Capital Improvement Plan and Development Impact Fee Study

Submitted to:

Teton County, Idaho

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Impact Fee Study
Teton County, Idaho

EXECUTIVE SUMMARY

Teton County, Idaho, retained TischlerBise, Inc. to update the impact fees imposed on new development to meet the new demands generated for public facilities in the County. It is the intent of Teton County to evaluate and establish impact fees for: (1) recreation, (2) circulation – pathway, (3) circulation – roadways, (4) sheriff, (5) emergency management. This report presents the methodologies and calculations used to generate current levels of service and updated maximum supportable impact fees. It is intended to serve as supporting documentation for the evaluation and establishment of impact fees in Teton County.

The purpose of this study is to demonstrate the County's compliance with Idaho Statutes as authorized by the Idaho Legislature. Consistent with the authorization (Idaho Code 67-8202(1-4)), it is the intent of Teton County to:

1. Collect impact fees to ensure that adequate public facilities are available to serve new growth and development;
2. Promote orderly growth and development by establishing uniform standards by which local governments may require that those who benefit from new growth and development pay a proportionate share of the cost of new public facilities needed to serve new growth and development;
3. Establish minimum standards for the adoption of development impact fee ordinances by government entities;
4. Ensure that those who benefit from new growth and development are required to pay no more than their proportionate share of the cost of public facilities needed to serve new growth and development and to prevent duplicate and ad hoc development requirements;

Impact fees are one-time payments used to construct system improvements needed to accommodate new development. An impact fee represents new growth's fair share of capital facility needs. By law, impact fees can only be used for capital improvements, not operating or maintenance costs. Impact fees are subject to legal standards, which require fulfillment of three key elements: need, benefit and proportionality.

- First, to justify a fee for public facilities, it must be demonstrated that new development will create a need for capital improvements.
- Second, new development must derive a benefit from the payment of the fees (i.e., in the form of public facilities constructed within a reasonable timeframe).
- Third, the fee paid by a particular type of development should not exceed its proportional share of the capital cost for system improvements.

TischlerBise evaluated possible methodologies and documented appropriate demand indicators by type of development for the levels of service and fees. Local demographic data and improvement costs were

used to identify specific capital costs attributable to growth. This report includes summary tables indicating the specific factors, referred to as level of service standards, used to derive the impact fees. The geographic area for all fees is Teton County. The recreation and pathway fees are based on residential and lodging demand, while the roadway and public safety fees are calculated for both residential and nonresidential development.

IDAHO DEVELOPMENT IMPACT FEE ENABLING LEGISLATION

The Enabling Legislation governs how development fees are calculated for municipalities in Idaho. All requirements of the Idaho Development Impact Fee Act have been met in the supporting documentation prepared by TischlerBise. There are four requirements of the Idaho Act that are not common in the development impact fee enabling legislation of other states. This overview offers further clarification of these unique requirements.

First, as specified in 67-8204(2) of the Idaho Act, "development impact fees shall be calculated on the basis of levels of service for public facilities . . . applicable to existing development as well as new growth and development."

Second, Idaho requires a Capital Improvements Plan (CIP) [see 67-8208]. The CIP requirements are summarized in this report, with detailed documentation provided in the discussion on infrastructure.

Third, the Idaho Act also requires documentation of any existing deficiencies in the types of infrastructure to be funded by development impact fees [see 67-8208(1)(a)]. The intent of this requirement is to prevent charging new development to cure existing deficiencies. In the context of development impact fees for Teton County, the term "deficiencies" means a shortage or inadequacy of current system improvements when measured against the levels of service to be applied to new development. It does not mean a shortage or inadequacy when measured against some "hoped for" level of service.

TischlerBise used the current infrastructure cost per service unit (i.e., existing standards), or future levels of service where appropriate, multiplied by the projected increase in service units over an appropriate planning timeframe, to yield the cost of growth-related system improvements. The relationship between these three variables can be reduced to a mathematical formula, expressed as A x B = C. In section 67-8204(16), the Idaho Act simply reorganizes this formula, stating the cost per service unit (i.e., development impact fee) may not exceed the cost of growth-related system improvements divided by the number of projected service units attributable to new development (i.e., A = C ÷ B). By using existing infrastructure standards to determine the need for growth-related capital improvements, Teton County ensures the same level-of-service standards are applicable to existing and new development. Using existing infrastructure standards also means there are no existing deficiencies in the current system that must be corrected from non-development impact fee funding.

Fourth, Idaho requires a proportionate share determination [see 67-8207]. Basically, local government must consider various types of applicable credits and/or other revenues that may reduce the capital costs attributable to new development. The development impact fee methodologies and the cash flow analysis have addressed the need for credits to avoid potential double payment for growth-related infrastructure.

SUMMARY OF CAPITAL IMPROVEMENT PLANS AND DEVELOPMENT IMPACT FEES

METHODOLOGIES AND CREDITS

Development impact fees can be calculated by any one of several legitimate methods. The choice of a particular method depends primarily on the service characteristics and planning requirements for each facility type. Each method has advantages and disadvantages in a particular situation, and to some extent can be interchangeable, because each allocates facility costs in proportion to the needs created by development.

Reduced to its simplest terms, the process of calculating development impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities. The following paragraphs discuss three basic methods for calculating development impact fees, and how each method can be applied.

Cost Recovery or Buy-In Fee Calculation. The rationale for the cost recovery approach is that new development is paying for its share of the useful life and remaining capacity of facilities already built or land already purchased from which new growth will benefit. This methodology is often used for systems that were oversized such as sewer and water facilities.

Incremental Expansion Fee Calculation. The incremental expansion method documents the current level of service (LOS) for each type of public facility in both quantitative and qualitative measures, based on an existing service standard (such as park land acres per 1,000 residents). This approach ensures that there are no existing infrastructure deficiencies or surplus capacity in infrastructure. New development is only paying its proportionate share for growth-related infrastructure. An incremental expansion cost method is best suited for public facilities that will be expanded in regular increments, with LOS standards based on current conditions in the community.

Plan-Based Fee Calculation. The plan-based method allocates costs for a specified set of improvements to a specified amount of development. Facility plans identify needed improvements, and land use plans identify development. In this method, the total cost of relevant facilities is divided by total demand to calculate a cost per unit of demand. Then, the cost per unit of demand is multiplied by the amount of demand per unit of development (e.g., housing units or square feet of building area) in each category to arrive at a cost per specific unit of development (e.g., single family detached unit).

Credits. Regardless of the methodology, a consideration of "credits" is integral to the development of a legally valid impact fee methodology. There are two types of "credits," each with specific and distinct characteristics, but both of which should be addressed in the calculation of development impact fees. The first is a credit due to possible double payment situations. This could occur when contributions are made by the property owner toward the capital costs of the public facility covered by the impact fee. This type of credit is integrated into the impact fee calculation. The second is a credit toward the payment of a fee for dedication of public sites or improvements provided by the developer and for which the facility fee is imposed. This type of credit is addressed in the administration and implementation of a facility fee program.

Fee Methodologies

Of the fee methodologies discussed above, all three methodologies are used to calculate impact fees for Teton County. Where capacity is sufficient to serve current demand the incremental expansion method documents the current Level of Service (LOS) for each type of public facility. A plan-based method is used for transportation needs. While the cost of the impact fee study is captured through the cost recovery method. The following table summarizes the method(s) used to derive the impact fee for each type of public facility in Teton County.

Figure 1. Summary of Impact Fee Methodologies

Fee Category	Service Area	Cost Recovery	Incremental Expansion	Plan-Based	Cost Allocation
Recreation	Countywide	Impact Fee Study	Fairground Facilities		Person
Circulation - Pathways	Countywide	Impact Fee Study	Pathway Expansion		Person
Circulation - Roadway	Countywide	Impact Fee Study	Public Works Facilities and Fleet	Roadway Expansion	Vehicle Trips
Sheriff	Countywide	Impact Fee Study	Sheriff Facilities, Communication System, Equipment		Vehicle Trips
Emergency Mgmt.	Countywide	Impact Fee Study	Em. Mgmt. Facilities, Communication System, Vehicle & Equipment		Vehicle Trips

A summary of the capital plan for each infrastructure category included in the study is provided below:

Recreation Capital Plan

The Recreation development impact fee is based on the existing level of service provided for fairground facilities. The development impact fee is calculated for residential and lodging development based on

persons per housing unit/lodge room factors. To serve projected growth at current levels of service, the County plans to follow its recent Fairground Master Plan (2020). Phase 1 and 2 of the Master Plan includes:

- New amenities (i.e., playground, event stage, restrooms, etc.) and expanding buildings
- $1,031,000 growth-related cost to Teton County

Circulation – Pathway Capital Plan

The pathway development impact fee is based on the existing level of service provided for pathway expansion. The development impact fee is calculated for residential and lodging development based on persons per housing unit/lodge room factors. To serve projected growth at current levels of service, the following infrastructure is projected over the next ten years:

- 5.8 miles of pathway expansion
- $3,712,000 growth-related costs to Teton County

Circulation – Roadway Capital Plan

The roadway development impact fee is based on a 10-year capital plan. The capital plan is attributed to the 10-year increase in vehicle trips. The development impact fee is calculated for both residential and nonresidential development based on vehicle trip rates. To serve projected growth, the roadway capital plan includes:

- 16.82 miles of roadway expansion
- $20,184,000 total cost to Teton County

Sheriff

The sheriff development impact fee is based on the existing level of service provided for sheriff facilities. The development impact fee is calculated for residential and nonresidential development. To serve projected growth at current levels of service, the following infrastructure is projected over the next ten years:

- 8,232 square feet of new facility
- 25.8 new communication system units
- 15.3 new equipment units
- $3,493,000 growth-related costs to Teton County

The projected demand is consistent with the Sheriff's Office expansion plans. Currently, the department is exploring a large multijurisdictional public safety center or a substation in southern Teton County. Furthermore, the department plans to add at least one new 911 communication console and will need more radios, firearms, and other equipment for new officers hired over the next ten years.

Emergency Management

The emergency management development impact fee is based on the existing level of service provided for facilities. The development impact fee is calculated for residential and nonresidential development.

To serve projected growth at current levels of service, the following infrastructure is projected over the next ten years:

- 4,215 square feet of new facility
- 3.9 new vehicle and equipment units
- 3.3 new communication system units
- $2,493,000 growth-related costs to Teton County

The projected demand is consistent with the Emergency Management expansion plans. Currently, the department is exploring options for a crisis management center facility. Furthermore, the department plans to add a third radio tower and will need more radios for new staff hired over the next ten years.

Maximum Supportable Development Impact Fees by Type of Land Use

Figure 2 provides a schedule of the maximum supportable development impact fees by type of land use for Teton County. The fees represent the highest supportable amount for each type of applicable land use, and represents new growth's fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

The fees for residential development are to be assessed per housing unit based on the square footage of the home. For nonresidential development, the fees are assessed per square foot of floor area. Nonresidential development categories are consistent with the terminology and definitions contained in the reference book, Trip Generation 11th Edition, published by the Institute of Transportation Engineers. These definitions are provided in the Appendix A. Land Use Definitions.

Note: Figure 2 lists the existing impacts fees which originated from the 2008 Development Impact Fee Study (Hofman Planning & Engineering). In the 2008 study, the nonresidential growth projections were very aggressive and unrealistic (about 40 times greater than the updated projections). As a result, the current nonresidential impact fees have been artificially low, resulting in a large increase when compared to the updated maximum amounts.

Figure 2. Summary of Maximum Supportable Development Impact Fees

Development Type	Recreation	Sheriff	Emergency Mgmt.	Circulation	Maximum Supportable Fee	Current Fee [1]	Increase/ (Decrease)
Residential (per housing unit by square feet)							
Under 500	$128	$310	$222	$1,480	**$2,140**	$2,006	$134
500 to 999	$271	$656	$470	$2,691	**$4,088**	$2,006	$2,082
1,000 to 1,499	$353	$854	$611	$3,392	**$5,210**	$2,006	$3,204
1,500 to 1,999	$413	$1,000	$716	$3,895	**$6,024**	$2,006	$4,018
2,000 to 2,499	$457	$1,108	$793	$4,282	**$6,640**	$2,006	$4,634
2,500 to 2,999 (ave SFD)	$494	$1,197	$857	$4,594	**$7,142**	$2,006	$5,136
3,000 to 3,499	$527	$1,276	$913	$4,867	**$7,583**	$2,006	$5,577
3,500 to 3,999	$554	$1,343	$961	$5,101	**$7,959**	$2,006	$5,953
4,000 to 4,499	$578	$1,399	$1,001	$5,303	**$8,281**	$2,006	$6,275
4,500 to 4,999	$599	$1,451	$1,039	$5,484	**$8,573**	$2,006	$6,567
5,000 to 5,499	$619	$1,499	$1,073	$5,652	**$8,843**	$2,006	$6,837
5,500 to 5,999	$636	$1,540	$1,103	$5,801	**$9,080**	$2,006	$7,074
6,000 to 6,499	$653	$1,582	$1,132	$5,943	**$9,310**	$2,006	$7,304
6,500 to 6,999	$668	$1,619	$1,159	$6,070	**$9,516**	$2,006	$7,510
7,000 to 7,499	$682	$1,652	$1,183	$6,189	**$9,706**	$2,006	$7,700
7,500 to 7,999	$696	$1,686	$1,207	$6,304	**$9,893**	$2,006	$7,887
8,000 or More	$708	$1,716	$1,228	$6,409	**$10,061**	$2,006	$8,055
Nonresidential (per 1,000 square feet)							
Retail	-	$1,744	$1,238	$5,455	**$8,437**	$532	$7,906
Office	-	$672	$477	$2,103	**$3,252**	$211	$3,041
Industrial	-	$302	$214	$947	**$1,463**	$100	$1,362
Institutional	-	$668	$474	$2,091	**$3,233**	$210	$3,023
Lodging (per room)	$293	$496	$352	$2,586	**$3,727**	-	-

[1] The current single family detached fee is listed.

[1] Large increases for nonresidential land uses is partially the result of the previous study's (2008) aggressive projections that are about 40 times greater than the updated projections.

CAPITAL IMPROVEMENT PLANS

The following section provides a summary of the Capital Improvement Plans depicting growth-related capital demands and costs on which the fees are based. Each infrastructure category is discussed in turn.

First, Figure 3 and Figure 4 lists the projected growth over the next ten years in Teton County. Overall, there is an estimated 45 percent increase is residential development (6,838 new peak population residents and 2,405 new housing units) and a 60 percent increase in nonresidential development (2,326 new jobs and 1,032,000 square feet of development).

Figure 3. Ten-Year Projected Residential Growth

Teton County, ID	Base Year 2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total Increase
Permanent Hsg Pop	8,896	9,230	9,576	9,935	10,307	10,694	11,095	11,511	11,943	12,390	12,855	**3,959**
Seasonal Hsg Pop	5,921	6,143	6,373	6,612	6,860	7,118	7,385	7,661	7,949	8,247	8,556	**2,635**
Overnight-Visitors	547	568	589	611	634	658	682	708	734	762	790	**243**
Total Peak Pop	15,364	15,940	16,538	17,158	17,802	18,469	19,162	19,880	20,626	21,399	22,202	**6,838**
Percent Increase		*3.75%*	*3.75%*	*3.75%*	*3.75%*	*3.75%*	*3.75%*	*3.75%*	*3.75%*	*3.75%*	*3.75%*	***44.5%***
Housing Units												
Single Family	4,749	4,891	5,041	5,198	5,364	5,538	5,721	5,913	6,114	6,326	6,547	**1,798**
Multifamily	654	715	775	836	896	957	1,018	1,078	1,139	1,200	1,260	**606**
Total Housing Units	5,403	5,606	5,816	6,034	6,260	6,495	6,739	6,991	7,253	7,525	7,808	**2,405**

[1] Source: Teton County *Comprehensive Plan (2020)* medium growth scenario

Figure 4. Ten-Year Projected Nonresidential Growth

Industry	Base Year 2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total Increase
Jobs [1]												
Retail	1,318	1,381	1,448	1,517	1,590	1,666	1,746	1,830	1,918	2,010	2,106	**788**
Office	917	961	1,007	1,055	1,106	1,159	1,215	1,273	1,334	1,398	1,465	**548**
Industrial	851	892	935	980	1,027	1,076	1,127	1,182	1,238	1,298	1,360	**509**
Institutional	802	840	881	923	967	1,014	1,063	1,114	1,167	1,223	1,282	**480**
Total	3,888	4,075	4,270	4,475	4,690	4,915	5,151	5,398	5,657	5,929	6,214	**2,326**
Percent Increase		*4.8%*	*4.8%*	*4.8%*	*4.8%*	*4.8%*	*4.8%*	*4.8%*	*4.8%*	*4.8%*	*4.8%*	***59.8%***
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	621	651	682	715	749	785	822	862	903	947	992	**371**
Office	282	295	309	324	340	356	373	391	410	429	450	**168**
Industrial	542	568	595	624	654	685	718	753	789	827	866	**324**
Institutional	281	294	308	323	339	355	372	390	408	428	449	**168**
Total	1,725	1,808	1,895	1,986	2,081	2,181	2,285	2,395	2,510	2,631	2,757	**1,032**

[1] Source: *Teton Region Housing Needs Assessment* (2022) growth rate
[2] Source: Institute of Transportation Engineers, *Trip Generation* , 2021

The Idaho Development Fee Act requires Capital Improvement Plans to be updated regularly, at least once every five years (Idaho Code 67-8208(2)). This report projects revenue and fees based on 10-year forecast in an effort to provide the public and elected officials with illustrative guidance of probable growth

demands based on current trends however, per Idaho Code, it is expected that an update to all Capital Improvement Plans included in this study will occur within five years.

RECREATION

The County has maintained a level of service of 1,562 square feet and 0.46 park improvements per 1,000 residents at the County Fairgrounds. The Recreation development impact fee is based on the existing level of service provided for improvements. The use of existing standards means there are no existing infrastructure deficiencies. New development is only paying its proportionate share for growth-related infrastructure.

Based on the current level of service and projected population growth, there will be a need of 10,680 new facility square feet and 3.2 new park improvements. These projections are consistent with the County's Fairground Master Plan shown in Figure 5. Additionally, the projected revenue from the maximum supportable impact fees is able to fully fund the capital improvement plan over the next ten years.

Figure 5. Recreation 10-Year Capital Improvement Plan

County Fair Expansion	
Improvement	**Cost**
Phase 1	
Year-Round Livestock Building	$80,000
Playground	$50,000
Landscaping	$120,000
Event Stage	$100,000
Phase 2	
Fair Building Improvements	$45,000
Public Restrooms	$100,000
Expand Riding Pavilion	$250,000
Expand Livestock Building	$80,000
Total	**$825,000**

Source: Teton County Fairgrounds Master Plan

CIRCULATION - PATHWAY

The County has maintained a level of service of 0.846 miles per 1,000 residents. The pathway development impact fee is based on the existing level of service provided for pathways. The use of existing standards means there are no existing infrastructure deficiencies. New development is only paying its proportionate share for growth-related infrastructure.

The growth-related need for pathways based on the 10-year projected growth is listed in Figure 6. As shown, with a population projection of 6,838 population there is a need for 5.8 miles, totaling $3,712,000 capital cost.

Figure 6. Pathway 10-Year Capital Improvement Plan

Infrastructure	Level of Service			Cost/Unit
Pathways	0.846	miles	per 1,000 persons	$640,000

Growth-Related Need for Pathways			
Year		Peak Population	Pathway Miles
Base	2022	15,364	13.0
Year 1	2023	15,940	13.5
Year 2	2024	16,538	14.0
Year 3	2025	17,158	14.5
Year 4	2026	17,802	15.1
Year 5	2027	18,469	15.6
Year 6	2028	19,162	16.2
Year 7	2029	19,880	16.8
Year 8	2030	20,626	17.4
Year 9	2031	21,399	18.1
Year 10	2032	22,202	18.8
Ten-Year Increase		6,838	**5.8**
		Projected Expenditure	**$3,712,000**

Growth-Related Expenditures for Pathways	$3,712,000

CIRCULATION - ROADWAYS

Below is the County staff identified roadways projects to accommodate the next ten years of growth. The projects total 16.82 miles and is estimated to cost $20.2 million. These projects are benefitting growth, but existing demand as well. As such, only a portion of the capital plan is funded through the impact fees.

Figure 7. Roadway Capital Improvement Plan

Road Name	From Address	To Address	Miles
S 5000 W	W 1000 S	W 5750 S	5.24
N 4000 W	Bates Rd	W 3000 N	3.02
N 500 W	N HWY 33	W 10000 N	4.39
W 4000 N	W River	N 8000 W	2.50
S Stateline	E 250 N	Ski Hill Rd	1.67
		Total Miles	**16.82**

10-Year Capital Improvement Miles	16.82
Average Construction Cost per Mile	$1,200,000
10-Year Capital Cost	**$20,184,000**

SHERIFF

Currently the Sheriff's Office has been exploring several facility expansion options. The Sheriff's Office has been in discussions with other public safety service providers (i.e., Teton County Fire and Rescue) to construct a large multipurpose public safety center. The department has also been exploring the option

of constructing a substation in the southern region of Teton County. Either option would meet the projected demand of 8,232 new facility square footage to service future demand at the current level of service. Furthermore, consistent with the study's projected demand, the department plans to add at least one new 911 communication console and will need more radios, firearms, and other equipment for new officers hired over the next ten years.

Emergency Management

The emergency management development impact fee is based on the existing level of service provided for facilities. The development impact fee is calculated for residential and nonresidential development. To serve projected growth at current levels of service, the following infrastructure is projected over the next ten years:

- 4,215 square feet of new facility
- 3.9 new vehicle and equipment units
- 3.3 new communication system units
- $2,493,000 growth-related costs to Teton County

The projected demand is consistent with the Emergency Management expansion plans. Currently, the department is exploring options for a new crisis management center facility. Furthermore, the department plans to add a third radio tower and will need more radios for new staff hired over the next ten years.

Funding Sources for Capital Improvements

In determining the proportionate share of capital costs attributable to new development, the Idaho Development Fee Act states that local governments must consider historical, available, and alternative sources of funding for system improvements (Idaho Code 67-8209(2)). Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for recreation, circulation, and public safety expansion.

Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs to the County for recreation, circulation, and public safety facilities. Evidence is given in in the specific chapters of this report that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

RECREATION DEVELOPMENT IMPACT FEE ANALYSIS

The Recreation development impact fee is based on the cost per service unit method specified in Idaho Code 67-8204(16), also referred to as the incremental expansion method elsewhere in this report. Based on County staff input, fairground facilities are used by permanent, seasonal, and visitor population. Thus, the peak population is used to determine the current level of service. Peak population is driven by residential and lodging growth, so the Recreation capital improvements are allocated to residential and lodging development. Per the Idaho Act, the service unit is a person

The Recreation infrastructure components included in the impact fee analysis are:

- Fairground facilities and park improvements
- Share of the development impact fee

Specified in Idaho Code 67-8209(2), local governments must consider historical, available, and alternative sources of funding for system improvements. Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for recreation facilities. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for recreation facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

RECREATION LEVEL OF SERVICE AND COST ANALYSIS

The following section details the level of service calculations and capital cost per person for each infrastructure category.

COUNTY FAIRGROUNDS

Listed in Figure 8, there is a total of 24,000 square feet of facilities and 7 improvements at the County Fairgrounds. With a peak population of 15,364, the level of service is found to be 1,562 square feet and 0.46 improvements per 1,000 persons. The level of service is combined with the average cost per square foot and improvement to find the capital cost per person. The average costs are based on the current replacement costs of the current fairground.

As a result, the fairground component of the impact fee is $151 per person for square feet and improvements (1,562 square feet per 1,000 persons x $78 per square foot = $122 per person; 0.46 improvements per 1,000 persons x $62,000 per improvement = $29 per person, rounded).

Figure 8. Recreation Level of Service & Cost Analysis

Facility	Square Feet	Facility Replacement Cost	Improvements	Improvement Replacement Cost
County Fairgrounds - Kitchen Building	9,000	$750,000	-	-
County Fairgrounds - Pavilion	15,000	$1,125,000	-	-
County Fairgrounds - Other Improvements	-	-	7	$437,000
Total	**24,000**	**$1,875,000**	**7**	**$437,000**

Level-of-Service Standards	Square Feet	Improvements
Residential Share	100%	100%
Share of Square Feet and Improvements	24,000	7
2022 Peak Population	15,364	15,364
Square Feet/Improvements per 1,000 Persons	**1,562**	**0.46**

Cost Analysis	Square Feet	Improvements
Square Feet/Improvements per 1,000 Persons	1,562	0.46
Average Cost per Sq. Ft./Improvement	$78	$62,000
Capital Cost per Person	**$122**	**$29**

Source: Teton County

SHARE OF THE DEVELOPMENT IMPACT FEE STUDY

Under the Idaho enabling legislation, Teton County is able to recover the cost of the study through the collection of future fees. The total cost of the study has been evenly attributed to the five infrastructure categories, resulting in the Recreation category share being $8,896. An impact fee study must be completed every five years, so the attributed cost is compared to the five-year projected increase in population. As a result, the cost per person is $3.

Figure 9. Recreation Share of the Development Impact Fee Study

Share of Study Cost	Residential Share	Residential Cost
$8,896	100%	$8,896

Residential Growth Share	Five-Year Population Increase	Capital Cost per Person
100%	3,105	$3

RECREATION CAPITAL IMPROVEMENTS NEEDED TO SERVE GROWTH

Needs due to future growth were calculated using the levels of service and cost factors for the infrastructure components. Growth-related needs are a projection of the amount of infrastructure and estimated costs over the next ten years needed to maintain levels of service.

COUNTY FAIRGROUND

The current level of service of 1,562 square feet and 0.46 improvements per 1,000 persons is combined with the population projections to illustrate the need for new County Fairground facilities. Shown in Figure

10, over the next ten years, there is a need for 10,680 square feet and 3.2 improvements. The average costs are multiplied by the need to find the projected capital need from growth ($1,031,440).

Figure 10. Projected Demand for County Fairground

Infrastructure	Level of Service			Cost/Unit
County Fairgounds	1,562	Square Feet	per 1,000 persons	$78
	0.46	Improvements	per 1,000 persons	$62,000

Growth-Related Need for County Fairgounds				
Year		Peak Population	Facility Square Feet	Park Improvements
Base	2022	15,364	23,998	7.0
Year 1	2023	15,940	24,898	7.3
Year 2	2024	16,538	25,832	7.6
Year 3	2025	17,158	26,800	7.8
Year 4	2026	17,802	27,805	8.1
Year 5	2027	18,469	28,848	8.4
Year 6	2028	19,162	29,930	8.8
Year 7	2029	19,880	31,052	9.1
Year 8	2030	20,626	32,217	9.4
Year 9	2031	21,399	33,425	9.8
Year 10	2032	22,202	34,678	10.2
Ten-Year Increase		6,838	**10,680**	**3.2**
Projected Expenditure			**$833,040**	**$198,400**

Growth-Related Expenditures for County Fairgounds	$1,031,440

RECREATION IMPACT FEE CREDIT ANALYSIS

Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for Recreation facilities. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for Recreation facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

RECREATION INPUT VARIABLES AND DEVELOPMENT IMPACT FEES

Figure 11 provides a summary of the input variables (described in the chapter sections above) used to calculate the net cost per person and the impact fee study. The Recreation Development Impact Fee is the product of persons per housing unit multiplied by the total net cost per person. Fees are based on the persons per housing unit based on the square footage of the dwelling. Additionally, the lodging impact fee is calculated based on the assumption that during peak season there is a countywide occupancy rate of 95 percent (see Appendix B for more information).

The fees represent the highest supportable amount for each type of applicable land use and represents new growth's fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure 11. Recreation Maximum Supportable Impact Fees

Fee Component	Square Foot Cost per Person	Improvement Cost per Person
Fairgound Facilities	$122	$29
Share of Study	-	$3
Gross Total	$122	$32
Net Total	**$122**	**$32**

Residential

Dwelling Size (square feet)	Persons per Household	Maximum Supportable Fee	Current Fee	Increase/ (Decrease)
Under 500	0.83	**$128**	$159	($31)
500 to 999	1.76	**$271**	$159	$112
1,000 to 1,499	2.29	**$353**	$159	$194
1,500 to 1,999	2.68	**$413**	$159	$254
2,000 to 2,499	2.97	**$457**	$159	$298
0 to 2,999	3.21	**$494**	$159	$335
3,000 to 3,499	3.42	**$527**	$159	$368
3,500 to 3,999	3.60	**$554**	$159	$395
4,000 to 4,499	3.75	**$578**	$159	$419
4,500 to 4,999	3.89	**$599**	$159	$440
5,000 to 5,499	4.02	**$619**	$159	$460
5,500 to 5,999	4.13	**$636**	$159	$477
6,000 to 6,499	4.24	**$653**	$159	$494
6,500 to 6,999	4.34	**$668**	$159	$509
7,000 to 7,499	4.43	**$682**	$159	$523
7,500 to 7,999	4.52	**$696**	$159	$537
8,000 or More	4.60	**$708**	$159	$549

Nonresidential

Development Type	Peak Seasonal Visitors	Maximum Supportable Fee	Current Fee	Increase/ (Decrease)
Lodging (per room)	1.90	**$293**	-	$293

Note: At peak season, there is assumed to be an average of two persons per room and an occupancy rate of 95 percent.

CASH FLOW PROJECTIONS FOR RECREATION MAXIMUM SUPPORTABLE IMPACT FEE

This section summarizes the potential cash flow to Teton County if the Recreation development impact fee is implemented at the maximum supportable amounts. The cash flow projections are based on the assumptions detailed in this chapter and the development projections discussed in Appendix B.

At the top of Figure 12, the cost of growth over the next ten years is listed. The summary provides an indication of the impact fee revenue generated by new development. The fee for the average sized single family and multifamily units are used in the calculations. Shown at the bottom of the figure, the maximum supportable Recreation impact fee is estimated to cover all growth-related capital costs. The rounding in the calculations result in the revenue surplus.

Importantly, the level of service has included demand from residents and businesses within the cities of Victor and Driggs. To ensure that the County captures the full potential revenue of the impact fees an intergovernmental agreement (IGA) is necessary for the Cities to collect the County impact fees on its behalf. Those revenues would be remitted to the County periodically. In the case there is no (IGA) the County will collect $490,000 (47 percent of the countywide growth-related capital costs).

Figure 12. Projected Revenue for Recreation Maximum Supportable Impact Fees

Infrastructure Costs for Park Facilities

	Total Cost	Growth Cost
Park Facilities	$1,031,440	$1,031,440
Share of Study	$8,896	$8,896
Total Expenditures	**$1,040,336**	**$1,040,336**

Projected Development Impact Fee Revenue

		Single Family $494 per unit	Multifamily $353 per unit	Lodging $293 per room
Year		Housing Units	Housing Units	Rooms
Base	2022	4,749	654	288
1	2023	4,891	715	299
2	2024	5,041	775	310
3	2025	5,198	836	322
4	2026	5,364	896	334
5	2027	5,538	957	346
6	2028	5,721	1,018	359
7	2029	5,913	1,078	373
8	2030	6,114	1,139	387
9	2031	6,326	1,200	401
10	2032	6,547	1,260	416
Ten-Year Increase		1,798	606	128
Projected Revenue		$888,371	$214,006	$37,555
			Projected Revenue =>	**$1,140,000**
			Total Expenditures =>	**$1,040,000**
			Non-Impact Fee Funding =>	**$0**

CIRCULATION - PATHWAY DEVELOPMENT IMPACT FEE ANALYSIS

Teton County Circulation - Pathway Impact Fee is based on the cost per service unit method specified in Idaho Code 67-8204(16), also referred to as the incremental expansion method elsewhere in this report. Based on County staff input, pathways are used by permanent, seasonal, and visitor population. Thus, the peak population is used to determine the current level of service. Peak population is driven by residential and lodging growth, so the pathway capital improvements are allocated to residential and lodging development. Per the Idaho Act, the service unit is a person

The pathway infrastructure components included in the impact fee analysis are:

- Pathway expansion
- Share of the development impact fee

Specified in Idaho Code 67-8209(2), local governments must consider historical, available, and alternative sources of funding for system improvements. Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for pathway facilities. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for pathways. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

The Circulation - Pathway Development Impact Fee and the Circulation - Roadway Development Impact Fee are combined into a unified category after the roadway chapter. The pathway impact fee is assessed only on residential and lodging development while the roadway impact fee is assessed to all development types. For ease of understanding, the analyses are done separately and combined into one schedule afterwards.

PATHWAY LEVEL OF SERVICE AND COST ANALYSIS

The following section details the level of service calculations and capital cost per person for each infrastructure category.

PATHWAY INFRASTRUCTURE

Listed in Figure 13, there is a total of 13.0 pathway miles owned by the County. With a peak population of 15,364, the level of service is found to be 0.846 miles per 1,000 persons. The level of service is combined with the average cost per mile to find the capital cost per person. Based on current project estimates in Teton County, the average cost to construct a mile is $640,000. As a result, the pathway component of the impact fee is $541 per person for pathways (0.846 miles per 1,000 persons x $640,000 per mile = $541 per person, rounded).

Figure 13. Pathway Level of Service & Cost Analysis

Pathway Surface	Miles	Cost per Mile	Total Cost
Paved	10.5	$750,000	$7,875,000
Gravel	2.5	$180,000	$450,000
Total	**13.0**		**$8,325,000**

Level-of-Service Standards	Pathways
Residential Share	100%
Share of Pathways	13.0
2022 Peak Population	15,364
Miles per 1,000 Persons	**0.846**

Cost Analysis	Pathways
Miles per 1,000 Persons	0.846
Average Cost per Mile	$640,000
Capital Cost per Person	**$541**

SHARE OF THE DEVELOPMENT IMPACT FEE STUDY

Under the Idaho enabling legislation, Teton County is able to recover the cost of the study through the collection of future fees. The total cost of the study has been evenly attributed to the five infrastructure categories, resulting in the Circulation - Pathway category share being $8,896. An impact fee study must be completed every five years, so the attributed cost is compared to the five-year projected increase in population. As a result, the cost per person is $3.

Figure 14. Pathway Share of the Development Impact Fee Study

Share of Study Cost	Residential Share	Residential Cost
$8,896	100%	$8,896

Residential Growth Share	Five-Year Population Increase	Capital Cost per Person
100%	3,105	$3

PATHWAY CAPITAL IMPROVEMENTS NEEDED TO SERVE GROWTH

Needs due to future growth were calculated using the levels of service and cost factors for the infrastructure components. Growth-related needs are a projection of the amount of infrastructure and estimated costs over the next ten years needed to maintain levels of service.

PATHWAYS

The current level of service of 0.846 miles per 1,000 persons is combined with the population projections to illustrate the need for new pathway miles. Shown in Figure 15, over the next ten years, there is a need

for 5.8 new miles. The average cost per mile is multiplied by the need to find the projected capital need from growth ($3,712,000).

Figure 15. Projected Demand for Pathways

Infrastructure	Level of Service			Cost/Unit
Pathways	0.846	miles	per 1,000 persons	$640,000

Growth-Related Need for Pathways			
Year		Peak Population	Pathway Miles
Base	2022	15,364	13.0
Year 1	2023	15,940	13.5
Year 2	2024	16,538	14.0
Year 3	2025	17,158	14.5
Year 4	2026	17,802	15.1
Year 5	2027	18,469	15.6
Year 6	2028	19,162	16.2
Year 7	2029	19,880	16.8
Year 8	2030	20,626	17.4
Year 9	2031	21,399	18.1
Year 10	2032	22,202	18.8
Ten-Year Increase		6,838	**5.8**
	Projected Expenditure		**$3,712,000**

Growth-Related Expenditures for Pathways	$3,712,000

PATHWAY TRANSPORTATION IMPACT FEE CREDIT ANALYSIS

Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for pathway facilities. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for pathway facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

CIRCULATION - PATHWAY INPUT VARIABLES AND DEVELOPMENT IMPACT FEES

Figure 16 provides a summary of the input variables (described in the chapter sections above) used to calculate the net cost per person of pathways and the impact fee study. The pathway impact fee is the product of persons per housing unit multiplied by the total net cost per person. Fees are based on the persons per housing unit based on the square footage of the dwelling. Additionally, the lodging impact fee is calculated based on the assumption that during peak season there is a countywide occupancy rate of 95 percent (see Appendix B for more information).

The fees represent the highest supportable amount for each type of applicable land use and represents new growth's fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure 16. Circulation - Pathway Input Variables and Maximum Supportable Impact Fees

Fee Component	Cost per Person
Pathways	$541
Impact Fee Study	$3
Gross Total	$544
Net Total	**$544**

Residential

Dwelling Size (square feet)	Persons per Household	Maximum Supportable Fee
Under 500	0.83	**$452**
500 to 999	1.76	**$957**
1,000 to 1,499	2.29	**$1,246**
1,500 to 1,999	2.68	**$1,458**
2,000 to 2,499	2.97	**$1,616**
2,500 to 2,999	3.21	**$1,746**
3,000 to 3,499	3.42	**$1,860**
3,500 to 3,999	3.60	**$1,958**
4,000 to 4,499	3.75	**$2,040**
4,500 to 4,999	3.89	**$2,116**
5,000 to 5,499	4.02	**$2,187**
5,500 to 5,999	4.13	**$2,247**
6,000 to 6,499	4.24	**$2,307**
6,500 to 6,999	4.34	**$2,361**
7,000 to 7,499	4.43	**$2,410**
7,500 to 7,999	4.52	**$2,459**
8,000 or More	4.60	**$2,502**

Nonresidential

Development Type	Peak Seasonal Visitors	Maximum Supportable Fee
Lodging (per room)	1.90	**$1,034**

Note: At peak season, there is assumed to be an average of two persons per room and an occupancy rate of 95 percent.

CASH FLOW PROJECTIONS FOR PATHWAY MAXIMUM SUPPORTABLE IMPACT FEE

This section summarizes the potential cash flow to Teton County if the pathway development impact fee is implemented at the maximum supportable amounts. The cash flow projections are based on the assumptions detailed in this chapter and the development projections discussed in Appendix B.

At the top of Figure 17, the cost of growth over the next ten years is listed. The summary provides an indication of the impact fee revenue generated by new development. The fee for the average sized single family and multifamily units are used in the calculations. Shown at the bottom of the figure, the maximum supportable pathway impact fee is estimated to generate $4 million in revenue while there is a growth-related cost of $3.7 million, offsetting half of the growth-related costs. Rounding in the calculations result in the revenue surplus.

Importantly, the level of service has included demand from residents and businesses within the cities of Victor and Driggs. To ensure that the County captures the full potential revenue of the impact fees an intergovernmental agreement (IGA) is necessary for the Cities to collect the County impact fees on its behalf. Those revenues would be remitted to the County periodically. In the case there is no (IGA) the County will collect $1.7 million (46 percent of the countywide growth-related capital costs).

Figure 17. Projected Revenue for Circulation – Pathway Maximum Supportable Impact Fees

Infrastructure Costs for Pathways

	Total Cost	Growth Cost
Pathways	$3,712,000	$3,712,000
Impact Fee Study	$8,896	$8,896
Total Expenditures	**$3,720,896**	**$3,720,896**

Projected Development Impact Fee Revenue

Year		Single Family $1,746 per unit	Multifamily $1,246 per unit	Lodging $1,034 per room
		Housing Units	Housing Units	Rooms
Base	2022	4,749	654	288
1	2023	4,891	715	299
2	2024	5,041	775	310
3	2025	5,198	836	322
4	2026	5,364	896	334
5	2027	5,538	957	346
6	2028	5,721	1,018	359
7	2029	5,913	1,078	373
8	2030	6,114	1,139	387
9	2031	6,326	1,200	401
10	2032	6,547	1,260	416
Ten-Year Increase		1,798	606	128
Projected Revenue		$3,139,871	$755,388	$132,531
			Projected Revenue =>	**$4,028,000**
			Total Expenditures =>	**$3,721,000**
			Non-Impact Fee Funding =>	**$0**

CIRCULATION - ROADWAY DEVELOPMENT IMPACT FEE ANALYSIS

The Circulation - Roadway Development Impact Fees has several components. County staff has identified a list of roadway projects that are planned to be constructed over the next ten years to accommodate growth and a plan-based approach is used to determine the maximum supportable impact fees for this item. While, road-related facilities for the Public Works Department and road-related Public Works vehicles and equipment are based on the cost per service unit method specified in Idaho Code 67-8204(16), also referred to as the incremental expansion. All components are allocated to residential and nonresidential development and per the Idaho Act, the service unit is vehicle trip rates.

Specified in Idaho Code 67-8209(2), local governments must consider historical, available, and alternative sources of funding for system improvements. Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for expanding the roadway network. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for roadway facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

The Circulation - Pathway Development Impact Fee and the Circulation - Roadway Development Impact Fee are combined into a unified category after the roadway chapter. The pathway impact fee is assessed only on residential and lodging development while the roadway impact fee is assessed to all development types. For ease of understanding, the analyses are done separately and combined into one schedule afterwards.

DEMAND FOR TRANSPORTATION INFRASTRUCTURE

Teton County has planned five roadway improvement projects intended to increase capacity and service new development. To estimate new development's share of costs associated, TischlerBise has developed a travel demand model for Teton County. This model serves to establish the base year characteristics of demand for transportation services and, using the residential and nonresidential projections outlined in Appendix B, estimate the pace of future development's demand on the County's network.

RESIDENTIAL VEHICLE TRIPS BY HOUSING TYPE

A customized trip rate is calculated for the single family and multifamily units in Teton County. In Figure 18, the most recent data from the US Census American Community Survey is inputted into equations provided by the ITE to calculate the trip ends per housing unit factor. A single family unit is estimated to generate 14.45 trip ends and a multifamily unit is estimated to generate 7.89 trip ends on an average weekday.

Figure 18. Customized Residential Trip End Rates by Housing Type

Tenure by Units in Structure	Vehicles Available[1]	Households by Structure Type[2] Single Family	Multifamily	Total	Vehicles per HH by Tenure
Owner-Occupied	7,741	3,311	39	3,350	2.31
Renter-Occupied	1,899	521	419	940	2.02
Total	9,640	3,832	458	4,290	2.25
Housing Units[3]		5,197	785	5,982	

Housing Type	Persons in Households[4]	Trip Ends[5]	Vehicles by Type of Unit	Trip Ends[6]	Average Trip Ends	Local Trip Ends per HH	National Trip Ends per Unit[7]
Single Family	10,513	29,308	8,701	81,437	55,373	**14.45**	9.43
Multifamily	1,263	2,811	936	4,421	3,616	**7.89**	4.54
Total	11,776	32,119	9,637	85,858	58,989	**13.75**	

1. Vehicles available by tenure from Table B25046, 2020 American Community Survey 5-Year Estimates.
2. Households by tenure and units in structure from Table B25032, 2020 American Community Survey 5-Year Estimates.
3. Housing units from Table B25024, 2020 American Community Survey 5-Year Estimates.
4. Total population in households from Table B25033, 2020 American Community Survey 5-Year Estimates.
5. Vehicle trips ends based on persons using formulas from Trip Generation (ITE 2021). For single-family housing (ITE 210), the fitted curve equation is EXP(0.89*LN(persons)+1.72). To approximate the average population of the ITE studies, persons were divided by 19 and the equation result multiplied by 19. For multi-family housing (ITE 221), the fitted curve equation is (2.29*persons)-64.48 (ITE 2017).
6. Vehicle trip ends based on vehicles available using formulas from Trip Generation (ITE 2021). For single-family housing (ITE 210), the fitted curve equation is EXP(0.92*LN(vehicles)+2.68). To approximate the average number of vehicles in the ITE studies, vehicles available were divided by 34 and the equation result multiplied by 34. For multi-family housing (ITE 221), the fitted curve equation is (4.77*vehicles)-46.46 (ITE 2021).
7. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

RESIDENTIAL VEHICLE TRIPS ADJUSTMENT FACTORS

A vehicle trip end is the out-bound or in-bound leg of a vehicle trip. As a result, so to not double count trips, a standard 50 percent adjustment is applied to trip ends to calculate a vehicle trip. For example, the out-bound trip from a person's home to work is attributed to the housing unit and the trip from work back home is attributed to the employer.

However, an additional adjustment is necessary to capture County residents' work bound trips that are outside of the county. The trip adjustment factor includes two components. According to the National Household Travel Survey, home-based work trips are typically 31 percent of out-bound trips (which are 50 percent of all trip ends). Also, utilizing the most recent data from the Census Bureau's web application "OnTheMap", 65 percent of Teton County workers travel outside the county for work. In combination, these factors account for 10 percent of additional production trips (0.31 x 0.50 x 0.65 = 0.10). Shown in Figure 19, the total adjustment factor for residential housing units includes attraction trips (50 percent of

trip ends) plus the journey-to-work commuting adjustment (10 percent of production trips) for a total of 60 percent.

Figure 19. Residential Trip Adjustment Factor for Commuters

Employed Teton County Residents (2019)	5,889
Residents Working in Teton County (2019)	2,065
Residents Commuting Outside of Teton County for Work	3,824
Percent Commuting Out of Teton County	65%
Additional Production Trips	**10%**

Standard Trip Adjustment Factor	**50%**
Residential Trip Adjustment Factor	**60%**

Source: U.S. Census, OnTheMap Application, 2019

NONRESIDENTIAL VEHICLE TRIPS

Vehicle trip generation for nonresidential land uses are calculated by using ITE's average daily trip end rates and adjustment factors found in their recently published 11th edition of Trip Generation. To estimate the trip generation in Teton County, the weekday trip end per 1,000 square feet factors listed in Figure 20 are used.

Figure 20. Institute of Transportation Engineers Nonresidential Factors

Employment Industry	ITE Code	Land Use	Demand Unit	Wkdy Trip Ends Per Dmd Unit	Wkdy Trip Ends Per Employee
Retail	820	Shopping Center	1,000 Sq Ft	37.01	17.42
Office	710	General Office	1,000 Sq Ft	10.84	3.33
Industrial	110	Light Industrial	1,000 Sq Ft	4.87	3.10
Institutional	610	Hospital	1,000 Sq Ft	10.77	3.77

Source: *Trip Generation* , Institute of Transportation Engineers, 11th Edition (2021)

For nonresidential land uses, the standard 50 percent adjustment is applied to office, industrial, and institutional land uses. A lower vehicle trip adjustment factor is used for retail land uses because this type of development attracts vehicles as they pass-by on roads. For example, when someone stops at a convenience store on their way home from work, the convenience store is not their primary destination. In Figure 21, the Institute for Transportation Engineers' land use code, daily vehicle trip end rate, and trip adjustment factor is listed for each land use.

Figure 21. Daily Vehicle Trip Factors

Land Use	ITE Codes	Daily Vehicle Trip Ends	Trip Adj. Factor	Daily Vehicle Trips
Residential (per housing unit)				
Single Family	210	14.45	60%	8.67
Multifamily	220	7.89	60%	4.73
Nonresidential (per 1,000 square feet)				
Retail	820	37.01	38%	14.06
Office	710	10.84	50%	5.42
Industrial	110	4.87	50%	2.44
Institutional	610	10.77	50%	5.39

Source: *Trip Generation* , Institute of Transportation Engineers, 11th Edition (2021); 'National Household Travel Survey, 2009

VEHICLE TRIP PROJECTIONS

The base year vehicle trip totals and vehicle trip projections are calculated by combining the vehicle trip end factors, the trip adjustment factors, and the residential and nonresidential assumptions for housing stock and floor area. Countywide, residential land uses account for 44,270 vehicle trips and nonresidential land uses account for 13,088 vehicle trips in the base year (Figure 22).

Through 2032, it is projected that daily vehicle trips will increase by 26,289 trips with the majority of the growth being generated by single family (59 percent) and retail (20 percent) development.

Figure 22. Vehicle Trip Projections

Development Type	Base Year 2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total Increase
Residential Trips												
Single Family	41,174	42,405	43,702	45,067	46,504	48,013	49,599	51,265	53,012	54,845	56,766	**15,591**
Multifamily	3,096	3,383	3,670	3,957	4,244	4,531	4,818	5,105	5,392	5,679	5,966	**2,870**
Subtotal	44,270	45,788	47,372	49,024	50,747	52,544	54,417	56,369	58,404	60,523	62,731	**18,461**
Nonresidential Trips												
Retail	8,730	9,150	9,589	10,049	10,531	11,037	11,567	12,122	12,704	13,313	13,952	**5,222**
Office	1,526	1,599	1,676	1,756	1,841	1,929	2,022	2,119	2,220	2,327	2,438	**913**
Industrial	1,320	1,383	1,450	1,519	1,592	1,669	1,749	1,833	1,921	2,013	2,110	**790**
Institutional	1,512	1,584	1,660	1,740	1,823	1,911	2,003	2,099	2,199	2,305	2,416	**904**
Subtotal	13,088	13,716	14,374	15,064	15,788	16,545	17,340	18,172	19,044	19,958	20,916	**7,828**
Vehicle Trips												
Grand Total	57,358	59,504	61,746	64,089	66,535	69,089	71,757	74,541	77,448	80,482	83,648	**26,289**

Source: Institute of Transportation Engineers, *Trip Generation* , 11th Edition (2021)

ROADWAY TRANSPORTATION LEVEL OF SERVICE AND COST ANALYSIS

The following section details the level of service calculations and capital cost per vehicle trip for each infrastructure category.

ROADWAY INFRASTRUCTURE

Shown in Figure 23, the County has five planned roadway projects to accommodate future growth in Teton County. These projects are assumed to provide a countywide benefit by directly expanding capacity on the roadways and by providing network capacity to alleviate congestion in other areas of the county. In total, there are 16.82 miles of roads planned with a cost of $20.2 million.

The projects are benefitting existing and future residents and businesses of Teton County, the cost is attributed to the countywide vehicle trips in 2032. As a result, there is a capital cost of $241 per vehicle trip.

Figure 23. Roadway 10-Year Capital Plan and Cost Analysis

Road Name	From Address	To Address	Miles
S 5000 W	W 1000 S	W 5750 S	5.24
N 4000 W	Bates Rd	W 3000 N	3.02
N 500 W	N HWY 33	W 10000 N	4.39
W 4000 N	W River	N 8000 W	2.50
S Stateline	E 250 N	Ski Hill Rd	1.67
		Total Miles	**16.82**

10-Year Capital Improvement Miles	16.82
Average Construction Cost per Mile	$1,200,000
10-Year Capital Cost	**$20,184,000**

10-Year Capital Cost	$20,184,000
2032 Countywide Vehicle Trips	83,648
Capital Cost per Vehicle Trip	**$241**

Source: Teton County

PUBLIC WORKS FACILITIES

Listed in Figure 24, there is a total of 17,500 square feet of Public Works facilities that are servicing the transportation network. The current daily vehicle trips total is 57,358, resulting in the level of service of 305 square feet per 1,000 vehicle trips. The level of service is combined with the average cost per unit to find the capital cost per vehicle trip. As a result, the vehicle and equipment component of the impact fee is $51 per vehicle trip (305 square feet per 1,000 vehicle trips x $51 per square foot = $51 per trip, rounded).

Figure 24. Public Works Facilities Level of Service & Cost Analysis

Facility	Square Feet	Replacement Cost [1]
Road & Bridge Maintenance Yard	10,800	$1,057,856
Armory Building - PW Share	6,700	$1,887,652
Total	**17,500**	**$2,945,508**

Level-of-Service Standards	Square Feet
Total Facility Square Feet	17,500
2022 Countywide Vehicle Trips	57,358
Square Feet per 1,000 Trips	**305**

Cost Analysis	Square Feet
Square Feet per 1,000 Trips	305
Average Cost per Square Foot	$168.31
Capital Cost per Trip	**$51**

[1] Insurance valuations

PUBLIC WORKS VEHICLE & EQUIPMENT

Listed in Figure 25, there is a total of 41 vehicles and heavy equipment in the Public Works fleet that are servicing the transportation network. The current daily vehicle trips total is 57,358, resulting in the level of service of 0.71 fleet units per 1,000 vehicle trips. The level of service is combined with the average cost per unit to find the capital cost per vehicle trip. The average cost is based on the replacement costs of the current fleet. As a result, the vehicle and equipment component of the impact fee is $95 per vehicle trip (0.71 units per 1,000 vehicle trips x $134,000 per unit = $95 per trip, rounded).

Figure 25. Public Works Vehicle and Equipment Level of Service & Cost Analysis

Vehicle Type	Units	Current Cost per Unit	Total Replacement Cost
Road Graders	8	$390,000	$3,120,000
Dump Trucks	8	$225,000	$1,800,000
Trailers	6	$10,000	$60,000
Shop Trucks	5	$31,000	$155,000
Misc Equipment	14	$25,000	$350,000
Total	**41**		**$5,485,000**

Level-of-Service Standards	Fleet
Total Fleet Units	41
2022 Countywide Vehicle Trips	57,358
Units per 1,000 Vehicle Trips	**0.71**

Cost Analysis	Fleet
Units per 1,000 Vehicle Trips	0.71
Average Cost per Unit	$134,000
Capital Cost per Vehicle Trip	**$95**

Source: Teton County

SHARE OF THE DEVELOPMENT IMPACT FEE STUDY

Under the Idaho enabling legislation, Teton County is able to recover the cost of the study through the collection of future fees. The total cost of the study has been evenly attributed to the five infrastructure categories, resulting in the Circulation - Roadway category share being $8,896. An impact fee study must be completed every five years, so the attributed cost is compared to the five-year projected increase in vehicle trips. As a result, the cost per vehicle trip is $1.

Figure 26. Circulation - Roadway Share of the Development Impact Fee Study

Share of Study Cost	Vehicle Trip Share	Vehicle Trip Cost
$8,896	100%	$8,896

Vehicle Trip Growth Share	Five-Year Vehicle Trip Increase	Capital Cost per Vehicle Trip
100%	11,732	$1

ROADWAY CAPITAL IMPROVEMENTS NEEDED TO SERVE GROWTH

Needs due to future growth were calculated using the levels of service and cost factors for the infrastructure components. Growth-related needs are a projection of the amount of infrastructure and estimated costs over the next ten years needed to maintain levels of service.

PUBLIC WORK FACILITIES

The current level of service of 305 square feet and 0.71 fleet units per 1,000 vehicle trips is combined with the vehicle trip projections to illustrate the need for new Public Work facilities. Shown in Figure 27, over the next ten years, there is a need for 8,019 new square feet and 18.7 new fleet units. The average costs are multiplied by the need to find the projected capital need from growth ($3,855,478).

Figure 27. Projected Demand for Public Work Facilities

Infrastructure	Level of Service			Cost/Unit
PW Facility	305	square feet	per 1,000 vehicle trips	$168
PW Fleet	0.71	units	per 1,000 vehicle trips	$134,000

Growth-Related Need for Public Works				
Year		Vehicle Trips	Square Feet	Fleet Units
Base	2022	57,358	17,494	40.7
Year 1	2023	59,504	18,149	42.2
Year 2	2024	61,746	18,833	43.8
Year 3	2025	64,089	19,547	45.5
Year 4	2026	66,535	20,293	47.2
Year 5	2027	69,089	21,072	49.1
Year 6	2028	71,757	21,886	50.9
Year 7	2029	74,541	22,735	52.9
Year 8	2030	77,448	23,622	55.0
Year 9	2031	80,482	24,547	57.1
Year 10	2032	83,648	25,513	59.4
Ten-Year Increase		26,290	**8,019**	**18.7**
	Projected Expenditure		**$1,349,678**	**$2,505,800**

Growth-Related Expenditures for Public Works	$3,855,478

CIRCULATION - ROADWAY IMPACT FEE CREDIT ANALYSIS

Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for roadway expansion. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for roadway and Public Works capital needs. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. The existing residents' share of the roadway capital plan is assumed to be funded through existing monies or other sources such as federal and state grants. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

CIRCULATION – ROADWAY INPUT VARIABLES AND DEVELOPMENT IMPACT FEES

Figure 28 provides a summary of the input variables (described in the chapter sections above) used to calculate the net cost per vehicle trip. The residential impact fee is the product of vehicle trips per housing unit and the nonresidential fee is the product of vehicle trips per 1,000 square feet multiplied by the total net cost per trip.

The fees represent the highest supportable amount for each type of applicable land use and represents new growth's fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure 28. Roadway Transportation Input Variables and Maximum Supportable Impact Fees

Fee Component	Cost per Vehicle Trip
10-Year Capital Needs	$241
Public Works Facilities	$51
Public Works Fleet	$95
Impact Fee Study	$1
Gross Total	$388
Net Total	**$388**

Residential

Development Type	Vehicle Trips per Unit	Maximum Supportable Fee
Residential (per housing unit by square feet)		
Under 500	2.65	**$1,028**
500 to 999	4.47	**$1,734**
1,000 to 1,499	5.53	**$2,146**
1,500 to 1,999	6.28	**$2,437**
2,000 to 2,499	6.87	**$2,666**
2,500 to 2,999	7.34	**$2,848**
3,000 to 3,499	7.75	**$3,007**
3,500 to 3,999	8.10	**$3,143**
4,000 to 4,499	8.41	**$3,263**
4,500 to 4,999	8.68	**$3,368**
5,000 to 5,499	8.93	**$3,465**
5,500 to 5,999	9.16	**$3,554**
6,000 to 6,499	9.37	**$3,636**
6,500 to 6,999	9.56	**$3,709**
7,000 to 7,499	9.74	**$3,779**
7,500 to 7,999	9.91	**$3,845**
8,000 or More	10.07	**$3,907**

Nonresidential

Development Type	Vehicle Trips per KSF	Maximum Supportable Fee
Nonresidential (per 1,000 square feet)		
Retail	14.06	**$5,455**
Office	5.42	**$2,103**
Industrial	2.44	**$947**
Institutional	5.39	**$2,091**
Lodging (per room)	4.00	**$1,552**

CASH FLOW PROJECTIONS FOR ROADWAY MAXIMUM SUPPORTABLE IMPACT FEE

This section summarizes the potential cash flow to Teton County, if the Circulation - Roadway Development Impact Fee is implemented at the maximum supportable amounts. The cash flow projections are based on the assumptions detailed in this chapter and the development projections discussed in Appendix B. The summary provides an indication of the impact fee revenue generated by new development. Based on the maximum supportable fees and projected growth, the impact fee is estimated to generate $10 million while the total roadway plan and Public Work needs total $24 million (which includes existing residents and business portion of the roadway capital plan). The non-impact fee funding gap of $14 million is the result of the existing demand on the roadway capital plan and will be funded through other funding sources (i.e., federal and state grants).

Importantly, the level of service has included demand from residents and businesses within the cities of Victor and Driggs. To ensure that the County captures the full potential revenue of the impact fees an intergovernmental agreement (IGA) is necessary for the Cities to collect the County impact fees on its behalf. Those revenues would be remitted to the County periodically. In the case there is no (IGA) the County will collect $4.2 million (17 percent of the countywide growth-related capital costs).

Figure 29. Projected Revenue from Circulation – Roadway Maximum Supportable Impact Fees

Infrastructure Costs for Road Facilities

	Total Cost	Growth Cost
Roadway Improvements	$20,184,000	$6,343,657
Public Works Facilities	$1,349,678	$1,349,678
Public Works Fleet	$2,505,800	$2,505,800
Impact Fee Study	$8,896	$8,896
Total Expenditures	**$24,048,374**	**$10,208,031**

Projected Development Impact Fee Revenue

Year		Single Family $3,007 per unit	Multifamily $2,146 per unit	Retail $5,455 per KSF	Office $2,103 per KSF	Industrial $947 per KSF	Institutional $2,091 per KSF	Lodging $1,552 per room
		Housing Units	Housing Units	KSF	KSF	KSF	KSF	Rooms
Base	2022	4,749	654	621	282	542	281	288
1	2023	4,891	715	651	295	568	294	299
2	2024	5,041	775	682	309	595	308	310
3	2025	5,198	836	715	324	624	323	322
4	2026	5,364	896	749	340	654	339	334
5	2027	5,538	957	785	356	685	355	346
6	2028	5,721	1,018	822	373	718	372	359
7	2029	5,913	1,078	862	391	753	390	373
8	2030	6,114	1,139	903	410	789	408	387
9	2031	6,326	1,200	947	429	827	428	401
10	2032	6,547	1,260	992	450	866	449	416
Ten-Year Increase		1,798	606	371	168	324	168	128
Projected Revenue		$5,407,556	$1,300,794	$2,025,587	$354,108	$306,964	$351,124	$198,924

Projected Revenue => $9,945,000
Projected Expenditures => $24,048,000
Non-Impact Fee Funding => $14,103,000

Summary of Circulation Development Impact Fee

The Circulation - Pathway Development Impact Fee and the Circulation - Roadway Development Impact Fee are combined into a unified category in Figure 30. The pathway impact fee is assessed only on residential and lodging development while the roadway impact fee is assessed to all development types. For ease of understanding, the analyses are done separately and combined into one fee schedule below.

Figure 30. Summary of Maximum Supportable Circulation Development Impact Fee

Development Type	Maximum Supportable Fee			Current Fee [1]	Increase/ (Decrease)
	Pathways	Roadways	Total		
Residential (per housing unit by square feet)					
Under 500	$452	$1,028	**$1,480**	$1,489	($9)
500 to 999	$957	$1,734	**$2,691**	$1,489	$1,202
1,000 to 1,499	$1,246	$2,146	**$3,392**	$1,489	$1,903
1,500 to 1,999	$1,458	$2,437	**$3,895**	$1,489	$2,406
2,000 to 2,499	$1,616	$2,666	**$4,282**	$1,489	$2,793
2,500 to 2,999	$1,746	$2,848	**$4,594**	$1,489	$3,105
3,000 to 3,499	$1,860	$3,007	**$4,867**	$1,489	$3,378
3,500 to 3,999	$1,958	$3,143	**$5,101**	$1,489	$3,612
4,000 to 4,499	$2,040	$3,263	**$5,303**	$1,489	$3,814
4,500 to 4,999	$2,116	$3,368	**$5,484**	$1,489	$3,995
5,000 to 5,499	$2,187	$3,465	**$5,652**	$1,489	$4,163
5,500 to 5,999	$2,247	$3,554	**$5,801**	$1,489	$4,312
6,000 to 6,499	$2,307	$3,636	**$5,943**	$1,489	$4,454
6,500 to 6,999	$2,361	$3,709	**$6,070**	$1,489	$4,581
7,000 to 7,499	$2,410	$3,779	**$6,189**	$1,489	$4,700
7,500 to 7,999	$2,459	$3,845	**$6,304**	$1,489	$4,815
8,000 or More	$2,502	$3,907	**$6,409**	$1,489	$4,920
Nonresidential (per 1,000 square feet)					
Retail	$0	$5,455	**$5,455**	$522	$4,934
Office	$0	$2,103	**$2,103**	$201	$1,902
Industrial	$0	$947	**$947**	$90	$856
Institutional	$0	$2,091	**$2,091**	$200	$1,892
Lodging (per room)	$1,034	$1,552	**$2,586**	-	-

[1] The current fee includes pathway and roadway improvements. Also, the nonresidential fee is based on vehicle trip rate of the development.
Comparison fees are calculated using the ITE Trip Generation Manual (2021).
[1] Large fee increases for nonresidential land uses is partially the result of the previous study's (2008) aggressive projections that are about 40 times greater than the updated projections.

SHERIFF DEVELOPMENT IMPACT FEES

The Sheriff Development Impact Fee is based on the cost per service unit method specified in Idaho Code 67-8204(16), also referred to as the incremental expansion method elsewhere in this report.

The Sheriff infrastructure components included in the impact fee analysis are:

- Sheriff facilities
- Sheriff communication system
- Sheriff equipment
- Share of the development impact fee

The residential portion of the fee is derived from the product of persons per housing unit by square footage of dwelling unit multiplied by the net capital cost per person. To calculate nonresidential development impact fees, nonresidential vehicle trips are used as the demand indicator. Trip generation rates are highest for commercial developments, such as shopping centers, and lowest for industrial development. Office and institutional land uses trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for Sheriff from nonresidential development and thus are the best demand indicators. Other possible nonresidential demand indicators, such as employment or floor area, do not accurately reflect the demand for service. If employees per thousand square feet were used as the demand indicator, Sheriff Development Impact Fees would be too high for office and institutional development. If floor area were used as the demand indicator, the development impact fees would be too high for industrial development. (See the Appendix for further discussion on trip rates and calculations.)

Specified in Idaho Code 67-8209(2), local governments must consider historical, available, and alternative sources of funding for system improvements. Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for sheriff facilities. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

COST ALLOCATION FOR SHERIFF INFRASTRUCTURE

Both residential and nonresidential developments increase the demand on County sheriff services and facilities. To calculate the proportional share between residential and nonresidential demand on service and facilities, a functional population approach is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in the County through the 24 hours in a day.

Residents that do not work are assigned 20 hours per day to residential development and 4 hours per day to nonresidential development (annualized averages). Residents that work in Teton County are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside the County are assigned 14 hours to residential development, the remaining hours in the day are assumed to be spent outside of the County working. Inflow commuters are assigned 10 hours to nonresidential development. Based on the most recent functional population data (2019), residential development accounts for 78 percent of the functional population, while nonresidential development accounts for 22 percent.

Figure 31. Teton County Functional Population

Teton County (2019)				
Residential			*Demand*	*Person*
Population*	11,426		*Hours/Day*	*Hours*
Residents Not Working		5,537	20	110,740
Employed Residents		5,889		
Employed in Teton County		2,065	14	28,910
Employed outside Teton County		3,824	14	53,536
			Residential Subtotal	193,186
			Residential Share =>	**78%**
Nonresidential				
Non-working Residents		5,537	4	22,148
Jobs Located in Teton County		3,198		
Residents Employed in Teton County		1,133	10	11,330
Non-Resident Workers (inflow commuters)		2,065	10	20,650
			Nonresidential Subtotal	54,128
			Nonresidential Share =>	**22%**
			TOTAL	247,314

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.
* Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

SHERIFF LEVEL OF SERVICE AND COST ANALYSIS

The following section details the level of service calculations and capital cost per person for each infrastructure category.

SHERIFF FACILITY

Listed in Figure 32, the Sheriff's Office occupies 9,500 square feet at the Law Enforcement Center and there is 7,700 square feet of search and rescue facilities. The replacement cost of these facilities averages $356 per square foot. The proportionate share between residential and nonresidential demand of the facility is found by applying the functional population percentages. As a result, 13,416 square feet is

attributed to residential demand and 3,784 square feet is attributed to nonresidential demand. The current level of service is found by comparing the attributed square footage to the current peak population and nonresidential vehicles trips. As a result, there is 873 square feet per 1,000 residents and 289 square feet per 1,000 vehicles trips.

The average cost per square foot is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of $311 per person and $103 per vehicle trip (873 square feet per 1,000 persons x $356 per square foot = $311 per person, rounded).

Figure 32. Sheriff Facility Level of Service & Cost Analysis

Facility Type	Square Feet	Replacement Cost [1]
Law Enforcement Center - Sheriff Share	9,500	$3,384,891
Search and Rescue Office and Storage	7,700	$2,743,543
Total	**17,200**	**$6,128,434**

Level-of-Service Standards	Residential	Nonresidential
Proportionate Share	78%	22%
Share of Square Feet	13,416	3,784
2022 Population/Nonres. Vehicle Trips	15,364	13,088
Square Feet per 1,000 Persons/Vehicle Trips	**873**	**289**

Cost Analysis	Residential	Nonresidential
Square Feet per 1,000 Persons/Vehicle Trips	873	289
Average Cost per Square Foot	$356	$356
Capital Cost per Person/Vehicle Trip	**$311**	**$103**

[1] Insurance valuations

SHERIFF COMMUNICATION SYSTEM

Listed in Figure 33, the Sheriff communication system consists of three 911 consoles, one radio technology stack, and 50 radios. The proportionate share between residential and nonresidential demand of the facility is found by applying the functional population percentages. As a result, 42.1 units are attributed to residential demand and 11.9 units are is attributed to nonresidential demand. The current level of service is found by comparing the attributed units to the current peak population and nonresidential vehicles trips. As a result, there is 2.741 units per 1,000 residents and 0.908 units per 1,000 vehicles trips.

The average cost per unit is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of $55 per person and $18 per vehicle trip (2.741 units per 1,000 persons x $20,000 per unit = $55 per person, rounded).

Figure 33. Sheriff Communication System Level of Service & Cost Analysis

Facility Type	Units	Current Cost per Unit	Total Replacement Cost
911 Consoles	3	$175,000	$525,000
Radio Technology Stack	1	$300,000	$300,000
Sheriff Radios	50	$5,000	$250,000
Total	**54**		**$1,075,000**

Level-of-Service Standards	Residential	Nonresidential
Proportionate Share	78%	22%
Share of Units	42.1	11.9
2022 Population/Nonres. Vehicle Trips	15,364	13,088
Units per 1,000 Persons/Vehicle Trips	**2.741**	**0.908**

Cost Analysis	Residential	Nonresidential
Units per 1,000 Persons/Vehicle Trips	2.741	0.908
Average Cost per Unit	$20,000	$20,000
Capital Cost per Person/Vehicle Trip	**$55**	**$18**

SHERIFF EQUIPMENT

Per the Idaho Act, capital improvements are limited to those improvements that have a certain lifespan. As specified in 67-8203(3) of the Idaho Act, "'Capital improvements' means improvements with a useful life of ten (10) years or more, by new construction or other action, which increase the service capacity of a public facility." Listed in Figure 34 are Sheriff equipment that have a useful life of ten or more years qualifying to be impact fee-eligible. This includes firearms and trailers that the Sheriff's Office plan to expand as the County expands and hires additional deputies.

The proportionate share between residential and nonresidential demand of the facility is found by applying the functional population percentages. As a result, 25 units are attributed to residential demand and 7 units are is attributed to nonresidential demand. The current level of service is found by comparing the attributed units to the current peak population and nonresidential vehicles trips. As a result, there is 1.625 units per 1,000 residents and 0.538 units per 1,000 vehicles trips.

The average cost per unit is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of $5 per person and $2 per vehicle trip (1.625 units per 1,000 persons x $3,000 per unit = $5 per person, rounded).

Figure 34. Sheriff Equipment Level of Service & Cost Analysis

Equipment Type	Units	Current Cost per Unit	Total Replacement Cost
Deputy Fire Arms - Rifles	15	$1,500	$22,500
Deputy Fire Arms - Pistol	15	$1,000	$15,000
Trailers	2	$35,000	$70,000
Total	**32**		**$107,500**

Level-of-Service Standards	Residential	Nonresidential
Proportionate Share	78%	22%
Share of Units	25.0	7.0
2022 Population/Nonres. Vehicle Trips	15,364	13,088
Units per 1,000 Persons/Vehicle Trips	**1.625**	**0.538**

Cost Analysis	Residential	Nonresidential
Units per 1,000 Persons/Vehicle Trips	1.625	0.538
Average Cost per Unit	$3,000	$3,000
Capital Cost per Person/Vehicle Trip	**$5**	**$2**

Share of the Development Impact Fee Study

Under the Idaho enabling legislation, Teton County is able to recover the cost of the study through the collection of future fees. The total cost of the study has been evenly attributed to the five infrastructure categories, resulting in the Sheriff's share being $8,896. An impact fee study must be completed every five years, so the attributed cost is compared to the five-year projected increase in population and nonresidential vehicle trips. As a result, the cost per person is $2 and the cost per vehicle trip is $1.

Figure 35. Sheriff's Share of the Development Impact Fee Study

Share of Study Cost	Residential Share	Nonresidential Share
$8,896	78%	22%

Residential Growth Share	Five-Year Population Increase	Capital Cost per Person
100%	3,105	$2

Nonresidential Growth Share	Five-Year Veh. Trip Increase	Capital Cost per Trip
100%	3,457	$1

SHERIFF CAPITAL IMPROVEMENTS NEEDED TO SERVE GROWTH

Needs due to future growth were calculated using the levels of service and cost factors for the infrastructure components. Growth-related needs are a projection of the amount of infrastructure and estimated costs over the next ten years needed to maintain levels of service.

SHERIFF FACILITIES

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new sheriff facilities. Shown in Figure 36, over the next ten years, there is a need for 8,232 square feet. The average cost per square foot is multiplied by the need to find the projected capital need from growth ($2,930,592).

Figure 36. Projected Demand for Sheriff Facilities

Infrastructure	Level of Service				Cost/Unit
Sheriff Facilities	Residential	873	Square Feet	per 1,000 persons	$356
	Nonresidential	289		per 1,000 veh. trips	

Growth-Related Need for Sheriff Facilities						
Year		Peak Population	Nonres. Vehicle Trips	Residential Square Feet	Nonresidential Square Feet	Total Square Feet
Base	2022	15,364	13,088	13,412	3,782	17,194
Year 1	2023	15,940	13,716	13,915	3,963	17,878
Year 2	2024	16,538	14,374	14,437	4,154	18,591
Year 3	2025	17,158	15,064	14,979	4,353	19,332
Year 4	2026	17,802	15,788	15,540	4,562	20,102
Year 5	2027	18,469	16,545	16,123	4,781	20,904
Year 6	2028	19,162	17,340	16,728	5,011	21,739
Year 7	2029	19,880	18,172	17,355	5,251	22,606
Year 8	2030	20,626	19,044	18,006	5,503	23,509
Year 9	2031	21,399	19,958	18,681	5,767	24,448
Year 10	2032	22,202	20,916	19,382	6,044	25,426
Ten-Year Increase		6,838	7,828	5,970	2,262	8,232
			Projected Expenditure	**$2,125,320**	**$805,272**	**$2,930,592**

Growth-Related Expenditures for Sheriff Facilities	$2,930,592

SHERIFF COMMUNICATION SYSTEM

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new sheriff communication system units. Shown in Figure 37, over the next ten years, there is a need for 25.8 units. The average cost per unit is multiplied by the need to find the projected capital need from growth ($516,000).

Figure 37. Projected Demand for Sheriff Communication System

Infrastructure	Level of Service				Cost/Unit
Sheriff Comm. System	Residential	2.741	Units	per 1,000 persons	$20,000
	Nonresidential	0.908		per 1,000 veh. trips	

Growth-Related Need for Sheriff Comm. System						
Year		Peak Population	Nonres. Vehicle Trips	Residential Units	Nonresidential Units	Total Units
Base	2022	15,364	13,088	42.1	11.8	53.9
Year 1	2023	15,940	13,716	43.6	12.4	56.0
Year 2	2024	16,538	14,374	45.3	13.0	58.3
Year 3	2025	17,158	15,064	47.0	13.6	60.6
Year 4	2026	17,802	15,788	48.7	14.3	63.0
Year 5	2027	18,469	16,545	50.6	15.0	65.6
Year 6	2028	19,162	17,340	52.5	15.7	68.2
Year 7	2029	19,880	18,172	54.4	16.5	70.9
Year 8	2030	20,626	19,044	56.5	17.2	73.7
Year 9	2031	21,399	19,958	58.6	18.1	76.7
Year 10	2032	22,202	20,916	60.8	18.9	79.7
Ten-Year Increase		6,838	7,828	18.7	7.1	25.8
			Projected Expenditure	**$374,000**	**$142,000**	**$516,000**

Growth-Related Expenditures for Sheriff Comm. System	$516,000

SHERIFF EQUIPMENT

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new sheriff equipment units. Shown in Figure 38, over the next ten years, there is a need for 15.3 units. The average cost per unit is multiplied by the need to find the projected capital need from growth ($45,900).

Figure 38. Projected Demand for Sheriff Equipment

Infrastructure	Level of Service				Cost/Unit
Sheriff Equipment	Residential	1.63	Units	per 1,000 persons	$3,000
	Nonresidential	0.54		per 1,000 veh. trips	

Growth-Related Need for Sheriff Equipment						
Year		Peak Population	Nonres. Vehicle Trips	Residential Units	Nonresidential Units	Total Units
Base	2022	15,364	13,088	24.9	7.0	31.9
Year 1	2023	15,940	13,716	25.9	7.3	33.2
Year 2	2024	16,538	14,374	26.8	7.7	34.5
Year 3	2025	17,158	15,064	27.8	8.1	35.9
Year 4	2026	17,802	15,788	28.9	8.4	37.3
Year 5	2027	18,469	16,545	30.0	8.9	38.9
Year 6	2028	19,162	17,340	31.1	9.3	40.4
Year 7	2029	19,880	18,172	32.3	9.7	42.0
Year 8	2030	20,626	19,044	33.5	10.2	43.7
Year 9	2031	21,399	19,958	34.7	10.7	45.4
Year 10	2032	22,202	20,916	36.0	11.2	47.2
Ten-Year Increase		6,838	7,828	11.1	4.2	15.3
		Projected Expenditure		**$33,300**	**$12,600**	**$45,900**

Growth-Related Expenditures for Sheriff Equipment	$45,900

SHERIFF IMPACT FEE CREDIT ANALYSIS

Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for sheriff facilities. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

SHERIFF INPUT VARIABLES AND DEVELOPMENT IMPACT FEES

Figure 39 provides a summary of the input variables (described in the chapter sections above) used to calculate the net cost per person and vehicle trip. The residential Sheriff Development Impact Fees are the product of persons per housing unit by size of the dwelling unit multiplied by the total net capital cost per person. The nonresidential fees are the product of trips per 1,000 square feet multiplied by the net capital cost per nonresidential vehicle trip.

The fees represent the highest supportable amount for each type of applicable land use and represents new growth's fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure 39. Sheriff Input Variables and Maximum Supportable Impact Fees

Fee Component	Cost per Person	Cost per Vehicle Trip
Sheriff Facilities	$311	$103
Sheriff Comm. System	$55	$18
Sheriff Equipment	$5	$2
Impact Fee Study	$2	$1
Gross Total	$373	$124
Net Total	**$373**	**$124**

Residential

Dwelling Size (square feet)	Persons per Household	Maximum Supportable Fee	Current Fee	Increase/ (Decrease)
Residential (per housing unit)				
Under 500	0.83	**$310**	$316.50	($7)
500 to 999	1.76	**$656**	$316.50	$340
1,000 to 1,499	2.29	**$854**	$316.50	$538
1,500 to 1,999	2.68	**$1,000**	$316.50	$684
2,000 to 2,499	2.97	**$1,108**	$316.50	$792
2,500 to 2,999	3.21	**$1,197**	$316.50	$881
3,000 to 3,499	3.42	**$1,276**	$316.50	$960
3,500 to 3,999	3.60	**$1,343**	$316.50	$1,027
4,000 to 4,499	3.75	**$1,399**	$316.50	$1,083
4,500 to 4,999	3.89	**$1,451**	$316.50	$1,135
5,000 to 5,499	4.02	**$1,499**	$316.50	$1,183
5,500 to 5,999	4.13	**$1,540**	$316.50	$1,224
6,000 to 6,499	4.24	**$1,582**	$316.50	$1,266
6,500 to 6,999	4.34	**$1,619**	$316.50	$1,303
7,000 to 7,499	4.43	**$1,652**	$316.50	$1,336
7,500 to 7,999	4.52	**$1,686**	$316.50	$1,370
8,000 or More	4.60	**$1,716**	$316.50	$1,400

Nonresidential

Development Type	Vehicle Trips per KSF	Maximum Supportable Fee	Current Fee	Increase/ (Decrease)
Nonresidential (per 1,000 square feet)				
Retail	14.06	**$1,744**	$8.97	$1,735
Office	5.42	**$672**	$8.97	$663
Industrial	2.44	**$302**	$8.97	$293
Institutional	5.39	**$668**	$8.97	$659
Lodging (per room)	4.00	**$496**	$8.97	$487

[1] Large increases for nonresidential land uses is partially the result of the previous study's (2008) aggressive projections that are about 40 times greater than the updated projections.

CASH FLOW PROJECTIONS FOR SHERIFF MAXIMUM SUPPORTABLE IMPACT FEE

This section summarizes the potential cash flow to Teton County if the Sheriff Development Impact Fee is implemented at the maximum supportable amounts. The cash flow projections are based on the assumptions detailed in this chapter and the development projections discussed in Appendix B.

The summary provides an indication of the impact fee revenue generated by new development. The fee for the average sized single family and multifamily units are used in the calculations. Shown at the bottom of the figure, the maximum supportable sheriff impact fee is estimated to generate $3.7 million in revenue while there is a growth-related cost of $3.5 million, offsetting all the growth-related capital costs.

Importantly, the level of service has included demand from residents and businesses within the cities of Victor and Driggs. To ensure that the County captures the full potential revenue of the impact fees an intergovernmental agreement (IGA) is necessary for the Cities to collect the County impact fees on its behalf. Those revenues would be remitted to the County periodically. In the case there is no (IGA) the County will collect $1.6 million (45 percent of the countywide growth-related capital costs).

Figure 40. Cash Flow Summary for Sheriff Impact Fees

Infrastructure Costs for Sheriff Facilities

	Total Cost	Growth Cost
Sheriff Facilities	$2,930,592	$2,930,592
Sheriff Comm. System	$516,000	$516,000
Sheriff Equipment	$45,900	$45,900
Impact Fee Study	$17,792	$17,792
Total Expenditures	**$3,510,284**	**$3,510,284**

Projected Development Impact Fee Revenue

		Single Family $1,197 per unit	Multifamily $854 per unit	Retail $1,744 per KSF	Office $672 per KSF	Industrial $302 per KSF	Institutional $668 per KSF	Lodging $496 per room
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF	Rooms
Base	2022	4,749	654	621	282	542	281	288
1	2023	4,891	715	651	295	568	294	299
2	2024	5,041	775	682	309	595	308	310
3	2025	5,198	836	715	324	624	323	322
4	2026	5,364	896	749	340	654	339	334
5	2027	5,538	957	785	356	685	355	346
6	2028	5,721	1,018	822	373	718	372	359
7	2029	5,913	1,078	862	391	753	390	373
8	2030	6,114	1,139	903	410	789	408	387
9	2031	6,326	1,200	947	429	827	428	401
10	2032	6,547	1,260	992	450	866	449	416
Ten-Year Increase		1,798	606	371	168	324	168	128
Projected Revenue		$2,152,592	$517,738	$647,560	$113,155	$97,920	$112,154	$63,574

Projected Revenue =>	**$3,705,000**
Projected Expenditures =>	**$3,510,000**
Non-Impact Fee Funding =>	**$0**

EMERGENCY MANAGEMENT

The Emergency Management Development Impact Fee is based on the cost per service unit method specified in Idaho Code 67-8204(16), also referred to as the incremental expansion method elsewhere in this report.

The Emergency Management infrastructure components included in the impact fee analysis are:

- Emergency Management facilities
- Vehicles and equipment
- Communication system
- Share of the development impact fee

The residential portion of the fee is derived from the product of persons per housing unit by square footage of dwelling unit multiplied by the net capital cost per person. To calculate nonresidential development impact fees, nonresidential vehicle trips are used as the demand indicator. Trip generation rates are highest for commercial developments, such as shopping centers, and lowest for industrial development. Office and institutional land uses trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for Emergency Management from nonresidential development and thus are the best demand indicators. Other possible nonresidential demand indicators, such as employment or floor area, do not accurately reflect the demand for service. If employees per thousand square feet were used as the demand indicator, Emergency Management Development Impact Fees would be too high for office/institutional development. If floor area were used as the demand indicator, the development impact fees would be too high for industrial development. (See the Appendix for further discussion on trip rates and calculations.)

Specified in Idaho Code 67-8209(2), local governments must consider historical, available, and alternative sources of funding for system improvements. Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for Emergency Management facilities. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

COST ALLOCATION FOR EMERGENCY MANAGEMENT INFRASTRUCTURE

Both residential and nonresidential developments increase the demand on County Emergency Management services and facilities. To calculate the proportional share between residential and nonresidential demand on service and facilities, a functional population approach is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in the County through the 24 hours in a day.

Residents that do not work are assigned 20 hours per day to residential development and 4 hours per day to nonresidential development (annualized averages). Residents that work in Teton County are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside the County are assigned 14 hours to residential development, the remaining hours in the day are assumed to be spent outside of the County working. Inflow commuters are assigned 10 hours to nonresidential development. Based on the most recent functional population data (2019), residential development accounts for 78 percent of the functional population, while nonresidential development accounts for 22 percent.

Figure 41. Teton County Functional Population

Teton County (2019)				
Residential			*Demand*	*Person*
Population*	11,426		*Hours/Day*	*Hours*
Residents Not Working		5,537	20	110,740
Employed Residents		5,889		
Employed in Teton County		2,065	14	28,910
Employed outside Teton County		3,824	14	53,536
			Residential Subtotal	193,186
			Residential Share =>	**78%**
Nonresidential				
Non-working Residents		5,537	4	22,148
Jobs Located in Teton County		3,198		
Residents Employed in Teton County		1,133	10	11,330
Non-Resident Workers (inflow commuters)		2,065	10	20,650
			Nonresidential Subtotal	54,128
			Nonresidential Share =>	**22%**
			TOTAL	247,314

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.
* Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

EMERGENCY MANAGEMENT LEVEL OF SERVICE AND COST ANALYSIS

The following section details the level of service calculations and capital cost per person for each infrastructure category.

EMERGENCY MANAGEMENT FACILITY

Listed in Figure 42, the Emergency Management has a total of 8,800 square feet with a replacement cost of $2.8 million, $319 per square foot. The proportionate share between residential and nonresidential demand of the facility is found by applying the functional population percentages. As a result, 6,864 square feet is attributed to residential demand and 1,936 square feet is attributed to nonresidential

demand. The current level of service is found by comparing the attributed square footage to the current peak population and nonresidential vehicles trips. As a result, there is 447 square feet per 1,000 residents and 148 square feet per 1,000 vehicles trips.

The average cost per square foot is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of $143 per person and $47 per vehicle trip (447 square feet per 1,000 persons x $319 per square foot = $143 per person, rounded).

Figure 42. Emergency Management Facility Level of Service & Cost Analysis

Facility Type	Square Feet	Replacement Cost [1]
Office Space	3,000	$882,500
EOC - County Courthouse	5,000	$1,926,566
Equipment Storage	400	$112,696
Supply Storage	400	$112,696
Total	**8,800**	**$2,809,066**

Level-of-Service Standards	Residential	Nonresidential
Proportionate Share	78%	22%
Share of Square Feet	6,864	1,936
2022 Population/Nonres. Vehicle Trips	15,364	13,088
Square Feet per 1,000 Persons/Vehicle Trips	**447**	**148**

Cost Analysis	Residential	Nonresidential
Square Feet per 1,000 Persons/Vehicle Trips	447	148
Average Cost per Square Foot	$319	$319
Capital Cost per Person/Vehicle Trip	**$143**	**$47**

[1] Insurance valuations

EMERGENCY MANAGEMENT VEHICLES & EQUIPMENT

Listed in Figure 43, the Emergency Management has eight vehicles and impact-fee eligible equipment with a total replacement cost of $617,900. The proportionate share between residential and nonresidential demand of the facility is found by applying the functional population percentages. As a result, 6.2 units are attributed to residential demand and 1.8 units are is attributed to nonresidential demand. The current level of service is found by comparing the attributed units to the current peak population and nonresidential vehicles trips. As a result, there is 0.406 units per 1,000 residents and 0.134 units per 1,000 vehicles trips.

The average cost per unit is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of $31 per person and $10 per vehicle trip (0.406 units per 1,000 persons x $77,000 per unit = $31 per person, rounded).

Figure 43. Emergency Management Vehicles and Equipment Level of Service & Cost Analysis

Vehicles & Equipment	Units	Current Cost per Unit	Total Replacement Cost
Command Truck	1	$120,000	$120,000
EM Vehicle	1	$45,000	$45,000
Light Trailer	1	$40,000	$40,000
Generator 330	1	$100,000	$100,000
Generator IR	1	$40,000	$40,000
Generator Military	1	$50,000	$50,000
Generator Generac #3	1	$50,000	$50,000
Generator Generac #4	1	$50,000	$50,000
Additional Equipment in Vehicles	-	$122,900	$122,900
Total	**8**		**$617,900**

Level-of-Service Standards	Residential	Nonresidential
Proportionate Share	78%	22%
Share of Units	6.2	1.8
2022 Population/Nonres. Vehicle Trips	15,364	13,088
Units per 1,000 Persons/Vehicle Trips	**0.406**	**0.134**

Cost Analysis	Residential	Nonresidential
Units per 1,000 Persons/Vehicle Trips	0.406	0.134
Average Cost per Unit	$77,000	$77,000
Capital Cost per Person/Vehicle Trip	**$31**	**$10**

EMERGENCY MANAGEMENT COMMUNICATION SYSTEM

Listed in Figure 44, Emergency Management's communication system consists of two 911 radio towers and five radios. The current replacement cost of a radio tower $900,000 per unit and $5,000 for a radio. The proportionate share between residential and nonresidential demand of the facility is found by applying the functional population percentages. As a result, 5.5 units are attributed to residential demand and 1.5 units are is attributed to nonresidential demand. The current level of service is found by comparing the attributed units to the current peak population and nonresidential vehicles trips. As a result, there is 0.355 units per 1,000 residents and 0.118 units per 1,000 vehicles trips.

The average cost per unit is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of $91 per person and $30 per vehicle trip (0.355 units per 1,000 persons x $257,000 per unit = $91 per person, rounded).

Figure 44. Emergency Management Communication System Level of Service & Cost Analysis

Facility Type	Units	Current Cost per Unit	Total Replacement Cost
911 Radio Towers	2	$900,000	$1,800,000
Radios	5	$5,000	$25,000
Total	**7**		**$1,800,000**

Level-of-Service Standards	Residential	Nonresidential
Proportionate Share	78%	22%
Share of Units	5.5	1.5
2022 Population/Nonres. Vehicle Trips	15,364	13,088
Units per 1,000 Persons/Vehicle Trips	**0.355**	**0.118**

Cost Analysis	Residential	Nonresidential
Units per 1,000 Persons/Vehicle Trips	0.355	0.118
Average Cost per Unit	$257,000	$257,000
Capital Cost per Person/Vehicle Trip	**$91**	**$30**

Share of the Development Impact Fee Study

Under the Idaho enabling legislation, Teton County is able to recover the cost of the study through the collection of future fees. The total cost of the study has been evenly attributed to the five infrastructure categories, resulting in the Emergency Management's share being $8,896. An impact fee study must be completed every five years, so the attributed cost is compared to the five-year projected increase in population and nonresidential vehicle trips. As a result, the cost per person is $2 and the cost per vehicle trip is $1.

Figure 45. Emergency Management's Share of the Development Impact Fee Study

Share of Study Cost	Residential Share	Nonresidential Share
$8,896	78%	22%

Residential Growth Share	Five-Year Population Increase	Capital Cost per Person
100%	3,105	$2

Nonresidential Growth Share	Five-Year Veh. Trip Increase	Capital Cost per Trip
100%	3,457	$1

EMERGENCY MANAGEMENT CAPITAL IMPROVEMENTS NEEDED TO SERVE GROWTH

Needs due to future growth were calculated using the levels of service and cost factors for the infrastructure components. Growth-related needs are a projection of the amount of infrastructure and estimated costs over the next ten years needed to maintain levels of service.

EMERGENCY MANAGEMENT FACILITIES

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new Emergency Management facilities. Shown in Figure 46, over the next ten years, there is a need for 4,215 square feet. The average cost per square foot is multiplied by the need to find the projected capital need from growth ($1,344,585).

Figure 46. Projected Demand for Emergency Management Facilities

Infrastructure	Level of Service				Cost/Unit
EM Facilities	Residential	447	Square Feet	per 1,000 persons	$319
	Nonresidential	148		per 1,000 veh. trips	

Growth-Related Need for EM Facilities						
Year		Peak Population	Nonres. Vehicle Trips	Residential Square Feet	Nonresidential Square Feet	Total Square Feet
Base	2022	15,364	13,088	6,867	1,937	8,804
Year 1	2023	15,940	13,716	7,125	2,029	9,154
Year 2	2024	16,538	14,374	7,392	2,127	9,519
Year 3	2025	17,158	15,064	7,669	2,229	9,898
Year 4	2026	17,802	15,788	7,957	2,336	10,293
Year 5	2027	18,469	16,545	8,255	2,448	10,703
Year 6	2028	19,162	17,340	8,565	2,566	11,131
Year 7	2029	19,880	18,172	8,886	2,689	11,575
Year 8	2030	20,626	19,044	9,219	2,818	12,037
Year 9	2031	21,399	19,958	9,565	2,953	12,518
Year 10	2032	22,202	20,916	9,924	3,095	13,019
Ten-Year Increase		6,838	7,828	3,057	1,158	4,215
			Projected Expenditure	**$975,183**	**$369,402**	**$1,344,585**

Growth-Related Expenditures for EM Facilities	$1,344,585

EMERGENCY MANAGEMENT VEHICLES & EQUIPMENT

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new Emergency Management vehicles and equipment. Shown in Figure 47, over the next ten years, there is a need for 3.9 new units. The average cost per unit is multiplied by the need to find the projected capital need from growth ($300,300).

Figure 47. Projected Demand for Emergency Management Vehicles & Equipment

Infrastructure	Level of Service				Cost/Unit
Vehicle and Equipment	Residential	0.406	Units	per 1,000 persons	$77,000
	Nonresidential	0.134		per 1,000 veh. trips	

Growth-Related Need for Vehicle and Equipment						
Year		Peak Population	Nonres. Vehicle Trips	Residential Units	Nonresidential Units	Total Units
Base	2022	15,364	13,088	6.2	1.7	7.9
Year 1	2023	15,940	13,716	6.4	1.8	8.2
Year 2	2024	16,538	14,374	6.7	1.9	8.6
Year 3	2025	17,158	15,064	6.9	2.0	8.9
Year 4	2026	17,802	15,788	7.2	2.1	9.3
Year 5	2027	18,469	16,545	7.4	2.2	9.6
Year 6	2028	19,162	17,340	7.7	2.3	10.0
Year 7	2029	19,880	18,172	8.0	2.4	10.4
Year 8	2030	20,626	19,044	8.3	2.5	10.8
Year 9	2031	21,399	19,958	8.6	2.6	11.2
Year 10	2032	22,202	20,916	9.0	2.8	11.8
Ten-Year Increase		6,838	7,828	2.8	1.1	3.9
			Projected Expenditure	**$215,600**	**$84,700**	**$300,300**

Growth-Related Expenditures for Vehicle and Equipment	$300,300

EMERGENCY MANAGEMENT COMMUNICATION SYSTEM

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new Emergency Management communication system units. Shown in Figure 48, over the next ten years, there is a need for 3.3 new units. The average cost per unit is multiplied by the need to find the projected capital need from growth ($848,100).

Figure 48. Projected Demand for Emergency Management Communication System

Infrastructure	Level of Service				Cost/Unit
EM Comm. System	Residential	0.355	Units	per 1,000 persons	$257,000
	Nonresidential	0.118		per 1,000 veh. trips	

Growth-Related Need for EM Comm. System						
Year		Peak Population	Nonres. Vehicle Trips	Residential Units	Nonresidential Units	Total Units
Base	2022	15,364	13,088	5.4	1.5	6.9
Year 1	2023	15,940	13,716	5.6	1.6	7.2
Year 2	2024	16,538	14,374	5.8	1.6	7.4
Year 3	2025	17,158	15,064	6.0	1.7	7.7
Year 4	2026	17,802	15,788	6.3	1.8	8.1
Year 5	2027	18,469	16,545	6.5	1.9	8.4
Year 6	2028	19,162	17,340	6.8	2.0	8.8
Year 7	2029	19,880	18,172	7.0	2.1	9.1
Year 8	2030	20,626	19,044	7.3	2.2	9.5
Year 9	2031	21,399	19,958	7.5	2.3	9.8
Year 10	2032	22,202	20,916	7.8	2.4	10.2
Ten-Year Increase		6,838	7,828	2.4	0.9	3.3
			Projected Expenditure	**$616,800**	**$231,300**	**$848,100**

Growth-Related Expenditures for EM Comm. System	$848,100

EMERGENCY MANAGEMENT IMPACT FEE CREDIT ANALYSIS

Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for Emergency Management facilities. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

EMERGENCY MANAGEMENT INPUT VARIABLES AND DEVELOPMENT IMPACT FEES

Figure 49 provides a summary of the input variables (described in the chapter sections above) used to calculate the net cost per person and vehicle trip. The residential Emergency Management Development Impact Fees are the product of persons per housing unit by size of the dwelling unit multiplied by the total net capital cost per person. The nonresidential fees are the product of trips per 1,000 square feet multiplied by the net capital cost per nonresidential vehicle trip.

The fees represent the highest supportable amount for each type of applicable land use and represents new growth's fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure 49. Emergency Management Input Variables and Maximum Supportable Impact Fees

Fee Component	Cost per Person	Cost per Vehicle Trip
EM Facilities	$143	$47
Vehicles and Equipment	$31	$10
EM Comm. System	$91	$30
Impact Fee Study	$2	$1
Gross Total	$267	$88
Net Total	**$267**	**$88**

Residential

Dwelling Size (square feet)	Persons per Household	Maximum Supportable Fee	Current Fee	Increase/ (Decrease)
Residential (per housing unit)				
Under 500	0.83	**$222**	$41.59	$180
500 to 999	1.76	**$470**	$41.59	$428
1,000 to 1,499	2.29	**$611**	$41.59	$569
1,500 to 1,999	2.68	**$716**	$41.59	$674
2,000 to 2,499	2.97	**$793**	$41.59	$751
2,500 to 2,999	3.21	**$857**	$41.59	$815
3,000 to 3,499	3.42	**$913**	$41.59	$871
3,500 to 3,999	3.60	**$961**	$41.59	$919
4,000 to 4,499	3.75	**$1,001**	$41.59	$959
4,500 to 4,999	3.89	**$1,039**	$41.59	$997
5,000 to 5,499	4.02	**$1,073**	$41.59	$1,031
5,500 to 5,999	4.13	**$1,103**	$41.59	$1,061
6,000 to 6,499	4.24	**$1,132**	$41.59	$1,090
6,500 to 6,999	4.34	**$1,159**	$41.59	$1,117
7,000 to 7,499	4.43	**$1,183**	$41.59	$1,141
7,500 to 7,999	4.52	**$1,207**	$41.59	$1,165
8,000 or More	4.60	**$1,228**	$41.59	$1,186

Nonresidential

Development Type	Vehicle Trips per KSF	Maximum Supportable Fee	Current Fee	Increase/ (Decrease)
Nonresidential (per 1,000 square feet)				
Retail	14.06	**$1,238**	$1.18	$1,237
Office	5.42	**$477**	$1.18	$476
Industrial	2.44	**$214**	$1.18	$213
Institutional	5.39	**$474**	$1.18	$473
Lodging (per room)	4.00	**$352**	$1.18	$351

[1] Large increases for nonresidential land uses is partially the result of the previous study's (2008) aggressive projections that are about 40 times greater than the updated projections.

CASH FLOW PROJECTIONS FOR EMERGENCY MANAGEMENT IMPACT FEES

This section summarizes the potential cash flow to Teton County if the Emergency Management Development Impact Fee is implemented at the maximum supportable amounts. The cash flow projections are based on the assumptions detailed in this chapter and the development projections discussed in Appendix B. The summary provides an indication of the impact fee revenue generated by new development. The fee for the average sized single family and multifamily units are used in the calculations. Shown at the bottom of the figure, the maximum supportable Emergency Management Impact Fee is estimated to generate $2.6 million in revenue while there is a growth-related cost of $2.5 million, offsetting all the growth-related capital costs.

Importantly, the level of service has included demand from residents and businesses within the cities of Victor and Driggs. To ensure that the County captures the full potential revenue of the impact fees an intergovernmental agreement (IGA) is necessary for the Cities to collect the County impact fees on its behalf. Those revenues would be remitted to the County periodically. In the case there is no (IGA) the County will collect $1.2 million (45 percent of the countywide growth-related capital costs).

Figure 50. Cash Flow Summary for Emergency Management Impact Fees

Infrastructure Costs for Emergency Management Facilities

	Total Cost	Growth Cost
Emergency Mgmt Facilities	$1,344,585	$1,344,585
Vehicles & Equipment	$300,300	$300,300
911 Radio Towers	$848,100	$848,100
Impact Fee Study	$17,792	$17,792
Total Expenditures	**$2,510,777**	**$2,510,777**

Projected Development Impact Fee Revenue

		Single Family $857 per unit	Multifamily $611 per unit	Retail $1,238 per KSF	Office $477 per KSF	Industrial $214 per KSF	Institutional $474 per KSF	Lodging $352 per room
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF	Rooms
Base	2022	4,749	654	621	282	542	281	288
1	2023	4,891	715	651	295	568	294	299
2	2024	5,041	775	682	309	595	308	310
3	2025	5,198	836	715	324	624	323	322
4	2026	5,364	896	749	340	654	339	334
5	2027	5,538	957	785	356	685	355	346
6	2028	5,721	1,018	822	373	718	372	359
7	2029	5,913	1,078	862	391	753	390	373
8	2030	6,114	1,139	903	410	789	408	387
9	2031	6,326	1,200	947	429	827	428	401
10	2032	6,547	1,260	992	450	866	449	416
Ten-Year Increase		1,798	606	371	168	324	168	128
Projected Revenue		$1,541,162	$370,419	$459,679	$80,320	$69,387	$79,583	$45,117
							Projected Revenue =>	**$2,646,000**
							Projected Expenditures =>	**$2,511,000**
							Non-Impact Fee Funding =>	**$0**

PROPORTIONATE SHARE ANALYSIS

Development impact fees for Teton County are based on reasonable and fair formulas or methods. The fees do not exceed a proportionate share of the costs incurred or to be incurred by the County in the provision of system improvements to serve new development. The County will fund non-growth-related improvements with non-development impact fee funds as it has in the past. Specified in the Idaho Development Impact Fee Act (Idaho Code 67-8207), several factors must be evaluated in the development impact fee study and are discussed below.

1) The development impact fees for Teton County are based on new growth's share of the costs of previously built projects along with planned public facilities as provided by Teton County. Projects are included in the County's capital improvements plan and will be included in annual capital budgets.
2) TischlerBise estimated development impact fee revenue based on the maximum supportable development impact fees for the one, countywide service area; results are shown in the cash flow analyses in this report. Development impact fee revenue will entirely fund growth-related improvements less funding from other sources (i.e., federal and state grants).
3) TischlerBise has evaluated the extent to which new development may contribute to the cost of public facilities.
4) The relative extent to which properties will make future contributions to the cost of existing public facilities has also been evaluated in regards to existing debt. Outstanding debt for growth's portion of already constructed facilities will be paid from development impact fee revenue, therefore a future revenue credit is not necessary.
5) The County will evaluate the extent to which newly developed properties are entitled to a credit for system improvements that have been provided by property owners or developers. These "site-specific" credits will be available for system improvements identified in the annual capital budget and long-term Capital Improvements Plans. Administrative procedures for site-specific credits should be addressed in the development impact fee ordinance.
6) Extraordinary costs, if any, in servicing newly developed properties should be addressed through administrative procedures that allow independent studies to be submitted to the County. These procedures should be addressed in the development impact fee ordinance. One service area represented by Teton County is appropriate for the fees herein.
7) The time-price differential inherent in fair comparisons of amounts paid at different times has been addressed. All costs in the development impact fee calculations are given in current dollars with no assumed inflation rate over time. Necessary cost adjustments can be made as part of the annual evaluation and update of development impact fees.

IMPLEMENTATION AND ADMINISTRATION

The Idaho Development Impact Fee Act (hereafter referred to as the Idaho Act) requires jurisdictions to form a Development Impact Fee Advisory Committee. The committee must have at least five members with a minimum of two members active in the business of real estate, building, or development. The committee acts in an advisory capacity and is tasked to do the following:

- Assist the governmental entity in adopting land use assumptions;
- Review the capital improvements plan, and proposed amendments, and file written comments;
- Monitor and evaluate implementation of the capital improvements plan;
- File periodic reports, at least annually, with respect to the capital improvements plan and report to the governmental entity any perceived inequities in implementing the plan or imposing the development impact fees; and
- Advise the governmental entity of the need to update or revise land use assumptions, the capital improvements plan, and development impact fees.

Per the above, the County formed a Development Impact Fee Advisory Committee (DIFAC). TischlerBise and County Staff met with the DIFAC during the process and provided information on land use assumptions, level of service and cost assumptions, and draft development impact fee schedules. This report reflects comments and feedback received from the DIFAC.

The County must develop and adopt a capital improvements plan (CIP) that includes those improvements for which fees were developed. The Idaho Act defines a capital improvement as an "improvement with a useful life of ten years or more, by new construction or other action, which increases the service capacity of a public facility." Requirements for the CIP are outlined in Idaho Code 67-8208. Certain procedural requirements must be followed for adoption of the CIP and the development impact fee ordinance. Requirements are described in detail in Idaho Code 67-8206. The County has a CIP that meets the above requirements.

TischlerBise recommends that development impact fees be updated annually to reflect recent data. One approach is to adjust for inflation in construction costs by means of an index like the RSMeans or Engineering News Record (ENR). This index can be applied against the calculated development impact fee. If cost estimates change significantly the County should evaluate an adjustment to the CIP and development impact fees.

Idaho's enabling legislation requires an annual development impact fees report that accounts for fees collected and spent during the preceding year (Idaho Code 67-8210). Development impact fees must be deposited in interest-bearing accounts earmarked for the associated capital facilities as outlined in capital improvements plans. Also, fees must be spent within eight years of when they are collected (on a first in, first out basis) unless the local governmental entity identifies in writing (a) a reasonable cause why the

fees should be held longer than eight years; and (b) an anticipated date by which the fees will be expended but in no event greater than eleven years from the date they were collected.

Credits must be provided for in accordance with Idaho Code Section 67-8209 regarding site-specific credits or developer reimbursements for system improvements that have been included in the development impact fee calculations. Project improvements normally required as part of the development approval process are not eligible for credits against development impact fees. Specific policies and procedures related to site-specific credits or developer reimbursements for system improvements should be addressed in the ordinance that establishes the County's fees.

The general concept is that developers may be eligible for site-specific credits or reimbursements only if they provide system improvements that have been included in CIP and development impact fee calculations. If a developer constructs a system improvement that was included in the fee calculations, it is necessary to either reimburse the developer or provide a credit against the fees in the area that benefits from the system improvement. The latter option is more difficult to administer because it creates unique fees for specific geographic areas. Based on TischlerBise's experience, it is better for a reimbursement agreement to be established with the developer that constructs a system improvement. For example, if a developer elects to construct a system improvement, then a reimbursement agreement can be established to payback the developer from future development impact fee revenue. The reimbursement agreement should be based on the actual documented cost of the system improvement, if less than the amount shown in the CIP. However, the reimbursement should not exceed the CIP amount that has been used in the development impact fee calculations.

APPENDIX A. LAND USE DEFINITIONS

RESIDENTIAL DEVELOPMENT

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. Teton County will collect impact fees from all new residential units. One-time impact fees are determined by site capacity (i.e., number of residential units).

Single Family Units:

1. Single family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.
2. Single family attached (townhouse) is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.
3. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.

Multifamily Units:

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with "2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments."
2. Boat, RV, Van, etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.

NONRESIDENTIAL DEVELOPMENT CATEGORIES

Nonresidential development categories used throughout this study are based on land use classifications from the book Trip Generation (ITE, 2021). A summary description of each development category is provided below.

Retail: Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. By way of example, Retail includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, and movie theaters.

Office: Establishments providing management, administrative, professional, or business services. By way of example, Office includes banks, business offices, medical offices, and veterinarian clinics.

Industrial: Establishments primarily engaged in the production and transportation of goods. By way of example, Industrial includes manufacturing plants, trucking companies, warehousing facilities, utility substations, power generation facilities, and telecommunications buildings.

Institutional: Public and quasi-public buildings providing educational, social assistance, or religious services. By way of example, Institutional includes schools, universities, churches, daycare facilities, hospitals, health care facilities, and government buildings.

Lodging: Place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and recreational facilities.

APPENDIX B. DEMOGRAPHIC ASSUMPTIONS

As part of our Work Scope, TischlerBise has prepared documentation on demographic data and development projections that will be used in Teton County Impact Fee Study. The data estimates and projections are used in the study's calculations and to illustrate the possible future pace of service demands on the County's infrastructure. The demographic assumptions are used in the impact fee calculations to determine current and future levels of service.

This chapter includes discussion and findings on:

- Household/housing unit size
- Current population and housing unit estimates
- Residential projections
- Current employment and nonresidential floor area estimates
- Nonresidential projections
- Functional population
- Vehicle trip generation and projections
- Household size and vehicle trip generate by dwelling size

Note: calculations throughout this technical memo are based on an analysis conducted using Excel software. Results are discussed in the memo using one-and two-digit places (in most cases), which represent rounded figures. However, the analysis itself uses figures carried to their ultimate decimal places; therefore, the sums and products generated in the analysis may not equal the sum or product if the reader replicates the calculation with the factors shown in the report (due to the rounding of figures shown, not in the analysis).

POPULATION AND HOUSING CHARACTERISTICS

Impact fees often use per capita standards and persons per housing unit or persons per household to derive proportionate share fee amounts. Housing types have varying household sizes and, consequently, a varying demand on County infrastructure and services. Thus, it is important to differentiate between housing types and size.

When persons per housing unit (PPHU) is used in the development impact fee calculations, infrastructure standards are derived using year-round population. In contrast, when persons per household (PPHH) is used in the development impact fee calculations, the fee methodology assumes all housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. Teton County and the surrounding area is home to a large number of second/vacation homes and hosts many visitors throughout the year. Thus, TischlerBise recommends that fees for residential development in Teton County be imposed according to persons per household.

Based on housing characteristics, TischlerBise recommends using two housing unit categories for the Impact Fee study: (1) Single Family and (2) Multifamily. Each housing type has different characteristics which results in a different demand on County facilities and services. Figure 51 shows the countywide US Census American Community Survey 2020 5-Year Estimates data for Teton County. Single family units have a household size of 2.74 persons and multifamily units have a household size of 2.76 persons. Additionally, there is a housing mix of 87 percent single family and 13 percent multifamily.

The estimates in Figure 51 are for household size calculations. Base year population and housing units are estimated with another, more recent data source.

Figure 51. Persons per Housing Unit

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	10,513	5,197	2.02	3,832	**2.74**	87%
Multifamily [2]	1,263	785	1.61	458	**2.76**	13%
Total	11,776	5,982	1.97	4,290	**2.74**	

[1] Includes attached and detached single family homes and mobile homes
[2] Includes all other types
Source: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates

BASE YEAR HOUSING UNITS AND POPULATION

To begin calculating the base year (2022) housing stock, the Teton Region Housing Needs Assessment (2022) provides a countywide housing stock estimate for 2021. There are an estimated 4,693 single family units (including mobile/manufactured homes) and 641 multifamily units. Next, the 2022 new residential building permits (through May 10, 2022) are added to the 2021 estimate. Shown in Figure 52, there is an estimated 4,749 single family and 654 multifamily units in Teton County countywide.

Figure 52. Base Year Housing Units

Housing Type [3]	2021 [1]	New Housing Units [2]	Base Year 2022
Single Family	4,693	56	4,749
Multifamily	640	14	654
Total			5,403

[1] Source: Teton Region Housing Needs Assessment (2022)
[2] Source: Teton County, Victor, and Driggs 2022 YTD building permit data
[3] Note: Single family includes mobile and manufactured homes. Multifamily includes ADUs.

The housing estimate is further detailed in Figure 53 by applying the vacancy rates to the totals. Since the impact fee study is assuming full occupancy of housing during the peak season of part-time residents and seasonal visitors, the vacant home estimate is considered to be seasonal housing.

Figure 53. Permanent vs Seasonal Housing

Base Year 2022	Single Family Units	Multifamily Units	Total Units
Permanent Housing	3,058	187	3,245
Seasonal Housing	1,691	467	2,158
Total Units	4,749	654	5,403

[1] Source: TischlerBise analysis of Teton Region Housing Needs Assessment (2022); 2020 American Community Survey 5-Year Estimates; 2022 YTD building permit data

Furthermore, the nature of the influx of seasonal population in Teton County necessitates three types of populations to be included in the impact fee study:

1) Permanent Residents
2) Seasonal Residents
3) Visitors

As mentioned, the county is a destination for vacationers and because of the presence of temporary residents and visitors, county facilities and services have been sized to accommodate the additional demand. The seasonal population includes residents who have second homes in the county and the seasonal labor influx during peak tourism months. Permanent housing population and seasonal housing population estimates are found by applying the PPHH factors for each housing type to base year housing estimates. As a result, there is a permanent population estimate of 8,896 residents and a seasonal population estimate of 5,921 residents.

The visitor population includes overnight visitors at lodging locations. From a survey done by TischlerBise, there are eight lodging properties in Teton County that total 288 rooms. The City of Driggs has found that the average countywide lodging occupancy is 80 percent, so conservatively a peak season occupancy rate is assumed to be 95 percent. So based on general lodging assumptions of two occupants per lodge room, a total of 547 overnight-visitors are estimated in Teton County, see Figure 54.

Figure 54. Lodging Rooms and Peak Visitors

Property	Rooms
Cobblestone	56
Moose Creek Ranch	18
Super 8	46
Teton Peaks Resort	19
Teton Springs Lodge and Spa	51
Teton Valley Motel	20
Teton Valley Resort	40
Teton West Motel	38
Total	288

Total Lodging Rooms	288
Assumed Ave Occupancy	2
Assumed Occupancy Rate	95%
Total Overnight-Visitors	**547**

Source: TischlerBiseGalena survey of lodging property and general peak season lodging factors.

The information above is summarized in Figure 55. Based on the three population types, there is an estimated peak population of 15,364 residents along with 5,403 housing units in Teton County.

Figure 55. Base Year Peak Population and Housing

Teton County, ID	Base Year 2022
Permanent Hsg Population [1]	8,896
Seasonal Hsg Population [2]	5,921
Overnight-Visitors [3]	547
Total Peak Population	15,364
Housing Units [4]	
Single Family	4,749
Multifamily	654
Total Housing Units	5,403

[1] Source: TischlerBise analysis of occupied housing units and PPHU factors
[1] Source: TischlerBise analysis of vacant/seasonal housing units and PPHU factors
[3] TischlerBise survey of available lodging rooms
[4] Source: TischlerBise analysis of Teton Region Housing Needs Assessment (2022); 2022 YTD building permit data

TischlerBise is currently conducting the impact fee studies for the Cities of Victor and Driggs. This allows for more detailed understanding of growth in the region along with demographic estimates for the incorporated areas of Teton County. By comparing the estimate population and housing units in the municipalities, unincorporated residential estimates are calculated. Shown in Figure 56, 54 percent of the

countywide peak population resides in unincorporated areas while 59 percent of the housing stock is in unincorporated areas.

Figure 56. Base Year Housing and Population by Location

Teton County, ID	Base Year 2022	Percent of Total
Peak Population		
Municipalities	7,028	46%
Unincorporated	8,336	54%
Countywide Total	15,364	100%
Housing Units		
Municipalities	2,218	41%
Unincorporated	3,185	59%
Countywide Total	5,403	100%

Source: TischlerBise is performing the impact fee studies for the municipalities in Teton County.

HOUSING UNIT AND POPULATION PROJECTIONS

The residential projections are based on the medium annual growth rate of 3.75 percent in the County's Comprehensive Plan (2020). As a result, there is a projected increase of 6,838 peak residents over the next ten years, nearly 4,000 new permanent residents. Total housing is projected to grow at the same rate as population. However, there is an adjustment to account for the housing development pipeline in the municipalities allowing for more granular detail of housing development. As a result, there is an estimated increase of 1,798 single family and 606 multifamily units over the next ten years.

Figure 57. Residential Development Projections

Teton County, ID	Base Year 2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total Increase
Permanent Hsg Population	8,896	9,230	9,576	9,935	10,307	10,694	11,095	11,511	11,943	12,390	12,855	**3,959**
Seasonal Hsg Population	5,921	6,143	6,373	6,612	6,860	7,118	7,385	7,661	7,949	8,247	8,556	**2,635**
Overnight-Visitors	547	568	589	611	634	658	682	708	734	762	790	**243**
Total Peak Population	15,364	15,940	16,538	17,158	17,802	18,469	19,162	19,880	20,626	21,399	22,202	**6,838**
Percent Increase		*3.75%*	*3.75%*	*3.75%*	*3.75%*	*3.75%*	*3.75%*	*3.75%*	*3.75%*	*3.75%*	*3.75%*	***44.5%***
Housing Units												
Single Family	4,749	4,891	5,041	5,198	5,364	5,538	5,721	5,913	6,114	6,326	6,547	**1,798**
Multifamily	654	715	775	836	896	957	1,018	1,078	1,139	1,200	1,260	**606**
Total Housing Units	5,403	5,606	5,816	6,034	6,260	6,495	6,739	6,991	7,253	7,525	7,808	**2,405**

[1] Source: Teton County *Comprehensive Plan (2020)* medium growth scenario

Based on the data collected from the parallel studies TischlerBise is performing for the municipalities, population and housing projections are listed by location in Figure 58. Of the total countywide population increase, 64 percent (4,344 residents) are projected in the municipalities and 36 percent (2,493 residents) are projected in the unincorporated areas of Teton County. Correspondingly, there are 1,375 housing units projected in the municipalities and 1,029 housing units in the unincorporated areas.

Figure 58. Residential Development Projections by Location

Teton County, ID	Base Year 2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total Increase
Peak Population												
Municipalities	7,028	7,462	7,897	8,331	8,766	9,200	9,635	10,069	10,503	10,938	11,372	**4,344**
Unincorporated	8,336	8,478	8,641	8,827	9,036	9,269	9,527	9,811	10,122	10,461	10,829	**2,493**
Countywide Total	15,364	15,940	16,538	17,158	17,802	18,469	19,162	19,880	20,626	21,399	22,202	**6,838**
Housing Units												
Municipalities	2,218	2,356	2,493	2,631	2,768	2,906	3,043	3,181	3,318	3,456	3,593	**1,375**
Unincorporated	3,185	3,250	3,323	3,403	3,492	3,589	3,695	3,811	3,935	4,070	4,214	**1,029**
Countywide Total	5,403	5,606	5,816	6,034	6,260	6,495	6,739	6,991	7,253	7,525	7,808	**2,405**

Source: TischlerBise is performing the impact fee studies for the municipalities in Teton County.

CURRENT EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA

The impact fee study will include nonresidential development as well. Available through the U.S. Bureau of Labor Statistics QCEW, there were 3,710 year-round jobs in Teton County in 2021. Year-round jobs are included to ensure there is no double counting of economic activity. In the case that temporary/seasonal jobs were included there would be an overestimate of the county workforce. Furthermore, based on the Teton Region Housing Needs Assessment (2022), there has been job growth of 4.8 percent annually in Teton County between 2021 to 2022. To estimate the jobs in the base year, the 2021 totals are combined with the growth rate. As a result, there are 3,888 jobs in Teton County: 1,318 retail jobs, 917 office jobs, 851 industrial jobs, and 802 institutional jobs.

Figure 59. Base Year Employment by Industry

Employment Industries	2021 Year-Round Jobs [1]	Job Growth [2] 4.8%	Base Year 2022	Percent of Total
Retail	1,258	60	1,318	34%
Office	875	42	917	24%
Industrial	812	39	851	22%
Institutional	765	37	802	21%
Total Jobs	**3,710**	**178**	**3,888**	**100%**

[1] Source: U.S. Bureau of Labor Statistics QCEW 2021 Annual Average; Year-round jobs are included to ensure there is no double counting of economic activity in Teton County.
[2] Source: Teton Region Housing Needs Assessment (2022)

The base year nonresidential floor area for the industry sectors is calculated with the Institution of Transportation Engineers' (ITE) square feet per employee averages, Figure 60. For the retail industry the Shopping Center land use factors are used; for office the General Office factors are used; for industrial the Light Industrial factors are used; for Institutional the Hospital factors are used.

Figure 60. Institute of Transportation Engineers (ITE) Employment Density Factors

Employment Industry	ITE Code	Land Use	Demand Unit	Emp per Dmd Unit	Sq. Ft. per Emp
Retail	820	Shopping Center	1,000 Sq Ft	2.12	471
Office	710	General Office	1,000 Sq Ft	3.26	307
Industrial	110	Light Industrial	1,000 Sq Ft	1.57	637
Institutional	610	Hospital	1,000 Sq Ft	2.86	350

Source: *Trip Generation* , Institute of Transportation Engineers, 11th Edition (2021)

By combining the base year job totals and the ITE square feet per employee factors the nonresidential floor area is calculated in Figure 61. There is an estimated total of 1.7 million square feet of nonresidential floor area in Teton County. Retail industries accounts for the great share, with approximately 36 percent. Industrial accounts for 31 percent, office accounts for 16 percent, and institutional accounts for 16 percent of the total.

Figure 61. Base Year Nonresidential Floor Area

Employment Industries	Base Year Jobs [1]	Sq. Ft. per job [2]	Floor Area (sq. ft.)	Percent of Total
Retail	1,318	471	620,778	36%
Office	917	307	281,519	16%
Industrial	851	637	542,087	31%
Institutional	802	350	280,700	16%
Total	**3,888**		**1,725,084**	**100%**

[1] Source: TischlerBise analysis of U.S. BLS QCEW and *Teton Region Housing Needs Assessment* (2022) growth rate.
[2] Source: *Trip Generation* , Institute of Transportation Engineers, 11th Edition (2021)

Shown in Figure 62, about 60 percent of the existing jobs and 56 percent nonresidential floor area countywide is in the municipalities.

Figure 62. Base Year Employment and Floor Area by Location

Teton County, ID	Base Year 2022	Percent of Total
Jobs		
Municipalities	2,327	60%
Unincorporated	1,561	40%
Countywide Total	3,888	100%
Nonresidential Floor Area (1,000 sq. ft.)		
Municipalities	965	56%
Unincorporated	760	44%
Countywide Total	1,725	100%

Source: TischlerBise is performing the impact fee studies for the municipalities in Teton County.

EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA PROJECTIONS

Based on the Teton Region Housing Needs Assessment, there is a regional projected employment annual growth rate of 4.8 percent. This factor is assumed to be appropriate for Teton County and is applied to the base year estimates to project 10-year employment growth. As a result, there is a 2,326-increase in jobs, a 60 percent increase from the base year. Retail development accounts for the greatest share of the increase.

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. Over the next ten years, the nonresidential floor area is projected to increase by just over 1 million square feet.

Figure 63. Employment and Nonresidential Floor Area Projections

Industry	Base Year 2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total Increase
Jobs [1]												
Retail	1,318	1,381	1,448	1,517	1,590	1,666	1,746	1,830	1,918	2,010	2,106	**788**
Office	917	961	1,007	1,055	1,106	1,159	1,215	1,273	1,334	1,398	1,465	**548**
Industrial	851	892	935	980	1,027	1,076	1,127	1,182	1,238	1,298	1,360	**509**
Institutional	802	840	881	923	967	1,014	1,063	1,114	1,167	1,223	1,282	**480**
Total	3,888	4,075	4,270	4,475	4,690	4,915	5,151	5,398	5,657	5,929	6,214	**2,326**
Percent Increase		*4.8%*	*4.8%*	*4.8%*	*4.8%*	*4.8%*	*4.8%*	*4.8%*	*4.8%*	*4.8%*	*4.8%*	***59.8%***
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	621	651	682	715	749	785	822	862	903	947	992	**371**
Office	282	295	309	324	340	356	373	391	410	429	450	**168**
Industrial	542	568	595	624	654	685	718	753	789	827	866	**324**
Institutional	281	294	308	323	339	355	372	390	408	428	449	**168**
Total	1,725	1,808	1,895	1,986	2,081	2,181	2,285	2,395	2,510	2,631	2,757	**1,032**

[1] Source: *Teton Region Housing Needs Assessment* (2022) growth rate
[2] Source: Institute of Transportation Engineers, *Trip Generation* , 2021

Nonresidential projections can be estimated by location with the data TischlerBise has gathered from the City of Driggs and Victor impact fee studies. Shown in Figure 64, over the next ten years 1,392 jobs are projected in the municipalities (60 percent of countywide growth) and 934 jobs are projected in the unincorporated areas (40 percent of countywide growth).

Figure 64. Nonresidential Projections by Location

Teton County, ID	Base Year 2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total Increase
Jobs												
Municipalities	2,327	2,439	2,556	2,678	2,807	2,942	3,083	3,231	3,386	3,549	3,719	**1,392**
Unincorporated	1,561	1,636	1,714	1,797	1,883	1,973	2,068	2,167	2,271	2,380	2,495	**934**
Countywide Total	3,888	4,075	4,270	4,475	4,690	4,915	5,151	5,398	5,657	5,929	6,214	**2,326**
Nonresidential Floor Area (1,000 sq. ft.)												
Municipalities	965	1,012	1,060	1,111	1,164	1,220	1,279	1,340	1,405	1,472	1,543	**577**
Unincorporated	760	796	835	875	917	961	1,007	1,055	1,106	1,159	1,214	**454**
Countywide Total	1,725	1,808	1,895	1,986	2,081	2,181	2,285	2,395	2,510	2,631	2,757	**1,032**

Source: TischlerBise is performing the impact fee studies for the municipalities in Teton County.

FUNCTIONAL POPULATION

Both residential and nonresidential developments increase the demand on County services and facilities. To calculate the proportional share between residential and nonresidential demand on service and facilities, a functional population approach is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in the County through the 24 hours in a day.

Residents that do not work are assigned 20 hours per day to residential development and 4 hours per day to nonresidential development (annualized averages). Residents that work in Teton County are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside the County are assigned 14 hours to residential development, the remaining hours in the day are assumed to be spent outside of the County working. Inflow commuters are assigned 10 hours to nonresidential development. Based on the most recent functional population data (2019), residential development accounts for 78 percent of the functional population, while nonresidential development accounts for 22 percent.

Figure 65. Teton County Functional Population

Teton County (2019)				
Residential			*Demand*	*Person*
Population*	11,426		*Hours/Day*	*Hours*
Residents Not Working		5,537	20	110,740
Employed Residents		5,889		
Employed in Teton County		2,065	14	28,910
Employed outside Teton County		3,824	14	53,536
			Residential Subtotal	193,186
			Residential Share =>	**78%**
Nonresidential				
Non-working Residents		5,537	4	22,148
Jobs Located in Teton County		3,198		
Residents Employed in Teton County		1,133	10	11,330
Non-Resident Workers (inflow commuters)		2,065	10	20,650
			Nonresidential Subtotal	54,128
			Nonresidential Share =>	**22%**
			TOTAL	247,314

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.
* Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

VEHICLE TRIP GENERATION

RESIDENTIAL VEHICLE TRIPS BY HOUSING TYPE

A customized trip rate is calculated for the single family and multifamily units in Teton County. In Figure 66, the most recent data from the US Census American Community Survey is inputted into equations provided by the ITE to calculate the trip ends per housing unit factor. A single family unit is estimated to generate 14.45 trip ends and a multifamily unit is estimated to generate 7.89 trip ends on an average weekday.

Figure 66. Customized Residential Trip End Rates by Housing Type

		Households by Structure Type[2]			
Tenure by Units in Structure	Vehicles Available[1]	Single Family	Multifamily	Total	Vehicles per HH by Tenure
Owner-Occupied	7,741	3,311	39	3,350	2.31
Renter-Occupied	1,899	521	419	940	2.02
Total	9,640	3,832	458	4,290	2.25
Housing Units[3]		5,197	785	5,982	

Housing Type	Persons in Households[4]	Trip Ends[5]	Vehicles by Type of Unit	Trip Ends[6]	Average Trip Ends	Local Trip Ends per HH	National Trip Ends per Unit[7]
Single Family	10,513	29,308	8,701	81,437	55,373	**14.45**	9.43
Multifamily	1,263	2,811	936	4,421	3,616	**7.89**	4.54
Total	11,776	32,119	9,637	85,858	58,989	**13.75**	

1. Vehicles available by tenure from Table B25046, 2020 American Community Survey 5-Year Estimates.
2. Households by tenure and units in structure from Table B25032, 2020 American Community Survey 5-Year Estimates.
3. Housing units from Table B25024, 2020 American Community Survey 5-Year Estimates.
4. Total population in households from Table B25033, 2020 American Community Survey 5-Year Estimates.
5. Vehicle trips ends based on persons using formulas from Trip Generation (ITE 2021). For single-family housing (ITE 210), the fitted curve equation is EXP(0.89*LN(persons)+1.72). To approximate the average population of the ITE studies, persons were divided by 19 and the equation result multiplied by 19. For multi-family housing (ITE 221), the fitted curve equation is (2.29*persons)-64.48 (ITE 2017).
6. Vehicle trip ends based on vehicles available using formulas from Trip Generation (ITE 2021). For single-family housing (ITE 210), the fitted curve equation is EXP(0.92*LN(vehicles)+2.68). To approximate the average number of vehicles in the ITE studies, vehicles available were divided by 34 and the equation result multiplied by 34. For multi-family housing (ITE 221), the fitted curve equation is (4.77*vehicles)-46.46 (ITE 2021).
7. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

Residential Vehicle Trips Adjustment Factors

A vehicle trip end is the out-bound or in-bound leg of a vehicle trip. As a result, so to not double count trips, a standard 50 percent adjustment is applied to trip ends to calculate a vehicle trip. For example, the out-bound trip from a person's home to work is attributed to the housing unit and the trip from work back home is attributed to the employer.

However, an additional adjustment is necessary to capture County residents' work bound trips that are outside of the County. The trip adjustment factor includes two components. According to the National Household Travel Survey, home-based work trips are typically 31 percent of out-bound trips (which are 50 percent of all trip ends). Also, utilizing the most recent data from the Census Bureau's web application "OnTheMap", 65 percent of Teton County workers travel outside the County for work. In combination, these factors account for 10 percent of additional production trips (0.31 x 0.50 x 0.65 = 0.10). Shown in Figure 67, the total adjustment factor for residential housing units includes attraction trips (50 percent of trip ends) plus the journey-to-work commuting adjustment (10 percent of production trips) for a total of 60 percent.

Figure 67. Residential Trip Adjustment Factor for Commuters

Employed Teton County Residents (2019)	5,889
Residents Working in Teton County (2019)	2,065
Residents Commuting Outside of Teton County for Work	3,824
Percent Commuting Out of Teton County	65%
Additional Production Trips	**10%**

Standard Trip Adjustment Factor	**50%**
Residential Trip Adjustment Factor	**60%**

Source: U.S. Census, OnTheMap Application, 2019

Nonresidential Vehicle Trips

Vehicle trip generation for nonresidential land uses are calculated by using ITE's average daily trip end rates and adjustment factors found in their recently published 11th edition of Trip Generation. To estimate the trip generation in Teton County, the weekday trip end per 1,000 square feet factors listed in Figure 68 are used.

Figure 68. Institute of Transportation Engineers Nonresidential Factors

Employment Industry	ITE Code	Land Use	Demand Unit	Wkdy Trip Ends per Dmd Unit	Wkdy Trip Ends per Employee
Retail	820	Shopping Center	1,000 Sq Ft	37.01	17.42
Office	710	General Office	1,000 Sq Ft	10.84	3.33
Industrial	110	Light Industrial	1,000 Sq Ft	4.87	3.10
Institutional	610	Hospital	1,000 Sq Ft	10.77	3.77

Source: *Trip Generation* , Institute of Transportation Engineers, 11th Edition (2021)

For nonresidential land uses, the standard 50 percent adjustment is applied to office, industrial, and institutional. A lower vehicle trip adjustment factor is used for retail because this type of development attracts vehicles as they pass-by on arterial and collector roads. For example, when someone stops at a convenience store on their way home from work, the convenience store is not their primary destination.

In Figure 69, the Institute for Transportation Engineers' land use code, daily vehicle trip end rate, and trip adjustment factor is listed for each land use.

Figure 69. Daily Vehicle Trip Factors

Land Use	ITE Codes	Daily Vehicle Trip Ends	Trip Adj. Factor	Daily Vehicle Trips
Residential (per housing unit)				
Single Family	210	14.45	60%	8.67
Multifamily	220	7.89	60%	4.73
Nonresidential (per 1,000 square feet)				
Retail	820	37.01	38%	14.06
Office	710	10.84	50%	5.42
Industrial	110	4.87	50%	2.44
Institutional	610	10.77	50%	5.39

Source: *Trip Generation* , Institute of Transportation Engineers, 11th Edition (2021); 'National Household Travel Survey, 2009

VEHICLE TRIP PROJECTIONS

The base year vehicle trip totals and vehicle trip projections are calculated by combining the vehicle trip end factors, the trip adjustment factors, and the residential and nonresidential assumptions for housing stock and floor area. Countywide, residential land uses account for 44,270 vehicle trips and nonresidential land uses account for 13,088 vehicle trips in the base year (Figure 70).

Through 2032, it is projected that daily vehicle trips will increase by 26,289 trips with the majority of the growth being generated by single family (59 percent) and retail (20 percent) development.

Figure 70. Vehicle Trip Projections

Development Type	Base Year 2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total Increase
Residential Trips												
Single Family	41,174	42,405	43,702	45,067	46,504	48,013	49,599	51,265	53,012	54,845	56,766	**15,591**
Multifamily	3,096	3,383	3,670	3,957	4,244	4,531	4,818	5,105	5,392	5,679	5,966	**2,870**
Subtotal	44,270	45,788	47,372	49,024	50,747	52,544	54,417	56,369	58,404	60,523	62,731	**18,461**
Nonresidential Trips												
Retail	8,730	9,150	9,589	10,049	10,531	11,037	11,567	12,122	12,704	13,313	13,952	**5,222**
Office	1,526	1,599	1,676	1,756	1,841	1,929	2,022	2,119	2,220	2,327	2,438	**913**
Industrial	1,320	1,383	1,450	1,519	1,592	1,669	1,749	1,833	1,921	2,013	2,110	**790**
Institutional	1,512	1,584	1,660	1,740	1,823	1,911	2,003	2,099	2,199	2,305	2,416	**904**
Subtotal	13,088	13,716	14,374	15,064	15,788	16,545	17,340	18,172	19,044	19,958	20,916	**7,828**
Vehicle Trips												
Grand Total	57,358	59,504	61,746	64,089	66,535	69,089	71,757	74,541	77,448	80,482	83,648	**26,289**

Source: Institute of Transportation Engineers, *Trip Generation* , 11th Edition (2021)

DEMAND INDICATORS BY DWELLING SIZE

As an alternative to simply using national average trip generation rates for residential development, published by the Institute of Transportation Engineers (ITE), TischlerBise derived custom trip rates using local demographic data. Key inputs needed for the analysis (i.e., average number of persons and vehicles available per household) are available from American Community Survey (ACS) data.

TETON COUNTY CONTROL TOTALS

The U.S. Census Bureau provides a continuous monthly mailing of surveys, known as the American Community Survey (ACS), which has limitations due to sample-size constraints. For example, data on detached housing units are combined with attached single units (commonly known as townhouses). Part of the rationale for deriving fees by house size, as discussed further below, is to address this ACS data limitation. Because townhouses generally have fewer bedrooms and less living space than detached units, fees by house size ensure proportionality and facilitate construction of affordable units.

According to the U.S. Census Bureau, a household is a housing unit occupied by year-round residents. Development fees often use per capita standards and persons per housing unit (PPHU) or persons per household (PPHH) to derive proportionate share fee amounts. When persons per household (PPHH) is used in the development impact fee calculations, the fee methodology assumes all housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. Teton County and the surrounding area is home to a large number of second/vacation homes and hosts many visitors throughout the year. Thus, TischlerBise recommends that fees for residential development in Teton County be imposed according to persons per household.

Figure 71. Persons per Household

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	10,513	5,197	2.02	3,832	**2.74**	87%
Multifamily [2]	1,263	785	1.61	458	**2.76**	13%
Total	11,776	5,982	1.97	4,290	**2.74**	

[1] Includes attached and detached single family homes and mobile homes
[2] Includes all other types
Source: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates

Trip generation rates are also dependent upon the average number of vehicles available per dwelling. Key independent variables needed for the analysis (i.e., vehicles available, households, and persons) are available from the U.S. Census Bureau American Community Survey (ACS), indicating an average of 2.25 vehicles per household in Teton County.

Figure 72. Vehicles per Household

Tenure	Vehicles Available	Households			Vehicles per HH by Tenure
		Single Family	Multifamily	Total	
Owner-occupied	7,741	3,311	39	3,350	2.31
Renter-occupied	1,899	521	419	940	2.02
Total	9,640	3,832	458	4,290	2.25

Housing Type	Vehicles Available	Housing Units	Vehicles per Housing Unit
Single Family	8,701	3,832	**2.27**
Multifamily	936	458	**2.04**
Total	9,637	4,290	**2.25**

Source: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates

Demand Indicators by Dwelling Size

Impact fees must be proportionate to the demand for infrastructure. Because averages per household, for both persons and vehicle trip ends, have a strong, positive correlation to the number of bedrooms, TischlerBise recommends residential fee schedules that increase by unit size. Custom tabulations of demographic data by bedroom range can be created from individual survey responses provided by the U.S. Census Bureau in files known as Public Use Microdata Samples (PUMS). PUMS files are only available for areas of at least 100,000 persons with Teton County included in Public Use Microdata Areas (PUMA) 1100.

Cells shaded yellow below are survey results for PUMA 1100. Unadjusted persons per household (2.94), derived from PUMS data for the PUMA listed above, are adjusted downwards to match the control totals for Teton County (2.74), as shown above in Figure 73. Adjusted persons per household totals are shaded in gray.

Figure 73. Persons by Bedroom Range

Bedroom Range	Persons[1]	Vehicles Available[1]	Households[1]	Housing Mix	Unadjusted PPHH	Adjusted PPHH[2]
0-2	1,267	1,088	614	26%	2.06	**1.92**
3	2,251	1,892	803	34%	2.80	**2.61**
4	1,779	1,424	539	23%	3.30	**3.08**
5+	1,637	1,191	402	17%	4.07	**3.79**
Total	6,934	5,595	2,358	100%	2.94	**2.74**

Persons by Dwelling Size

Average floor area and number of persons by bedroom range are plotted in Figure 74 with a logarithmic trend line derived from 2020 square footage estimates provided by the U.S. Census Bureau (West Region). Dwellings with two bedrooms or less average 1,059 square feet of floor area—based on multifamily dwellings constructed in West Census Region. Three-bedroom dwellings average 2,078 square feet, four-

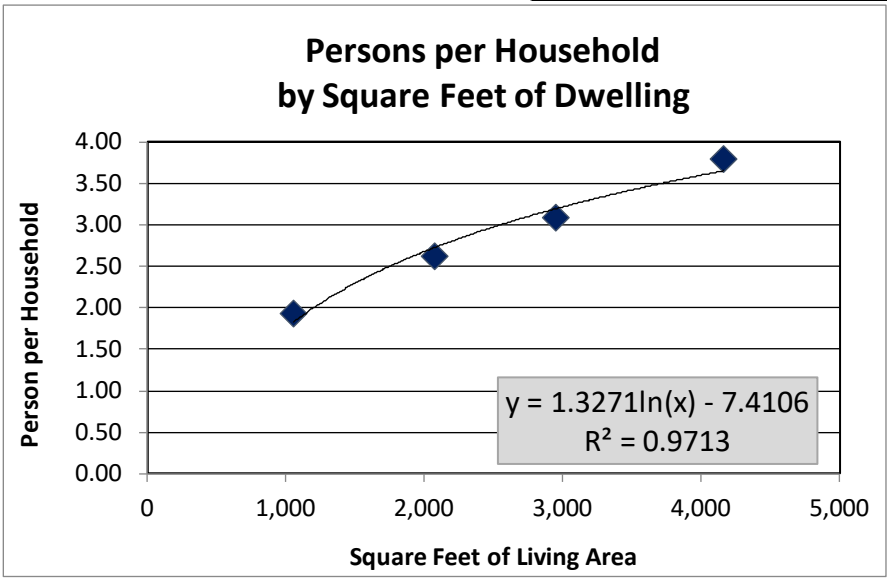
bedroom dwellings average 2,947 square feet, and dwellings with five or more bedrooms average 4,164 square feet—based on single family dwellings constructed in West Census Region. Using the trend line formula shown in the chart, TischlerBise derived the estimated average number of persons, by dwelling size, using 17 size thresholds.

As shown in the upper-right corner of the table below, the smallest floor area range (500 square feet or less) has an estimated average of 0.83 persons per dwelling. The largest floor area range (8,000 square feet or more) has an estimated average of 4.60 persons per dwelling.

Figure 74. Persons by Dwelling Size

Actual Averages per Hsg Unit			Fitted-Curve Values	
Bedrooms	Square Feet	Persons	Sq Ft Range	Persons
0-2	1,059	1.92	Under 500	0.83
3	2,078	2.61	500 to 999	1.76
4	2,947	3.08	1,000 to 1,499	2.29
5+	4,164	3.79	1,500 to 1,999	2.68
			2,000 to 2,499	2.97
			2,500 to 2,999	3.21
			3,000 to 3,499	3.42
			3,500 to 3,999	3.60
			4,000 to 4,499	3.75
			4,500 to 4,999	3.89
			5,000 to 5,499	4.02
			5,500 to 5,999	4.13
			6,000 to 6,499	4.24
			6,500 to 6,999	4.34
			7,000 to 7,499	4.43
			7,500 to 7,999	4.52
			8,000 or More	4.60

Average persons per household derived from 2020 ACS PUMS data for the area that includes Teton County. Unit size for 0-2 bedroom is from the 2020 U.S. Census Bureau average for all multifamily units constructed in the Census West region. Unit size for all other bedrooms is from the 2020 U.S. Census Bureau average for single family units constructed in the Census Mountain division.



Trip Generation by Dwelling Size

Rather than rely on one methodology, the recommended trip generation rates shown at the bottom of Figure 75, shaded gray, are an average of trip rates based on persons and vehicles available for all types of housing units. In Teton County, the average household is expected to yield 10.72 average weekday vehicle trip ends (AWVTE), compared to the national average of 8.79 trip ends per household.

Figure 75. Average Weekday Vehicle Trip Ends by Bedroom Range

Bedroom Range	Persons[1]	Vehicles Available[1]	Households[1]	Housing Mix	Unadjusted PPHH	Adjusted PPHH[2]	Unadjusted VPHH	Adjusted VPHH[2]
0-2	1,267	1,088	614	26%	2.06	**1.92**	1.77	1.68
3	2,251	1,892	803	34%	2.80	**2.61**	2.36	2.23
4	1,779	1,424	539	23%	3.30	**3.08**	2.64	2.51
5+	1,637	1,191	402	17%	4.07	**3.79**	2.96	2.81
Total	6,934	5,595	2,358	100%	2.94	**2.74**	2.37	2.25

National Averages According to ITE

ITE Code	AWVTE per Person	AWVTE per Vehicle	AWVTE per HH	Housing Mix	Persons per Household	Vehicles per Household
210 SFD	2.65	6.36	9.43	87%	3.56	1.48
221 Apt	3.31	5.10	4.54	13%	1.37	0.89
Weighted Avg	2.74	6.19	8.79	100%	3.27	1.40

Recommended AWVTE per Household

Bedroom Range	AWVTE per HH Based on Persons[3]	AWVTE per HH Based on Vehicles[4]	AWVTE per Household[5]
0-2	5.26	10.40	**7.83**
3	7.15	13.80	**10.48**
4	8.44	15.54	**11.99**
5+	10.38	17.39	**13.89**
Average	7.51	13.93	**10.72**

1. American Community Survey, Public Use Microdata Sample for Idaho PUMA 1100 (2020 5-Year unweighted data).
2. Adjusted multipliers are scaled to make the average PUMS values match control totals for Idaho based on 2020 American Community Survey 5-Year Estimates.
3. Adjusted persons per household multiplied by national weighted average trip rate per person.
4. Adjusted vehicles available per household multiplied by national weighted average trip rate per vehicle.
5. Average trip rates based on persons and vehicles per household.

ITE Code	AWVTE per Person	AWVTE per Vehicle	AWVTE per HH	Unadjusted PPHH	Unadjusted VPHH
210 SFD	7.51	14.05	**10.78**	2.74	2.27
220 Apt	7.56	12.63	**10.10**	2.76	2.04
All Types	7.51	13.93	**10.72**	2.74	2.25

VEHICLE TRIP ENDS BY DWELLING SIZE

To derive AWVTE by dwelling size, TischlerBise matched trip generation rates and average floor area, by bedroom range, as shown in Figure 76, with a logarithmic trend line derived from 2020 square footage estimates provided by the U.S. Census Bureau (West Region). Dwellings with two bedrooms or less average 1,059 square feet of floor area—based on multifamily dwellings constructed in West Census Region. Three-bedroom dwellings average 2,078 square feet, four-bedroom dwellings average 2,947 square feet, and dwellings with five or more bedrooms average 4,164 square feet—based on single family dwellings constructed in West Census Region. Using the trend line formula shown in the chart, TischlerBise derived the estimated average weekday vehicle trip ends, by dwelling size, using 17 size thresholds.

As shown in the upper-right corner of the table below, the smallest floor area range (500 square feet or less) generates an estimated average of 4.42 trip ends per dwelling. The largest floor area range (8,000 square feet or more) generates an estimated average of 16.79 trip ends per dwelling.

Figure 76. Vehicle Trip Ends by Dwelling Size

Actual Averages per Hsg Unit			Fitted-Curve Values	
Bedrooms	Square Feet	Trip Ends	Sq Ft Range	Trip Ends
0-2	1,059	7.83	Under 500	4.42
3	2,078	10.48	500 to 999	7.45
4	2,947	11.99	1,000 to 1,499	9.22
5+	4,164	13.89	1,500 to 1,999	10.47
			2,000 to 2,499	11.45
			2,500 to 2,999	12.24
			3,000 to 3,499	12.92
			3,500 to 3,999	13.50
			4,000 to 4,499	14.01
			4,500 to 4,999	14.47
			5,000 to 5,499	14.89
			5,500 to 5,999	15.27
			6,000 to 6,499	15.62
			6,500 to 6,999	15.94
			7,000 to 7,499	16.24
			7,500 to 7,999	16.52
			8,000 or More	16.79

Vehicle trips by dwelling size are derived from 2020 ACS PUMS data for the area that includes Teton County. Unit size for 0-2 bedroom is from the 2020 U.S. Census Bureau average for all multifamily units constructed in the Census West region. Unit size for all other bedrooms is from the 2020 U.S. Census Bureau average for single family units constructed in the Census Mountain division.