

Regular Joint Meeting

January 6, 2025

1:30 PM

Town Council Chambers

Chair: Arne Jorgensen

NOTICE: THE VIDEO AND AUDIO FOR THIS MEETING ARE STREAMED TO THE PUBLIC VIA THE INTERNET AND MOBILE DEVICES WITH VIEWS THAT ENCOMPASS ALL AREAS, PARTICIPANTS AND AUDIENCE MEMBERS. PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING.

I. ZOOM LINK FOR PUBLIC PARTICIPATION

The Town and County reserve the right to close Public Comment via Zoom at any time. In-person comment will continue to be taken and written comments can always be submitted to Town Council by emailing electedofficials@jacksonwy.gov and to County Commissioners by emailing commissioners@tetoncountywy.gov.

To join, click link or copy it to your browser: <https://us02web.zoom.us/j/84680474414?pwd=4CAEF0zQswlQOVteWloQ76rxhOOeP.1>

Or join at zoom.com with Webinar ID: **846 8047 4414** and Password: **83001** or by phone: **+1 669 900 9128**

II. CALL TO ORDER, ROLL CALL, AND ANNOUNCEMENTS

III. PUBLIC COMMENT

This section is reserved for comments on items that are not otherwise included in this agenda. Public comment is limited to 3 minutes. As a general practice, the Electeds will not hold discussion or debate these comments. Nor will they make any decisions presented during this time, but rather refer to staff for follow-up. If you would like to communicate with the Electeds during the meeting, please address them during this open public comment, when public comment is called for on a specific agenda item or send an email to council@jacksonwy.gov and commissioners@tetoncountywy.gov.

IV. CONSENT CALENDAR

A. Meeting Minutes

1. December 2, 2024 Regular Joint Meeting
2. December 9, 2024 Special Joint Meeting
3. December 10, 2024 Regular Joint Meeting

B. 2025 Meeting Dates for Joint Board Interviews (Riley Taylor)

V. DISCUSSION/ACTION ITEMS

A. Transportation Capital Improvement Plan (CIP) (Charlotte Frei, 45 mins)

VI. MATTERS FROM COUNCIL, COMMISSIONERS AND STAFF

VII. PROPOSED ITEMS FOR FUTURE JOINT INFORMATION MEETINGS

A. 2/3 - 90 Virginian Lane Development Agreement

VIII. ADJOURN

Please note that at any point during the meeting, the Chair or Mayor may change the order of items listed on this agenda. In order to ensure that you are present at the time your item of interest is discussed, please join the meeting at the beginning to hear any changes to the schedule or agenda.

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**MONTHLY JOINT MEETING
BOARD OF COUNTY COMMISSIONERS AND JACKSON TOWN COUNCIL**

DECEMBER 2, 2024

JACKSON, WYOMING

The Teton County Board of County Commissioners met in conjunction with the Jackson Town Council in a joint meeting located in the County Commissioner's Chambers located at 200 S. Willow St. at 1:32 P.M. This meeting was held in-person and through the Zoom platform. Upon roll call the following were present:

COUNTY COMMISSIONERS: Luther Propst, Chair, Natalia Macker, Vice-Chair, Wes Gardner, and Mark Newcomb. Greg Epstein was absent.

TOWN COUNCIL: Mayor Hailey Morton Levinson, Vice-Mayor Arne Jorgensen, Jim Rooks, Jonathan Schechter and Jessica Sell Chambers.

STAFF: Keith Gingery, Tyler Sinclair, Jodie Pond, Steve Ashworth, Paul Anthony, and Rose Robertson.

PUBLIC COMMENT. Marty Camino, Executive Director of the Center for the Arts, gave an update regarding the Center for the Arts.

CONSENT CALENDAR.

A. Meeting Minutes. To approve the meeting minutes for the September 23, 2024 Special Joint Meeting, October 7, 2025 Regular Joint Meeting, October 14, 2024 Special Joint Meeting, October 21, 2024 Special Joint Meeting, and November 4, 2024 Special Joint Meeting as presented.

On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Gardner to approve the consent agenda meeting minutes as reflected in the agenda. Chair Propst called for a vote. The vote showed all in favor and the motion carried for the County 4-0.

On behalf of the Town, a motion was made by Councilmember Schechter and seconded by Councilmember Jorgensen to approve the consent agenda meeting minutes as reflected in the agenda. Mayor Morton Levinson called for a vote. The vote showed all in favor and the motion carried for the Town.

B. START FY25 Operations Plan and Budget Amendment

Bruce Abel, START Director, presented to the Board and Council for consideration of approval an amendment to the adopted FY 25 Southern Teton Area Rapid Transit (START) Operations Plan and Budget.

Bruce Abel answered questions from the Board and Council.

There was no public comment.

1:42 On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Gardner to approve an amendment to the FY2025 START Operations Plan to reinstate services to Teton Village as described herein during the winter season 2024-2025 season and correspondingly, to increase START FY2025 budgeted expenses by \$80,000 with associated off-setting revenues in the amount of \$80,000. Chair Propst called for a vote. The vote showed all in favor and the motion carried for the County 4-0.

On behalf of the Town, a motion was made by Councilmember Schechter and seconded by Councilmember Jorgensen to approve an amendment to the FY2025 START Operations Plan to reinstate services to Teton Village as described herein during the winter season 2024-2025 season and correspondingly, to increase START FY 2025 budgeted expenses by \$80,000 with associated off-setting revenues in the amount of \$80,000. Mayor Morton Levinson called for a vote. The vote showed all in favor and the motion carried for the Town.

On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Gardner to approve an amendment to the FY2025 START budget to

increase expenses by \$351,000 to fund contracted bus service as described above and to reduce salary and related expenses by \$245,000. Chair Propst called for a vote. The vote showed all in favor and the motion carried for the County 4-0.

On behalf of the Town, a motion was made by Councilmember Schechter and seconded by Councilmember Jorgensen to approve an amendment to the FY2025 START budget to increase expenses by \$351,000 to fund contracted bus service as described above and to reduce salary and related expenses by \$245,000. Mayor Morton Levinson called for a vote. The vote showed all in favor and the motion carried for the Town.

MATTERS FOR DISCUSSION

A. Stilson Transit Center Guaranteed Maximum Price (GMP) Review, SPET Usage Approval and Contract Execution

Heather Overholser, County Public Works Director, and Johnny Ziem, Town of Jackson Assistant Public Works Director, presented to the Board and Council for consideration of approval the Guaranteed Maximum Price (GMP) for the Stilson Transit Center construction project, cost reduction options, the Agreement and GMP First Amendment between the Town of Jackson and Dick Anderson Construction (DAC), and use of the Transportation Alternatives SPET funds to cover local match and overage amount.

Heather Overholser and Johnny Ziem answered questions from the Board and Council.

The Board and Council recognized the leadership and years of service of Steve Ashworth, Director of Parks and Recreation.

Public comment was given by Len Carlman.

The Board and Council held discussion.

On behalf of the Town, a motion was made by Councilmember Jorgensen and seconded by Councilmember Sell Chambers to approve the Guaranteed Maximum Price of \$14,674,171 and a total project cost of \$15,175,171 and authorize the use of \$7,388,892 from the 2022 Transportation Alternatives SPET funds for the Stilson Transit Center Project with a condition to establish the mural wall and mound as a first priority if funds are available.

Councilmember Schechter suggested a friendly amendment to add the Steel Ice Wall as a secondary priority.

Councilmember Jorgensen, as the motion maker, accepted the friendly amendment.

Johnny Ziem answered a question from the Council.

The motion now reads: I move to approve the Guaranteed Maximum Price of \$14,674,171 and a total project cost of \$15,175,171 and authorize the use of \$7,388,892 from the 2022 Transportation Alternatives SPET funds for the Stilson Transit Center Project with a condition to establish the mural wall and mound as a first priority and the Steel Ice Wall as a second priority if funds are available.

The Council held discussion.

Mayor Morton Levinson called for the vote. The vote showed four in favor and the motion carried for the Town 4-1, with Councilmember Rooks opposed.

On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Gardner to approve the Guaranteed Maximum Price of \$14,674,171 and a total project cost of \$15,175,171 and authorize the use of \$7,388,892 from the 2022 Transportation Alternatives SPET funds for the Stilson Transit Center Project with a condition to establish the mural wall and mound as a first priority and the Steel Ice Wall as a second priority if funds are available.

The Board held discussion.

Heather Overholser answered a question from the Board.

Chair Propst called for the vote. The vote showed all in favor and the motion carried for the County 4-0.

On behalf of the Town, a motion was made by Councilmember Jorgensen and seconded by Councilmember Schechter to approve the Stilson Transit Center Agreement and GMP First Amendment with Dick Anderson Construction in the amount of \$14,674,171 and authorize the Mayor to execute all necessary contract agreements, subject to minor changes by staff. Mayor Morton Levinson called for the vote. The vote showed all in favor and the motion carried for the Town.

The meeting recessed at 3:14 P.M. and reconvened at 3:24 P.M.

B. Adoption of Housing Department Rules and Regulations (County), 2nd Ordinance Reading (Town)

Stacy Stoker, Housing Manager, presented to the Board and Council for consideration of approval the Adoption and Second Reading of the Jackson/Teton County Housing Department Rules and Regulations.

The Teton County Board of County Commissioners will consider adopting the Jackson/Teton County Housing Department Rules and Regulations with the 2024 changes and updates. The Jackson Town Council will consider approving Ordinances I, J, K, L, M, N, O, AA, and AB amending Title 16.

Stacy Stoker answered questions from the Board and Council.

The Board and Council held discussion.

There was no public comment.

On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Gardner to adopt the Jackson/Teton County Housing Rules and Regulations with the Caregiving revisions as presented by staff.

The Board gave comment.

Chair Propst called for the vote. The vote showed all in favor and the motion carried for the County 4-0.

On behalf of the Town, a motion was made by Councilmember Schechter and seconded by Councilmember Sell Chambers to read ordinances and short title. Mayor Morton Levinson called for the vote. The vote showed all in favor and the motion carried for the Town.

Lea Colasuonno, Town Attorney, read via Zoom Ordinances I, J, K, L, M, N, O, AA, and AB.

On behalf of the Town, a motion was made by Councilmember Sell Chambers and seconded by Councilmember Schechter to approve Ordinances I, J, K, L, M, N, O, AA, and AB at Second Reading. Mayor Morton Levinson called for the vote. The vote showed all in favor and the motion carried for the Town.

C. 90 Virginian Lane Ground Lease Option Agreement and Ground Leases

April Norton, Housing Director, presented to the Board and Council for consideration of approval a Ground Lease Option Agreement with Pennrose, LLC for 90 Virginian Lane.

The Agreement includes Ground Leases for 90 Virginian Lane that will be executed once all terms stated in the Option Agreement are satisfied. The Ground Leases are included as attachments to the Option Agreement. The Option Agreement and Ground Leases are informed by the terms discussed at the October Joint Meeting.

April Norton answered questions from the Board and Council.

Keith Gingery, Chief Deputy County Attorney, answered questions from the Council and Board.

Public comment was given by Nikki Kaufman, Kelsey Wotzka, Claire Stumpf, and Bob Weiss in person, and Whitney Oppenhuizen via Zoom.

On behalf of the County, a motion was made by Commissioner Gardner and seconded by Commissioner Macker to direct and authorize the Jackson Teton County Housing Authority Board to execute the Ground Lease Option Agreement with Pennrose LLC for 90 Virginian Lane, subject to non-substantive clerical corrections made by the Town Attorney and / or the Teton County Attorney.

The Board gave comment.

Chair Propst called for the vote. The vote showed all in favor and the motion carried for the County 4-0.

On behalf of the Town, a motion was made by Councilmember Jorgensen and seconded by Councilmember Rooks to direct and authorize the Jackson Teton County Housing Authority Board to execute the Ground Lease Option Agreement with Pennrose LLC for 90 Virginian Lane, subject to non-substantive clerical corrections made by the Town Attorney and / or the Teton County Attorney. Mayor Morton Levinson called for the vote. The vote showed three in favor and the motion carried for the Town 3-2, with Councilmember Schechter and Councilmember Sell Chambers opposed.

MATTERS FROM COMMISSION AND COUNCIL – none.

ADJOURN. On behalf of the County, a motion was made by Commissioner Newcomb and seconded by Commissioner Gardner to adjourn. Chair Propst called for a vote. The vote showed all in favor and the motion carried for the County 4-0.

On behalf of the Town, a motion was made by Councilmember Schechter and seconded by Councilmember Rooks to adjourn. Mayor Morton Levinson called for a vote. The vote showed all in favor and the motion carried for the Town.

The meeting adjourned at 5:09 P.M.

TETON COUNTY BOARD OF COUNTY COMMISSIONERS

Luther Propst, Chair

ATTEST:

Maureen E. Murphy, County Clerk

TOWN OF JACKSON

Arne Jorgensen, Mayor

ATTEST:

Riley Taylor, Town Clerk

**SPECIAL JOINT MEETING
BOARD OF COUNTY COMMISSIONERS AND JACKSON TOWN COUNCIL**

DECEMBER 9, 2024

JACKSON, WYOMING

The Teton County Board of County Commissioners met in conjunction with the Jackson Town Council in a special joint meeting located in the County Commissioner's Chambers located at 200 S. Willow St. at 1:31 P.M. This meeting was held in-person and through the Zoom platform. Upon roll call the following were present:

COUNTY COMMISSIONERS: Luther Propst, Chair, Natalia Macker, Vice-Chair, Mark Newcomb, and Wes Gardner. Greg Epstein was absent.

TOWN COUNCIL: Mayor Pro Tempore Arne Jorgensen, Jonathan Schechter, Jim Rooks, and Jessica Sell Chambers. Mayor Hailey Morton Levinson was absent.

VOLUNTEER BOARD INTERVIEWS – The following applicants were interviewed for positions on the following joint volunteer boards:

Affordable Housing Supply Board

- Jeff Cohodes (via Zoom)
- Mariah Underhill (via Zoom)
- Larry Thal
- Ty Hoath

Jackson Hole Airport

- Ed Liebzeit

START

- Sam Neirman

The meeting recessed at 2:19 P.M and reconvened at 2:27 P.M.

START (continued)

- Meghan Quinn
- LizAnn Eisen (via Zoom)

Pathways Taskforce

- Doug Lowham

Parks & Recreation

- Robert Mack
- Susan Larson O'Brien
- Karen McNamara
- Jill Baldauf
- John Barrow
- Tim Day
- Rick Gordon
- Jack Stout
- Teri Davis
- Heather Smith
- Chris Dickey
- Molly Breslin
- Matt Donovan

The meeting recessed at 3:50 P.M. and reconvened at 3:58 P.M.

Jackson Hole Airport (continued)

- Sigsbee Duck (via Zoom)

EXECUTIVE SESSION

On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Newcomb to enter executive session pursuant to Wyoming Statute §16-4-405(a)(ii) to consider appointments to volunteer boards, specifically the appointment of a board member as a public officer. Chair Propst called for the vote. The vote showed all in favor and the motion carried for the County 4-0.

On behalf of the Town, a motion was made by Councilmember Schechter and seconded by Councilmember Sell Chambers to recess into executive session pursuant to Wyoming Statute §16-4-405(a)(ii) to consider appointments to volunteer boards, specifically the appointment of a board member as a public officer. Mayor Pro Tem Jorgensen called for the vote. The vote showed all in favor and the motion carried for the Town.

The meeting entered executive session at 4:12 P.M.

Commissioners present: Luther Propst, Natalia Macker, Mark Newcomb, and Wes Gardner.

Councilmembers present: Arne Jorgensen, Jonathan Schechter, Jim Rooks, and Jessica Sell Chambers.

Others: Lea Colasuonno, Town Attorney, and Rose Robertson, Deputy Clerk.

On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Gardner to exit executive session because two candidates had arrived and desired to be interviewed. Chair Propst called for a vote. The vote showed all in favor and the motion carried for the County 4-0.

The Town exited executive session.

The meeting exited executive session at 4:12 P.M.

Volunteer Board Interviews (continued)

START

- Kate Wilmot (via Zoom)

Parks & Recreation

- Matt Donovan

EXECUTIVE SESSION

On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Gardner to enter executive session pursuant to Wyoming Statute §16-4-405(a)(ii) to consider appointments to volunteer boards, specifically the appointment of a board member as a public officer. Chair Propst called for the vote. The vote showed all in favor and the motion carried for the County 4-0.

On behalf of the Town, a motion was made by Councilmember Sell Chambers and seconded by Councilmember Rooks to recess into executive session pursuant to Wyoming Statute §16-4-405(a)(ii) to consider appointments to volunteer boards, specifically the appointment of a board member as a public officer. Mayor Pro Tem Jorgensen called for the vote. The vote showed all in favor and the motion carried for the Town.

The meeting entered executive session at 4:38 P.M.

Commissioners present: Luther Propst, Natalia Macker, Mark Newcomb, and Wes Gardner.

Councilmembers present: Arne Jorgensen, Jonathan Schechter, Jim Rooks, and Jessica Sell Chambers.

Others: Lea Colasuonno, Town Attorney, and Rose Robertson, Deputy Clerk.

On behalf of the County, a motion was made by Commissioner Newcomb and seconded by Commissioner Macker to exit executive session. Chair Propst called for a vote. The vote showed all in favor and the motion carried for the County 4-0.

The Town exited executive session.

The meeting exited executive session at 5:18 P.M.

ADJOURN. On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Gardner to adjourn. Chair Propst called for a vote. The vote showed all in favor and the motion carried for the County 4-0.

On behalf of the Town, a motion was made by Councilmember Schechter and seconded by Councilmember Sell Chambers to adjourn. Mayor Pro Tem Jorgensen called for a vote. The vote showed all in favor and the motion carried for the Town.

The meeting adjourned at 5:18 P.M.

TETON COUNTY BOARD OF COUNTY COMMISSIONERS

Luther Propst, Chair

ATTEST:

Maureen E. Murphy, County Clerk

TOWN OF JACKSON

Arne Jorgensen, Mayor

ATTEST:

Riley Taylor, Town Clerk

JOINT PROCEEDINGS – UNAPPROVED
TOWN COUNCIL AND BOARD OF COUNTY COMMISSIONERS MEETING

DECEMBER 10, 2024

JACKSON, WYOMING

The Jackson Town Council and the Teton County Board of County Commissioners met in a regular joint meeting (JM) at 1:30 p.m. in the Town Council Chambers located at 150 East Pearl Avenue in Jackson. This meeting was held in-person and through the Zoom platform. Upon roll call the following were found to be present:

TOWN COUNCIL: Mayor Hailey Morton Levinson, Arne Jorgensen, Jim Rooks, and Jessica Sell Chambers. Jonathan Schechter was absent.

COUNTY COMMISSIONERS: Chairman Luther Propst, Natalia Macker, Mark Newcomb, and Greg Epstein. Wes Gardner was absent.

STAFF: Tyler Sinclair, Lea Colasuonno, Jodi Pond, April Norton, and Brian Schilling.

Ground Lease with Virginian RV Park LLC. April Norton made staff comment. Council and Commission held discussion with staff. There was no public comment. On behalf of the Town, a motion was made by Arne Jorgensen and seconded by Jessica Sell Chambers to direct and authorize the Jackson Teton County Housing Authority Board to execute the 2025 Season Ground Lease including any changes made today and subject to non-substantive clerical corrections made by the Town Attorney and / or the Teton County Attorney. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried for the Town.

On behalf of the County, a motion was made by Mark Newcomb and seconded by Greg Epstein to direct and authorize the Jackson Teton County Housing Authority Board to execute the 2025 Season Ground Lease including any changes made today and subject to non-substantive clerical corrections made by the Town Attorney and / or the Teton County Attorney. Chairman Propst called for the vote. The vote showed all in favor. The motion carried for the County.

Council and Commission recessed at 1:34pm and reconvened at 1:39pm.

Safe Streets for All (SS4A) Leadership Commitment Adoption and Update. Brian Schilling made staff comment. Council and Commission held discussion with staff. Katherine Dowson public comment. On behalf of the Town, a motion was made by Jessica Sell Chambers and seconded by Arne Jorgensen to approve the Safe Streets for All Leadership Commitment and Vision Zero Policy. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried for the Town.

On behalf of the County, a motion was made by Greg Epstein and seconded by Natalia Macker to approve the Safe Streets for All Leadership Commitment and Vision Zero Policy. Chairman Propst called for the vote. The vote showed all in favor. The motion carried for the County.

Adjourn – Commission Only. On behalf of the County, a motion was made by Macker and seconded by Newcomb to adjourn. Chairman Propst called for the vote. The vote showed all in favor. The motion carried for the County. The meeting adjourned for the Commission at 2:20 p.m.

Ordinances – Council Only. A motion was made by Arne Jorgensen and seconded by Jessica Sell Chambers to read ordinances in short title. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried.

Ordinance C. An Ordinance Amending Title 8 Regarding the Pay As You Throw Program.

AN ORDINANCE AMENDING SECTION 8.12.020, DEFINITIONS, AND SECTION AND 8.12.070, SOLID WASTE COLLECTION, OF CHAPTER 8.12, GARBAGE AND REFUSE DISPOSAL, OF TITLE 8, HEALTH AND SAFETY, REGARDING PAY AS YOU THROW PROGRAM, OF THE CODE OF THE TOWN OF JACKSON, WYOMING.

BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING:

Ordinance D. An Ordinance Granting Teton Trash Removal a Franchise.

AN ORDINANCE GRANTING TETON TRASH REMOVAL INC. D/B/A TETON TRASH REMOVAL A FRANCHISE FOR THE COLLECTION AND DISPOSITION OF MUNICIPAL SOLID WASTE AND COMPOSTABLE / RECYCLABLE MATERIALS PROVIDIING THE RIGHTS AND LIABILITIES THEREUNDER.

BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING:

Ordinance E. An Ordinance Amending the Franchise with Westbank Environmental Services.

AN ORDINANCE OF THE TOWN OF JACKSON, WYOMING AMENDING THE FRANCHISE AGREEMENT WITH WESTBANK ENVIRONMENTAL SERVICES, INC. FOR THE COLLECTION AND DISPOSITION OF GARBAGE, ASHES, REFUSE, RECYCLABLE REFUSE, AND COMPOSTABLE MATERIALS.

BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING:

Ordinance F. An Ordinance Amending the Franchise with Yellow Iron Waste Removal.

AN ORDINANCE OF THE TOWN OF JACKSON, WYOMING AMENDING THE FRANCHISE AGREEMENT WITH YELLOW IRON EXCAVATING, LLC DBA YELLOW IRON WASTE REMOVAL, FOR THE COLLECTION AND DISPOSITION OF GARBAGE, ASHES, REFUSE, RECYCLABLE REFUSE, AND COMPOSTABLE MATERIALS.

BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING:

Ordinance H. An Ordinance Amending the Franchise with Terra Firma Services.

AN ORDINANCE OF THE TOWN OF JACKSON, WYOMING AMENDING THE FRANCHISE AGREEMENT WITH TERRA FIRMA SERVICES, LLC FOR THE COLLECTION AND DISPOSITION OF COMPOSTABLE / RECYCLABLE MATERIALS AND MUNICIPAL SOLID WASTE.

BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING:

Kelly French made public comment. A motion was made by Arne Jorgensen and seconded by Jessica Sell Chambers to approve Ordinances C, D, E, F, and H on second reading. Mayor Morton Levinson called for the vote. The vote showed 3-1 with Mayor Morton Levinson, Arne Jorgensen, and Jessica Sell Chambers in favor and Jim Rooks opposed. The motion carried for the Town.

Ordinance AN. An Ordinance Granting Star Valley Disposal a Franchise.

AN ORDINANCE GRANTING STAR VALLEY DISPOSAL, INC. A FRANCHISE FOR THE COLLECTION AND DISPOSITION OF MUNICIPAL SOLID WASTE AND COMPOSTABLE / RECYCLABLE MATERIALS PROVIDIING THE RIGHTS AND LIABILITIES THEREUNDER.

BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING:

Ordinance AO. An Ordinance Granting New Waste Removal a Franchise.

AN ORDINANCE GRANTING NEW WASTE REMOVAL, LLC A FRANCHISE FOR THE COLLECTION AND DISPOSITION OF MUNICIPAL SOLID WASTE AND COMPOSTABLE / RECYCLABLE MATERIALS PROVIDIING THE RIGHTS AND LIABILITIES THEREUNDER.

BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING:

There was no public comment. A motion was made by Arne Jorgensen and seconded by Jessica Sell Chambers to approve Ordinances AN and AO on second reading. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried for the Town.

Adjourn – Council Only. On behalf of the Town, a motion was made by Jessica Sell Chambers and seconded by Arne Jorgensen to adjourn. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried for the Town. The meeting adjourned for the Town at 2:26 p.m.

TETON COUNTY BOARD OF COUNTY COMMISSIONERS

Luther Propst, Chair

ATTEST:

Maureen E. Murphy, County Clerk

TOWN OF JACKSON

ATTEST:

Arne Jorgensen, Mayor

Riley Taylor, Town Clerk

Minutes: rt. Publish JH News & Guide: December 18, 2024



JOINT MEETING AGENDA DOCUMENTATION

SUBMITTING DEPARTMENT: Internal Services

PRESENTER: Riley Taylor

MEETING DATE: January 6, 2025

SUBJECT: 2025 Meeting Dates for Joint Board Interviews

STATEMENT/PURPOSE

The purpose of setting 2025 meeting dates for joint board interviews is to minimize the frequency and duration of vacancies and add more predictability to the meeting schedule.

BACKGROUND/ALTERNATIVES

The Town Council and County Commission are responsible for making appointments to the following joint boards:

- Jackson Hole Airport
- Travel & Tourism
- START
- Energy Conservation Works
- Parks & Recreation
- Pathways Taskforce
- Housing Supply
- Housing Authority*
- Board of Health*

*These are joint boards with a mix of Town-only and County-only seats.

The following terms will expire over the next ~1 year. The Town Clerk has discussed this proposal for special meetings with the County Clerk and both are in favor of setting these meetings in advance. Due to the way that term expirations fall, staff recommend setting two meeting dates to cover blocks of expiring terms.

Jost	Heidi	Board of Health - County	6/1/2021	6/30/2025
McLaurin	Robert	ECW - LVE	7/1/2022	6/30/2025
Calder	Julie	Travel and Tourism Board	7/1/2022	6/30/2025
May	Mike	Travel and Tourism Board	7/1/2022	6/30/2025

Peterson	David	Board of Health - County	1/1/2022	12/31/2025
Kruse	Carrie	Housing Supply Board	1/1/2023	12/31/2025
Lusins	Matthew	Housing Supply Board	1/1/2023	12/31/2025
Vacant	Vacant	Parks & Rec	1/1/2023	12/31/2025
Stratton-Brook	Ellie	Parks & Rec	1/1/2023	12/31/2025
Brown	Valerie	Airport Board	2/1/2021	1/31/2026
Kraemer	Sarah	Pathways Taskforce	2/1/2023	1/31/2026
Moment	Jason	Pathways Taskforce	2/1/2023	1/31/2026
Yazzolino	Miles	Pathways Taskforce	2/1/2021	1/31/2026

Meeting dates would fall on the second Monday of the month preceding expirations in the block. For 2025, these dates would be June 9, 2025 and December 8, 2025. Meeting times would be determined at a later date and would vary depending on the number of applicants.

June 9, 2025:

- Board of Health (1) – *County-only seat*
- ECW – LVE (1)
- Travel and Tourism (2)

December 8, 2025:

- Board of Health (1) – *County-only seat*
- Housing Supply (2)
- Parks & Rec (2)
- Airport Board (1)
- Pathways Taskforce (3)

COMPREHENSIVE PLAN ALIGNMENT

Each board serves a different purpose and thus aligns with a different section of the comprehensive plan.

STAKEHOLDER ANALYSIS

Board members and directors would benefit from having greater notice of expiring terms. Town and County staff and elected officials will benefit from having a more predictable meeting schedule.

FISCAL IMPACT

There are no direct fiscal impacts to making board appointments. However, limiting the frequency and duration of advertisements for board vacancies and consolidating the number of special joint meetings saves staff time and publishing costs.

STAFF IMPACT

The Town Clerk spent approximately 3 hours researching and preparing meeting materials.

LEGAL REVIEW

Lea Colasuonno, Town Attorney
Keith Gingery, Deputy County Attorney

ATTACHMENTS

N/A

RECOMMENDATION

Staff recommends setting meetings dates of June 9, 2025 and December 8, 2025 for the purpose of conducting joint board interviews and making appointments.

SUGGESTED MOTION

I move to set meetings dates of June 9 and December 8, 2025 for the purpose of conducting joint board interviews and making appointments.



BOARD OF COUNTY
COMMISSIONERS



TOWN
COUNCIL

JOINT INFORMATION MEETING AGENDA DOCUMENTATION

SUBMITTING DEPARTMENT: County Public Works

PRESENTER: Charlotte Frei

MEETING DATE: January 6, 2024

SUBJECT: Joint Local Transportation Capital Improvement Plan

STATEMENT/PURPOSE

The purpose of this item is for the Town Council and County Commission to receive an update on the development of a Joint Local Transportation Capital Improvement Plan (CIP). The Council and the Commission are being asked to consider the adoption of a Capital Improvement Plan list, including the top ten (10) projects to advance from planning to programming. Once prioritized by the Council and Commission, staff will likely request joint (or Town/County, as appropriate) funding for these projects through the Town and County separate budget processes for FY2025-2026 and beyond. The Local Transportation CIP is intended as a planning tool to prioritize staff attention toward the most impactful projects.

BACKGROUND/ALTERNATIVES

The Comprehensive Plan and Integrated Transportation Plan adopted a progressive and aggressive policy vision for transportation, namely in Principle 7.1 stating:

“Meet future travel demand with walk, bike, carpool, transit, and micromobility infrastructure”.

Furthermore, the Comprehensive Plan directs staff to coordinate transportation planning regionally. Comprehensive Plan Strategy 7.1.S.4 directs staff to:

“Develop a local Transportation Improvement Program (TIP) for highways, streets (including pedestrian facilities), transit, and pathways.”

Among the mechanisms available to staff to operationalize these multimodal and multijurisdictional policies is coordination across departments and with WYDOT through a staff ‘Transportation Advisory Committee’ or TAC. TAC is a forum for discussing and coordinating transportation projects that impact multiple jurisdictions. TAC also serves as an advisory body on transportation issues and ensures alignment with existing, adopted plans. WYDOT was invited to comment on the Transportation CIP and has been involved in discussions, however the CIP does NOT include any of WYDOT’s STIP projects. It may include projects on WYDOT’s Right-of-Way, such as North Cache, where staff has been working with WYDOT to identify a shared vision for improvements. Because we lack a Joint Transportation Department, staff works together across departments and the Town and County organizations to identify and prioritize work programs. This joint project prioritization process can provide:

1. Clearer direction to staff to focus attention and resources on transportation efforts undertaken by the Town, County, or Jointly.

2. Accountability to the public and elected officials regarding the tangible outcomes of adopted transportation Master Plans of the Town and County, such as the ITP (2020), Pathways Master Plan (2007), and Town Community Streets Plan (2015).
3. Economies of scale when the right projects are pursued concurrently and in partnership. Staff can identify fiscally constrained capital needs while noting opportunities to implement project steps should funding become available.
4. Consistency and transparency for the community and elected officials when projects are prioritized, planned, programmed, and delivered.

Motivated to effectively coordinate our small transportation team, staff developed a CIP process and database of projects to achieve the points above. With approval of this motion, the Commission and Council are directing staff to prioritize the Top 10 projects for continuing development for FY2025-2026. Staff's next step is to identify appropriate fund sources for priority projects.

Joint Transportation Capital Improvement Plan

In order to implement the adopted policies of the Town and County, TAC established a consolidated list of recommended local (Town, County, and Joint) projects in the form of a Joint Transportation Capital Improvement Plan, or simply a Transportation CIP. Metropolitan areas are required to develop a 'Transportation Improvement Program' (TIP, adopted by MPOs) to inform the Statewide Transportation Improvement Program (STIP, adopted by state DOTs). While Teton County does not meet the population count and density thresholds to form an MPO, the Transportation CIP can be a tool for improved coordination between the Town and County, as well as with WYDOT.

Staff is presenting this initial Transportation CIP to provide an update to the elected bodies and receive direction to *advance specific projects through planning and programming*. Staff will continue to refine the data and visualization prior to the next capital budgeting processes for Town and County. The Safe Streets and Roads for All (SS4A) study and Transit Development Plan (TDP) processes (led by the Pathways Coordinator and RTPA/START Department respectively) will identify additional projects for the CIP in the coming months.

This program prioritizes addressing the state-of-good repair needs to ensure the longevity and reliability of our assets. However, the process/program remains flexible to seize potential opportunities, such as unexpected funding or emergent priorities. By striking a balance between proactive asset preservation and adaptability, we aim to maximize the effectiveness and efficiency of our transportation capital improvement efforts (which impact the resulting transportation operations, maintenance, services, and programs).

The attached table provides the current iteration of the CIP and all projects that staff are actively tracking. The most impactful projects recommended to move from planning to programming are as follows alphabetically:

- **Carshare and Bikeshare Pilot.** New/reintroduced program to reduce SOV travel. In order to support car-free and car-light lifestyles, staff identified in summer 2023 that reintroducing bikesharing and introducing carsharing (4-5 cars in the community) can better support a variety of markets: visitors, residents, temporary employees, and workers to move around Jackson without needing to use their personal vehicle.
- **East Broadway Complete Street.** Asset preservation and modernization involving complete street improvements from King Street to Redmond St.
- **Garaman Park E-bike Safety Improvements.** Asset preservation, safety, and modernization; this area is highly trafficked, and the Pathways Coordinator has contracted for safety improvements.

- **High School Road Southside Pathway.** New non-motorized connection; This is an important corridor for Safe Routes to Schools and other non-motorized mobility; identified in the SS4A analysis and stakeholder involvement.
- **Mobility Hub at Buffalo Junction.** Multimodal modernization; Identified as priority location for multimodal connections and adopted at the May 6, 2024 Joint Meeting.
- **Mobility Hubs downtown (Miller Park and Home Ranch).** Multimodal modernization; Identified as priority locations for multimodal connections and adopted at the May 6, 2024 Joint Meeting.
- **North-89 Wildlife Crossings.** Safety modernization and wildlife connectivity; The table includes 4 project components for this corridor; these would be designed and constructed simultaneously. Teton County submitted a grant application for the USDOT Wildlife Crossing Pilot Program in September 2024.
- **North Cache Street Gateway Improvements.** Multimodal modernization; this was a 2014 voter approved SPET measure, and staff submitted a US DOT Scenic Byways Grant application through WYDOT in December 2024 to advance this project to design and construction.
- **Snow King Avenue Complete Street (from Scott Lane to Vine St).** Asset preservation and modernization; This project has conceptual designs, but not a final design to move to construction. Staff would prioritize this project for design.
- **Visitor Center Hidden Hollow Pathway Connection.** New multimodal connection and safety; Connecting the existing Hidden Hollow Pathway to the North Cache and GTNP pathway system, this is an important safe connection for the Jackson bike network and a frequent route for tourists exploring the region by bicycle.

Notably, all ten projects are within the Town of Jackson or, in the case of North-89 Wildlife Crossings, enhance safety and ecosystem stewardship along a primary corridor into Jackson. This reflects the prevalence of destinations within the Town of Jackson, but also reflects the range of projects currently planned in the CIP.

Grant Funding and Dedicated Revenue.

Identifying a source of dedicated revenue is an action item in the ITP. Staff is conducting this research in-house at present. Revenue research is also informed by the Joint Department Task Force findings and Town Manager's financial and funding research presented to the Monthly Joint Meetings in June 2024 and July 2024. The CIP is a first step to identifying the project needs and local funding shortfall to estimate what sort of dedicated revenues are most appropriate to address the local funding shortfall. If the Commission and Council agree with these 10 projects, staff will move forward to identify appropriate funding.

The CIP is a prioritization tool to inform which discretionary grants to pursue for which projects. The Town hired Sustainable Strategies (S2) to identify and pursue grants on behalf of the Town and local partners. Staff will share the CIP with S2 to prioritize grant services toward programmed projects or projects that rank highly in planning (with a focus on the Top 10 in planning). This should improve the efficiency of staff and consultant time in identifying and applying for grants by focusing resources on priority projects that have been approved for planning and programming.

COMPREHENSIVE PLAN ALIGNMENT

The guiding vision and chapter goal for Multimodal Transportation (Chapter 7) of the Comprehensive Plan is:

Travel by walk, bike, carpool, or transit will be more convenient than travel by single-occupancy vehicle.

Chapter 7 of the Comprehensive Plan Principles include:

“Principle 7.1 – Meet future transportation demand with walk, bike, carpool, transit and micromobility infrastructure”,

“Principle 7.2 – Reduce greenhouse gases from vehicles to below 2012 levels”, and

“Principle 7.3 – Coordinate transportation planning regionally. The Town and County do not have jurisdiction over all components of the transportation network, and so we must lead coordinated efforts to achieve our transportation goals. Various Federal, State, local government, and non-governmental entities fund and manage pieces of the transportation system into and within the community.”

Chapter 7 also includes a specific strategy that this CIP fulfills:

Strategy 7.1.S.4 Develop a local Transportation Improvement Program (TIP) for highways, streets (including pedestrian facilities), transit, and pathways.

In order to meet these principles and invest in appropriate transportation solutions with limited resources, capital planning and programming will be carried out through the Transportation Division and other departments’ existing processes. The Transportation CIP is a tool to ensure departments are aligned on the priorities of adopted plans and that we communicate to ensure the right projects are implemented at the right time.

STAKEHOLDER ANALYSIS

Members of the TAC (including the RTPA, Town Public Works, County Public Works, Pathways, START Bus, Town Planning, and County Planning) worked together to create the Capital Improvement Program list, develop scoring criteria, and assign initial scores. The projects in the database are the result of departmental planning processes, such as the START Transit Development Plan, Pathways planning (SS4A), Wildlife Crossing Master Plan, and the Mobility Hub Study. These scores may evolve as funding opportunities become available. Additional projects will be considered for planning and programming through public engagement. Staff met repeatedly (see Staff Impact) on this topic. Five out of nine voting TAC members also voted through a ‘Best-Worst scaling approach’ to determine the top 10 projects to advance from planning to programming.

FISCAL IMPACT

To date, CIP development work has been completed ‘in-house’ by the RTPA and the County GIS Administrator. The County GIS consultant, Dewberry, provided \$3,500 of services to support data visualization in tasks that exceeded staff’s expertise and skills. Staff **requested** \$10,000 in professional services to ‘identify dedicated transportation revenue options’, however this line item was **not** recommended or adopted in the Town budget. Staff may request funds for consultant support in FY2025-2026.

Fiscal impacts for projects will be determined and presented through existing budget processes as projects are selected from the transportation CIP for design, construction, and ongoing maintenance.

STAFF IMPACT

The impact of preparing this staff report and accompanying documentation, including the GIS database and StoryMap was 100 hours for the Regional Transportation Planning Administrator and 10 hours for the County GIS Administrator. The RTPA hosted several conversations with transportation-related staff (May 9, August 23, and December 6, 2024) to receive feedback and data for developing the database and visualization. Throughout

2023 and 2024, staff devoted approximately six hours each during TAC meetings to discussing processes and projects to include in the draft materials presented today.

LEGAL REVIEW

Gingery, Colasuonno

ATTACHMENTS

Draft Joint Transportation Capital Improvement Plan List

RECOMMENDATION

Staff recommends approval of the ‘Top 10’ project priority list to guide staff project development efforts in next two years. The Town and County can also continue pursuing other projects independently or jointly as budgets and staff capacity allow. Joint adoption of the highest priority projects will support staff by clearly setting priorities for staff time and project programming. Staff intends to bring the Transportation CIP before the Monthly Joint Meeting at least every other year, and potentially every year, depending on circumstances.

SUGGESTED MOTION

Town of Jackson and Teton County:

I move to approve the Transportation Capital Improvement Plan and direct staff to prioritize the top 10 projects for project development for FY2025-2026.

The complete list of Town, County, and Joint projects is provided in the table on subsequent pages. The table lists several key attributes of interest:

1. Project Name: the name of the project.
2. Project Status: A project can have one of four statuses as follows:
 - a. Placeholder: staff anticipates this project may be discussed in the near future and has assigned a placeholder. Limited planning documents are available.
 - b. Planned: the project is a concept, which may have a conceptual design and cost estimate associated with it. The project may have moved into engineering design but not have a construction year assigned.
 - c. Programmed: The project has a construction/procurement year assigned, and funds have been allocated to one or more specific budget years. A project should have high merits and collective buy-in to be programmed.
 - d. Delivered: For projects tracked in prior years where construction or delivery is complete, the project status is updated to 'delivered'.
3. In the Top 10 to advance from planning to programming?: The nine voting members of TAC were invited to answer a survey using a 'Best-Worst scaling' methodology. The method involved reviewing a subgroup of four (4) projects in 'planning' status and selecting one project that is the most impactful and one project that is least impactful. Survey respondents completed this exercise 20 times for 25 projects that are in *planning*; the resulting ranking indicated which projects are stronger candidates to move from planning to programming. Rows with a 'Yes' indicate this project is among the top 10 candidates for prioritizing staff attention to advance to programming.
4. Jurisdiction: Indication whether the project is within the Town of Jackson limits, within Teton County, or a joint project (generally Pathways and START projects are 'joint').
5. Scores: there are three scores, and staff ask many questions to decide whether the project should be scored -2 (for negatively impacting that criterion) to +3 (for significant positive impact on the criterion). For each criterion, the project can receive a score of -2, -1, 0, 1, 2, or 3.
 - Plan Alignment Score: (Comp Plan Goals: growth management, ecosystem stewardship, quality of life)
 - Does the project improve the competitiveness (attractiveness, comfort, speed, reliability) of modes other than driving alone? (Source: CV1, CV2, CV3, ITP vision)
 - Does the project improve/prioritize the interconnectedness of the existing transportation network? (Source: CV2, Policies 7.1.c and 7.1.d)

- Similar phrasing: “Does the project prioritize Complete Streets, Complete Neighborhoods, and modernizing or maintaining existing infrastructure?” (Source: CV1, CV2, Major Capital Projects Approach (ITP))
 - Does the project improve safety for bicyclists, pedestrians, transit users, and/or auto users? (Source: CV3)
 - Does the project provide/improve equitable access for differently abled populations and different modes/users?
 - Does the project reduce GHG emissions of transportation? (Source: Principle 7.2, CV1)
 - Staff Resources:
 - Is it already identified in an existing work plan, or has it been vetted through another plan?
 - Is the project in the Major Capital Projects Chapter of the ITP or an existing Capital Program? [managing existing backlog] (Source: Principle 8.1, ITP Chapter)
 - Does the project improve the efficacy/application of LDRs or staff time? (Source: CV2, Chapter 8 of Comp Plan)
 - Funding and other realities check:
 - What is the financial reality, and does the project leverage other funds available?
 - Is funding already secured, approved, or adopted?
 - Feasibility or ability to implement– (consider cost, need for easements, environmental review, project’s impact vs. project's cost)
6. Total Score: the sum of Plan Alignment, Staff Resources, and Realities
 7. Notes: this may include notes regarding design, construction, and engineering. Notes is a broad category for tracking coordination needs and evolving information.
 8. Project Charter: The Integrated Transportation Plan recommends that any transportation capital projects have a charter explaining the purpose of the project and which departments will be responsible for the project lifecycle. Many of our projects lack a defined charter. Through the regular CIP update process, staff will develop charters to further guide prioritization. In the attachment, several projects cite charters; others still lack a charter, but staff is working to make chartering a requisite step for any project to be listed.

Project	Status	In Top 10 to advance from planning to programming?	jurisdiction	plan_alig nment_s core	staff_res ources_s core	realities _score	Total score	Notes	Project Charter
N Cache streetscape	Planned	Yes	town	3	3	3	9	[REGIONAL SIGNIFICANCE] - state highway, gateway in/out of town and national parks. Estimate could change depending on potential scope associated with any supplementary funding we might have access to. Funds shown here are SPET 2014 and Town capital. Pathways also had FY24 funds in USFWS connector/N Cache.	This section of roadway is currently non-compliant with Federal ADA standards without a safe or accessible space for pedestrians or wheelchairs, and does not provide clear wayfinding for visitors who wish to park vehicles and access the adjacent park and local businesses across the street. This project directly addresses Comp Plan Policy 4.4.b: Enhance Jackson Gateways. The Town gateways play a special role in setting the community tone and atmosphere for the millions of guests that visit Jackson every year. Town will work to coordinate with the planned improvements on US Fish & Wildlife property. The concepts currently in development that will likely have consensus among stakeholding Departments/Agencies will require minimal or no easement acquisition from US Fish and Wildlife. This project has been voted on by the community, funded through SPET, and was identified as a priority need in the Teton Mobility Project.
Snow King Avenue Complete Street - Cache to Vine	Planned	Yes (3 sections, 1 project)	town	3	3	1	7	In the Community Streets Plan - Cache to east end. This is not yet in 5yr CIP, but Town has Water & Sewer projects in 5 year CIP, maybe not surface. Possible SS4A demonstration grants.	The Snow King Avenue corridor is the primary bicycle corridor to cross Town. The corridor has been envisioned to prioritize bike/ped safety in Pathways and complete streets plans.
Snow King Avenue Complete Street - Cache to Flat Creek	Planned		town	3	3	1	7		
Snow King Avenue Complete Street- Flat Creek to Scott	Planned		town	3	3	1	7		
East Broadway complete street	Planned	Yes	town	3	2	2	7	[REGIONAL SIGNIFICANCE] - access to hospital, elk refuge, and cache creek trailhead. Project anticipated for future FY (design FY29, construction FY30). This is also a START Bus route. Estimate based on cost of 2022 complete street project, multiplied for longer distance of street and 8% escalation each year. Funds shown are from SPET 2014 (design only), Town capital, Town water, Town sewer.	Current corridor has continuous sidewalk only on one side of the street, and is not ADA compliant. This is a primary safe route to school and connects downtown to the hospital as well as east Jackson residents and the Senior Center to the hospital and downtown. This project has been voted on by the community, funded through SPET.
N89/NER overpass - arch Museum Cut Slope	Planned	Yes (N89 4 components, 1 project)	county	3	3	2	8	Add 30% contingency, 5% mobilization, traffic control, and Design &	https://jacksontetonplan.com/295/Wildlife-Crossings-Master-Plan
N89/NER underpass bridge Fish Hatchery Hill	Planned		county	3	3	2	8		
N89/NER underpass 3 sided box Flat Creek Wetlands	Planned		county	3	3	2	8		
N89/NER Flat Creek Bridge	Planned		county	3	1	1	5	Existing bridge; wildlife underpass	
High School Road South side pathway	Planned	Yes	joint	3	3	2	8	Identified 2007 Master Plan and Modernizing Mobility for West Jackson (2024)	This is an important corridor for Safe Routes to Schools and other non-motorized mobility.
Visitor Center Hidden Hollow North Cache Connector	Planned	Yes	town	3	2	1	6	100,000 for planning only; construction TBD	REGIONAL SIGNIFICANCE: This will connect the existing Hidden Hollow Pathway to the North Cache and GTNP pathway system. This is an important safe connection for the Jackson bike network and a frequent route for tourists exploring the region by bicycle.
Garaman Park Ebike Safety Improvements	Planned	Yes	town	3	3	3	9	In design as of October 2024; need estimate for construction	This one of the most high trafficked areas on the pathway network; safety improvements are needed to address slow zones and pathway user safety.
Mobility Hub Placeholder (Downtown- Miller Park and Home Ranch Improvements)	Planned	Yes	joint	3	1	1	5	REGIONAL SIGNIFICANCE Multiple departments and members of the public have commented on the need for safer pedestrian access and treatments that reduce the 'cruising for parking'. The 2024 Mobility Hub Study identified these locations downtown as top priorities for enhancements to improve access to modes other than driving alone. Mobility hubs can reduce regional traffic due to visitation by providing more seamless opportunities for visitor travel.	REGIONAL SIGNIFICANCE: The Mobility Hub Study, a partnership between Town of Jackson, Teton County and the JH Travel and Tourism Board, recommended a ranking of locations to prioritize for multimodal transportation improvements based on socioeconomic and land use data for the areas surrounding those sites. The top 3 locations were 1) Buffalo Junction (Alpine Lane/Buffalo Way area), 2) Miller Park and 3) Home Ranch. Staff is working with a designer to advance a conceptual vision at these 3 locations to pursue opportunistically. The 5-year Transit Development Plan and Safe Streets and Roads for All Comprehensive Safety Action Plan are also informing the design/features needed for these sites to be successful.
Mobility Hub near Buffalo Junction/Alpine Way	Planned	Yes	joint	3	2	1	6	REGIONAL SIGNIFICANCE: Buffalo Junction is an important location to divert traffic off of US89/191 (Broadway) as well as WY-22. Attracting people to make choices other than driving at this location is a strategically important transportation hub for the region. Intercepting travellers at this location can reduce traffic on the major highways in adndout of Jackson, WY and serve as a mobility hub to transfer to a bus for access to Teton Village and Jackson Hole Mountain Resort	
Carshare and bikeshare pilot	Planned	Yes	joint	3	2	2	7	This is a low-cost mode alternative that could support numerous markets including year-round residents, visitors, in-commuters, and short-term/seasonal employees	In order to support car-free and car-light lifestyles, staff identified in summer 2023 that reintroducing bikesharing and introducing carsharing (4-5 cars in the community) can better support a variety of markets: visitors here for a short time, temporary employees here for a few months, as well as workers in Teton County who need a car sometimes, but not all the time. Both programs can also support Affordable Housing policies by reducing the need to own ones own vehicles year-round, which can subsequently free up space/land for other uses than parking. Staff obtained cost estimates from a variety of vendors and anticipate the start-up costs of a combined program to be \$600,000 in year one and \$100,000 in subsequent years for 4-5 vehicles and 30-40 bicycles. Staff anticipate at least 25% of the cost may be offset by revenues, but the fee structure is unknown until we issue an RFP and receive responses. Shared mobility can provide service throughout the high traffic areas of the county in an 'on-demand' mode as people can check-out a bike or reserve a car when needed. In Summer 2022, the final summer that START Bike operated in Jackson, 3840 START bike trips were taken. Staff will track program metrics including utilization (rides per bike, hours of use per car) to calculate the space, emissions, and cost savings and compare this to existing START subsidies to determine program efficacy and recommend continuation of one or both programs after a 5-year pilot period.

Project	Status	In Top 10 to advance from planning to programming?	jurisdiction	plan_alig nment_s core	staff_res ources_s core	realities _score	Total score	Notes	Project Charter
East West Connector (placeholder)	Placeholder		county	3	0	0	3	Construction timing is dependent on Northern South Park Area 1 and Area 2 Master Site Plan processes. Track with Area 1 and Area 2 Master Planning and	
Virgnian Lane/Snow King Roundabout	Placeholder/could be pulled out of Snow King sooner	(Part of Snow King Complete Street)	town					This project is pending further discussion among staff regarding the near term and long-term needs for Snow King, Maple Way, Alpine Lane.	Future regional growth throughout town necessitates long-term planning considerations for traffic mitigation and safety enhancements for all modes. Spatial planning for this intersection is in progress to enable possible future project implementation. Further alternatives analyses and comprehensive corridor planning is needed before scheduling the project in the CIP.
Sagebrush Connector	Planned		county	3	3	3	9	Public safety, public lands access, coordination with GTNP partner; Outside funding includes FLAP, private, and FLT.S. From north end of where pathway terminates to Roundabout.	This project was identified in the 2007 Pathways Master Plan. It will connect existing pathways at Jackson Hole Golf and Tennis to the GTNP Pathway system.
Placeholder - SS4A outcomes	Planned		joint	3	3	3	9	Pending outcome of SS4A study. Could include Spring Gulch Pathway; NSP projects	The SS4A project will help the Pathways Division advance priority projects identified through a comprehensive Safety Action Plan.
Bus stop improvements	Planned		joint	3	2	3	8	some in 2024, some 2025	
Teton Pass Coal Creek Trailhead Improvements: Parking, Pedestrian Underpass, Fish passage	Planned		county	3	3	2	8	Coal Creek Improvements (Parking, Pedestrian Underpass, Aquatic Passage Structure)	
WY22 improvements	Planned		county	3	3	2	8	Improvements to make in conjunction with WY22 improvements. This is a WYDOT project, but County carries some capital in the budget in case there are things the community asks to include that are not part of WYDOT scope.	
Tribal Trail	Planned		county	3	3	2	8	Tracking as part of WY22 NEPA process.	
WY390 GTNP Connector	Planned		county	3	2	3	8	Public safety, public lands access, coordination with GTNP partner; potential private and federal outside funding; from end of pathway to park boundary; park is constructing their piece to entrance station kiosk	REGIONAL SIGNIFICANCE: This connects the existing pathway terminating north of Teton Village with the recent (2024 completion) GTNP pathway at Granite Entrance Station
40 foot bus replacement	Planned		joint	3	2	2	7	2 at 950K, 1 at 975k in FY2025; additional 4 in FY2028 and 1.05MM each; 80% Federal share	
40 foot expansion of fleet	Planned		joint	3	2	2	7	Estimated 1 vehicles at 1MM each; fleet expansion in 2026	
Camp Creek underpass bridge Hoback Bench	Planned		county	3	2	1	6	Add 30% contingency, 5% mobilization, traffic control, and Design & Construction Admin/Construction Management (25%). Ideally complete 4 camp creek components together	https://jacksontetonplan.com/295/Wildlife-Crossings-Master-Plan
Camp Creek underpass-arch culvert Hoback West	Planned		county	3	2	1	6		
Camp Creek overpass arch Bryan Flats East	Planned		county	3	2	1	6		
Camp Creek underpass bridge Poison Creek	Planned		county	3	2	1	6		
Swinging Bridge Repurpose	Planned		county	2	2	2	6		
Over the road coach expansion 2 (airport/other)	Planned		joint	2	2	1	5	Discussed in February 2024 to support further commuter expansion and continued service on Airport route	
Bus storage expansion (phase 4)	Planned		joint	2	2	1	5	Phase 4	
Park and Ride	Planned		joint	3	2	0	5	Placeholder for real estate and facility	
Mail Cabin Trailhead Wildlife Crossing- arch culvert	Planned		county	3	2	2	7	Overall wildlife crossings: anticipate \$11MM in SPET, private, and WWNRT	https://jacksontetonplan.com/295/Wildlife-Crossings-Master-Plan
Teton Pass Burbank Trailhead wildlife underpass bridge	Planned		county	3	3	0	6		
Taylor Mountain underpass-bridge	Planned		county	3	2	0	5	Taylor Mountain, page 10 of Feb 6 2024 cost estimate	
Teton Pass overpass arch Unnamed Drainage (Taylor West?)	Planned		county	3	2	0	5	Referred to as Taylor West in Feb 6, 2024 cost estimate.	
Teton Pass Corridor Plan Projects	Planned		county	3	1	1	5	County PW has \$150,000 placeholder for FY25 and FY26 - these are WYDOT and USFS right of way.	
Fish Creek Road	Planned		county	2	1	2	5		
Elk Refuge Road Pathway	Planned		county	3	1	1	5	Starts at end of Broadway to Twin Creek interseciton (where Elk Ref road turns north)	This project is a proposal from the US Fish and Wildlife Services for a gravel (likely) pathway adjacent to Elk Refuge Road.
390 Eastside Pathway Calico to Aspens (TMP/SS4A)	Planned		county	3	1	1	5	Many members of the community and local non-profits have emphasized the need for this project, which was also identified through 2021 Teton Mobility Plan. SS4A outreach has also emphasized the need for this connection.	This is an anticipated high priority from the SS4A CSAP process.
South 89 Eastside Adams to LVE (TMP/SS4A)	Planned		county	3	1	1	5	Connects from Adams Canyon to LVE Housing, with tunnels at either end.	This is an anticipated high priority from the SS4A CSAP process.
Sagebrush Drive Roundabout (placeholder)	Planned		county	0	3	1	4	\$1,000 annual O&M as placeholder	
Moulton Loop (drainage, potential relinquish road to HOA)	Planned		county	1	1	2	4	Design 2025, construction 2026	
Game Creek (If adopted)	Planned		county	-2	-2	-2	-6	County PW has \$15,000 per year placeholder for maintenance	

Jackson/Teton County Joint Transportation Capital Improvement Plan

Project	Status	In Top 10 to advance from planning to programming?	jurisdiction	plan_alig nment_s core	staff_res ources_s core	realities _score	Total score	Notes	Project Charter
Gregory Lane complete street	Programmed		town	3	3	3	9	design completion in winter 2024-25. Construction to begin in spring 2025. Funds shown here are SPET 2014 and 2019, 319 grant (EPA via DEQ), and Town water and sewer. Estimate based on 2019 engineer's estimate plus calculated 8% escalation each year.	This street is listed in the Community Streets Plan as an implementation priority in Group 1 (road corridor enhancements). The Community Streets Action Plan called for complete street design and public outreach in FY20, and sewer & street construction in FY23-FY24. Preliminary work for this corridor includes a completed traffic study that evaluated one-way traffic and other control options, and a west jackson modernizing mobility plan that is currently underway. It is also an equity-based project as it serves a lower-income segment of our residential community, English-as-second-language constituents, and multiple nearby schools without a well-connected safe route. Earlier work on this project included Charlier Associates and the community providing a recommended alternative plan. The Comprehensive Plan Illustrations of Our Vision, District #5 West Jackson states "the key challenge for this district will be to address transportation congestion, safety and connectivity issues." It points out "possible solutions will come in many forms but complete street improvements to collector roads including High School Road, Middle School Road, Gregory Lane and South Park Loop are in need of improved alternative mode connectivity throughout this district. Accommodations for alternative modes of transportation are a priority." In section 5.2 Gregory Lane Area, it reminds us "the community goal of maintaining and promoting light industry use which support our local economy while accommodating a significant amount of residential use is key." Also it states "complete streets will need to be balanced with the real need to accommodate large vehicle traffic. Providing improved pedestrian/bike amenities to connect the existing and future resident populations with the surrounding complete neighborhood amenities will be a focus of improved livability." Lastly we need to point out storm water management is severely lacking and in major need of improvement to help protect both residents and Flat Creek waters.
Transit Signal Priority (BUILD)	Programmed		joint	3	3	3	9	Transit Signal Priority- BUILD component	REGIONAL SIGNIFICANCE: improving bus travel times to reduce emissions and encourage pooling and shared mobility.
Snake River Bridge 22/390	Programmed		county	3	3	3	9	Placeholder for County additions/contributions to project	
Transit Signal Priority (County line item) -	Programmed		joint	3	3	3	9	Project 29/57 - local share tracking	
BUILD Electric Buses (County share)	Programmed		joint	3	3	3	9	Payment during fy2025 for 2 Evs	
Pathway Capital repairs, striping, signage, amenities (moved to Parks and Rec)	Programmed		joint	3	3	3	9	\$323,000 per year typical maintenance cost; tracking here but may carry in Parks and Rec budget; Parks & Rec is handling asset maintenance and pavement preservation/planning.	N/A, ongoing capital maintenance of assets
Maple Way/Snow King/Scott Ln complete street	Programmed		town	3	3	2	8	Design FY25, construction FY26. Funds are from SPET 2014 (design only), Town capital, Town water, Town sewer.	Public safety and multimodal access are the primary justifications for this project. The project area is one of the most prominent and concerning "safety hotspots" in the Town bike and pedestrian network. It is the crux move (i.e. the most dangerous and difficult stretch) along the highest-use segment of the bike network. It poses a significant obstacle for people, especially less experienced/capable users (including many younger and elderly people), who travel by biking or walking in the Town of Jackson. This project is strongly supported in both the Comp Plan and the ITP, as well as the Pathways Master Plan. Additionally, the S4 Flats housing development at the corner of Simon and Scott sparked discussion among multiple Departments related to the roadway alignment at this intersection. The housing project is being developed with a larger setback to allow for this roadway shift at the southern frontage of the develoment. Constructing the street realignment concurrently with the Scott/Maple intersection upgrades will better consolidate disruption to the neighborhood and will reduce the Town's costs becuase we would only need to mobilize construction once instead of in two separate projects. Grant funding was provided for planning and design of this project, which prioritizes it for construction timing in accordance with the funding Agreement to avoid paying back the awarded funds. Staff is working with our grants consultant to pursue earmarked funds to support the water system upgrades portion of the project.
N King St and Gill Ave complete street	Programmed		town	3	2	3	8	Project includes charter bus loading/parking. Project also includes water and wastewater utility improvements, which are not included here in the total project cost.	REGIONAL SIGNIFICANCE: Improves transit, bike and walk environment in a high visitation area. This project involves installing a complete street for vehicle, bicycle, and pedestrian use. It includes a protected intersection at Gill and King, addressing approaches from all four directions to provide safe connectivity for bicycle access through town in this area. The streetscape will also provide needed bus parking spaces on N King St. Improving bicycle infrastructure on these streets will provide needed connectivity for the community pathways program. Replacing utility mains is necessary to provide adequate capacity in the services for anticipated usage with current development in the area.
40 foot bus replacement (diesel)- LoNo - 4 veh	Programmed		joint	3	2	3	8	4 vehicles, 40 Ft hybrid electric, \$900,000 unit cost	
Center St Pedestrian improvements	Programmed		town	3	2	2	7	Design near complete, will get to bid docs in FY2024-2025 but not constructing until FY26. Funds shown here are SPET 2014 and Town capital	The updated streetscape will provide better user access and mobility for all modes of transportation along Town Square and connection to the Home Ranch parking lot. While this project was not identified as a specific project priority in the Community Streets Plan, it achieves many of the same benefits and goals that the Plan sets forth, and enhances Town Square as the Town Center for residents and guests alike. Additionally, much of the Center St sidewalks are not ADA compliant, and this project would enable accessible access to businesses and amenities to the fullest extent possible.
40 foot bus replacement (diesel/hybrid)- BUILD 2 veh	Programmed		joint	3	2	2	7	2 hybrid vehicles; BUILD funded replacement	
ADA replacement minibus (2)	Programmed		joint	2	3	2	7	Body-on-chassis mini; 2 replacements, 75K each	
Stilson Transit Center	Programmed		joint	3	1	3	7	START CIP has total cost of 9,217,945 in budget with 1,279,250 budgeted in 2024; other years not yet identified; coordinate with County PW CIP	
BUILD admin and mgmt, public outreach	Programmed		county	3	2	2	7	From County PW October 2024 workbook	
BUILD Stilson Transit Center	Programmed		joint	3	1	3	7	From County PW October 2024 workbook	
BUILD Beckley Parkway Pathway Adjustments	Programmed		county	3	3	1	7		
Pavement maintenance (mill-overlay)- design and construction cycles	Programmed		county	1	3	3	7	Including SPL, Boyles Hill, Fall Creek Road per Dave's asset management program	

Jackson/Teton County Joint Transportation Capital Improvement Plan

Project	Status	In Top 10 to advance from planning to programming?	jurisdiction	plan_alig nment_s core	staff_res ources_s core	realities _score	Total score	Notes	Project Charter
Scott Lane/Maple Way Bike/Ped/ADA	Programmed		town	3	2	2	7	Planning FY25; construction FY26	Highest risk area in the primary east-west bike corridor in the Town of Jackson. It is a high priority to address safety and accessibility issues at this intersection for bicycles and pedestrians
County CFI EV Charging Components	Programmed		county	2	2	3	7	REGIONAL SIGNIFICANCE: The County will partner with other entities in the region to deploy a network of EV chargers to enable visitors to recreate in the region using EVs. The County submitted a Letter of Support and project components for the CFI grant including EVSE at Stilson and EV stations at a to be determined location.	CFI grant funded; May 2023 Commitment Letter was submitted as part of Town's CFI grant application and notice of award was given in September 2024 for two projects valued \$534,600 with a \$108,000 local match
Vine Street improvements	Programmed		town	2	2	2	6	Estimate does not include water and wastewater utility improvements.	This corridor does not currently have any existing sidewalks and is a major thoroughfare for all mobility types of users. This corridor is also heavily used by START Bus and the roadway needs to be designed to accomodate that use. Due to new residential/lodging development, providing a sidewalk makes sense for this kind of density. Snow King may be partnering with costs and construction of pedestrian amenities on their property development frontage.
Simon Lane realignment	Programmed		town	3	2	1	6		In conjunction with Housing Department project, decision was made to shift the intersection of Simon with Scott Ln slightly north, to better align with Snow King Ave. This creates a safer, more intuitive intersection for all modes to navigate through and around each other.
Tahoe supervisory replacement	Programmed		joint	2	2	2	6		
Cattlemans Bridge Vegetation mitigation	Programmed		county	2	2	2	6	plus \$2500 annual O&M cost	
BUILD - Wilson Downtown Improvements (BUILD)	Programmed		county	3	2	1	6	90% Design presented to BCC Sept 30, 2024 and Jan 7, 2025	
EV/DC fast chargers / other	Programmed		town	3	1	1	5	Funding is SPET 2010. Could pursue partner funding. Location is PW for staff and fleet vehicles. PW aims to bid this winter (2024).	Comp Plan Chapter 2 (Climate Sustainability) includes these principles: 2.1 reducing consumption of non-renewable energy and 2.3 reduce GHG emissions through transportation. This project also aligns with the Town's internal sustainability goals
BUILD Teton Pass Trail Segment 2	Programmed		county	1	1	1	3		