Shrike	<i>Lanius excubitor</i>			
Northern Waterthrush	<i>Seiurus noveboracensis</i>			
Olive-sided Flycatcher	<i>Contopus borealis</i>			PIF(2)
Orange-crowned Warbler	<i>Vermivora celata</i>			
Osprey	<i>Pandion haliaetus</i>			
Pectoral Sandpiper	<i>Calidris melanotos</i>			USSCP(2)
Peregrine Falcon	<i>Falco peregrinus</i>	USFS, BLM(3)	ICWCS(a)	PIF(1)
Pied-billed Grebe	<i>Podilymbus podiceps</i>			
Pine Grosbeak	<i>Pinicola enucleator</i>			
Pine siskin	<i>Carduelis pinus</i>			
Prairie Falcon	<i>Falco mexicanus</i>	BLM(3)		PIF(2)
Red crossbill	<i>Loxia curvirostra</i>			PIF(2)
Red-breasted Nuthatch	<i>Sitta canadensis</i>			PIF(2)
Redhead	<i>Aythya americana</i>			NAWMP(1)
Red-naped Sapsucker	<i>Sphyrapicus nuchalis</i>			PIF(2)
Red-necked Grebe	<i>Podiceps grisegena</i>			

Common Name	Scientific Name	Federal	State	Management Plans
Red-necked Phalarope	<i>Phalaropus tricolor</i>			USSCP(2)
Red-tailed Hawk	<i>Buteo jamaicensis</i>			
Red-winged Blackbird	<i>Agelaius phoeniceus</i>			
Ring-Billed Gull	<i>Larus delawarensis</i>			
Ring-Necked Duck	<i>Aythya collaris</i>			NAWMP(2)
Ring-necked Pheasant	<i>Phasianus colchicus</i>			
Rock Dove	<i>Columba livia</i>			
Rock Wren	<i>Salpinctes obsoletus</i>			
Ross's Goose	<i>Chen Rossii</i>			
Rough-Legged Hawk	<i>Buteo lagopus</i>			
Ruby-crowned Kinglet	<i>Regulus calendula</i>			
Ruddy Duck	<i>Oxyura jamaicensis</i>			NAWMP(2)
Ruffed Grouse	<i>Bonasa umbellus</i>			PIF(2)
Rufous Hummingbird	<i>Selasphorus rufus</i>			
Sage Grouse	<i>Centrocercus urophasianus</i>	USFS	ICWCS(a)	PIF(2)
Sage Sparrow	<i>Amphispiza belli</i>	BLM(3)		PIF(2)
Sage Thrasher	<i>Oreoscoptes montanus</i>	BLM(3)		PIF(2)
Sanderling	<i>Calidris alba</i>			USSCP(2)
Sandhill Crane	<i>Grus canadensis</i>		ICWCS	NAWCP(WH), IWWCP(H)
Savannah Sparrow	<i>Passerculus sandwichensis</i>			
Say's Phoebe	<i>Sayornis saya</i>			
Semipalmated Plover	<i>Charadrius wilsonia</i>			USSCP(2)
Semipalmated Sandpiper	<i>Calidris pusilla</i>			USSCP(2)
Sharp-shinned Hawk	<i>Accipiter striatus</i>			
Sharp-tailed Grouse	<i>Tympanuchus pasianellus</i>	USFS, BLM	ICWCS(a)	PIF



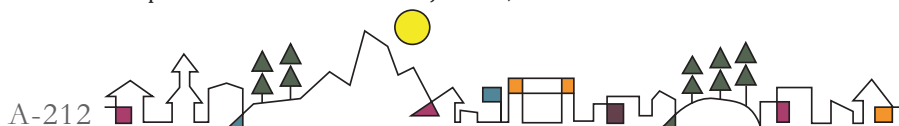
Common Name	Scientific Name	Federal	State	Management Plans
Short-billed Dowitcher	<i>Limnodromus grisens</i>			
Short-eared Owl	<i>Asio flammeus</i>		ICWCS	PIF
Snow Bunting	<i>Plectrophenax nivalis</i>			
Snow Goose	<i>Chen caerulescens</i>			
Snowy Egret	<i>Egretta thula</i>		ICWCS(a)	NAWCP(WH), IWWCP(H-9/M-10)
Solitary Sandpiper	<i>Tringa solitaria</i>			USSCP(2)
Song Sparrow	<i>Melospiza melodia</i>			
Sora	<i>Porzana carolina</i>			
Spotted Sandpiper	<i>Actitis macularia</i>			USSCP(2)
Stellar's Jay	<i>Cyanocitta stelleri</i>			
Stilt Sandpiper	<i>Calidris himantopus</i>			USSCP(2)
Swainson's Hawk	<i>Buteo swainsoni</i>		ICWCS	PIF(2)
Swainson's Thrush	<i>Catharus ustulatus</i>			
Three-toed Woodpecker	<i>Picoides tridactylus</i>	USFS	ICWCS	PIF(2)
Townsend's Solitaire	<i>Myadestes townsendi</i>			PIF(2)
Tree Swallow	<i>Tachycineta bicolor</i>			
Trumpeter Swan	<i>Cygnus buccinator</i>	USFS, BLM(3)	ICWCS(a)	NAWMP(1), PIF(1)
Tundra Swan	<i>Cygnus columbianus</i>			NAWMP(2)
Turkey Vulture	<i>Cathartes aura</i>			
Vesper Sparrow	<i>Poocetes gramineus</i>			
Violet-green Swallow	<i>Tachycineta thalassina</i>			
Virginia Rail	<i>Rallus limicola</i>			PIF(1)
Virginia's Warbler	<i>Vermivora virginiae</i>	BLM(4)	ICWCS	PIF(1)
Warbling Vireo	<i>Vireo gilvus</i>			

Common Name	Scientific Name	Federal	State	Management Plans
Western Flycatcher	<i>Empidonax difficilis</i>			
Western Grebe	<i>Aechmophorus occidentalis</i>		ICWCS(a)	NAWCP(NA)
Western Kingbird	<i>Tyrannus verticalis</i>			
Western Meadowlark	<i>Sturnella neglecta</i>			
Western Sandpiper	<i>Calidris mauri</i>			USSCP(2)
Western Tanager	<i>Piranga ludoviciana</i>			PIF(2)
Western Wood-Pewee	<i>Contopus sordidulus</i>			
Western-Screech Owl	<i>Otus kennicottii</i>			
Whimbrel	<i>Numenius phaeopus</i>			
White-breasted nuthatch	<i>Sitta carolinensis</i>			
White-crowned Sparrow	<i>Zonotrichia leucophrys</i>			
White-faced ibis	<i>Plegadis chihi</i>	BLM(4)	ICWCS(a)	NAWCP(WH), IWWCP(M)
White-throated Swift	<i>Aeronautes saxatalis</i>			
White-winged Crossbill	<i>Loxia leucoptera</i>			
Whooping Crane	<i>Grus americana</i>			
Wild Turkey	<i>Meleagris gallopavo</i>			
Willet	<i>Catoptrophorus semipalmatus</i>			USSCP(1), PIF
Williamson's Sapsucker	<i>Sphyrapicus thyroideus</i>	BLM(3)		PIF(1)
Willow Flycatcher	<i>Empidonax traillii</i>	BLM(3)		
Wilson's Phalarope	<i>Phalaropus tricolor</i>		ICWCS(a)	USSCP(2), PIF(1)
Wilson's Warbler	<i>Wilsonia pusilla</i>			
Wilson's Snipe	<i>Gallinago gallinago</i>			USSCP(2)
Wood Duck	<i>Aix sponsa</i>			NAWMP(1)
Yellow-bellied Sapsucker	<i>Sphyrapicus varius</i>			
Yellow-billed Cuckoo	<i>Coccyzus americanus</i>	C, BLM(1)	ICWCS(a)	PIF(2)



Common Name	Scientific Name	Federal	State	Management Plans
Yellow-headed Blackbird	<i>Xanthocephalus xanthocephalus</i>			
Yellow-rumped Warbler	<i>Dendroica coronata</i>			
Yellow Warbler	<i>Dendroica petechia</i>			
Mammals				
American Marten	<i>Martes americana</i>			
Badger	<i>Taxidea taxus</i>			
Beaver	<i>Castor canadensis</i>			
Big Brown Bat	<i>Eptesicus fuscus</i>			
Bighorn Sheep	<i>Ovis canadensis</i>		ICWCS	
Black Bear	<i>Ursus americanus</i>			
Black-tailed Jackrabbit	<i>Lepus californicus</i>			
Bobcat	<i>Lynx rufus</i>			
Bushy-tailed Woodrat	<i>Neotoma cinerea</i>			
California Myotis	<i>Myotis californicus</i>		ICWCS	
Canada Lynx	<i>Felis canadensis</i>	LT	ICWCS	
Canyon Bat	<i>Parastrellus hesperus</i>			
Cliff Chipmunk	<i>Neotamias dorsalis</i>		ICWCS	
Coyote	<i>Canis latrans</i>			
Deer Mouse	<i>Peromyscus maniculatus</i>			
Dusky Shrew	<i>Sorex monticolus</i>			
Dwarf Shrew	<i>Sorex nanus</i>		ICWCS	
Elk	<i>Cervus canadensis</i>			
Ermine	<i>Mustela erminea</i>			
Fringed Myotis	<i>Myotis Thysanodes</i>			

Common Name	Scientific Name	Federal	State	Management Plans
Golden-mantled Ground Squirrel	<i>Spermophilus lateralis</i>			
Gray wolf	<i>Canis lupus</i>	XN, BLM(1)	ICWCS	
Great Basin Pocket Mouse	<i>Perognathus parvus</i>			
Grizzly Bear	<i>Ursus arctos</i>	LT, BLM(1)	ICWCS	
Heather Vole	<i>Phenacomys intermedius</i>			
Hoary Bat	<i>Lasiurus cinereus</i>			
Idaho Pocket Gopher	<i>Thomomys idahoensis</i>		ICWCS(a)	
Least Chipmunk	<i>Neotamias minimus</i>			
Little Brown Bat	<i>Myotis lucifugus</i>			
Little Pocket Mouse	<i>Perognathus longimembris</i>		ICWCS(a)	
Long-eared Myotis	<i>Myotis evotis</i>			
Long-legged Myotis	<i>Myotis volans</i>			
Long-tailed Vole	<i>Microtus longicaudus</i>			
Long-Tailed Weasel	<i>Mustela freneta</i>			
Masked Shrew	<i>Sorex cinereus</i>			
Meadow Vole	<i>Microtus pennsylvanicus</i>			
Merriam's Shrew	<i>Sorex merriami</i>		ICWCS	
Mink	<i>Mustela vison</i>			
Montane Vole	<i>Microtus montanus</i>			
Moose	<i>Alces alces</i>			
Mountain Cottontail	<i>Sylvilagus nuttallii</i>			
Mountain Goat	<i>Oreamnos americanus</i>			
Mountain Lion	<i>Puma concolor</i>			
Mule Deer	<i>Odocoileus hemionus</i>			



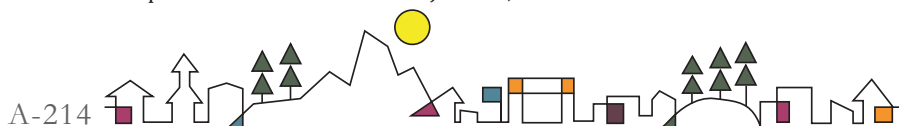
Common Name	Scientific Name	Federal	State	Management Plans
Muskrat	<i>Ondatra zibethica</i>			
Northern Flying Squirrel	<i>Glaucomys volans</i>			
Northern Grasshopper Mouse	<i>Onychomys leucogaster</i>			
Northern Pocket Gopher	<i>Thomomys talpoides</i>			
Pallid Bat	<i>Antrozous pallidus</i>			
Pika	<i>Ochotona princeps</i>			
Pine Squirrel	<i>Tamiasciurus hudsonicus</i>			
Porcupine	<i>Erethizon dorsatum</i>			
Pronghorn	<i>Antilocapra americana</i>			
Raccoon	<i>Procyon lotor</i>			
Red Fox	<i>Vulpes fulva</i>			
River Otter	<i>Lontra canadensis</i>			
Sagebrush Vole	<i>Lemmyscus curtatis</i>			
Silver-haired Bat	<i>Lasionycteris noctivagans</i>			
Snowshoe Hare	<i>Lepus americanus</i>			
Southern red-backed vole	<i>Clethrionomys spp.</i>			
Striped Skunk	<i>Mephitis mephitis</i>			
Townsend's Big-eared Bat	<i>Corynorhinus townsendii</i>	USFS, BLM(3)	ICWCS(a)	
Townsend's Pocket Gopher	<i>Thomomys townsendii</i>		ICWCS(a)	
Uinta Chipmunk	<i>Neotamias umbrinus</i>			
Uinta Ground Squirrel	<i>Spermophilus armatus</i>	BLM(4)		
Vagrant Shrew	<i>Sorex vagrans</i>			
Water shrew	<i>Sorex palustris</i>			

Common Name	Scientific Name	Federal	State	Management Plans
Water vole	<i>Microtus richardsoni</i>			
Western Harvest Mouse	<i>Reithrodontomys megalotis</i>			
Western jumping mouse	<i>Zapus princeps</i>			
Western Small-footed Myotis	<i>Myotis ciliolabrum</i>			
Western spotted skunk	<i>Spilogale gracilis</i>			
White-tailed deer	<i>Odocoileus virginianus</i>			
White-tailed Jackrabbit	<i>Lepus townsendii</i>			
Wolverine	<i>Gulo gulo</i>	USFS, BLM(3)	ICWCS	
Wyoming Ground Squirrel	<i>Spermophilus elegans</i>		ICWCS(a)	
Yellow-bellied Marmot	<i>Marmota flaviventris</i>			
Yellow Pine Chipmunk	<i>Neotamias amoenus</i>			
Yuma Myotis	<i>Myotis yumanensis</i>			

Federal = US Fish and Wildlife Service – LT=listed Threatened, LE=listed Endangered, C=Candidate for listing, XN=Experimental-non-essential population, Bureau of Land Management(BLM) – Sensitive, listed as Type 1-Threatened, Endangered, Proposed and Candidate Species, Type 2-Rangewide/ Globally Imperiled Species, Type 3-Regional/ State Imperiled Species, Type 4-Peripheral species, and USDA Forest Service (USFS)– Sensitive

State = Idaho Comprehensive Wildlife Conservation Strategy (ICWC) Species of Greatest Conservation Need-(a) =vertebrate species (except fishes) for which the Snake River Basalts represents a significant portion of their range

Management Plans = Recognized by other plans or organizations as a high conservation priority including US Shorebird Conservation Plan (USSCP), North American Waterfowl Plan (NAWMP), Idaho Partners in Flight Plan (PIF) listed as conservation priority '1' or '2', Intermountain West Waterbird Conservation Plan (IWWCP) Bird Conservation Regions 9 and 10 listed as draft species priority High 'H' and Moderate 'M' concern and North American Waterbird Plan (NAWCP) listed as conservation priority 'NA' (North America), 'WH' (Western Hemisphere) and 'C' (Cosmopolitan)



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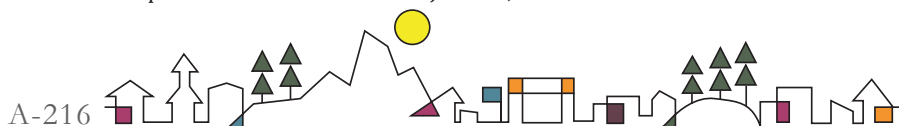
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