



<b>Project Length (miles)</b>	8-9 miles	<b>County</b>	Teton County Idaho
<b>Required Local Match (7.34%)</b>	\$8,000.00	<b>From</b>	City of Driggs
<b>Other Funding Contributions to Project</b>	\$10,000.00	<b>From</b>	Partners In-kind contribution

**Acres of Federal Land Accessed by the Project**

Project accesses 1.6 million acres of Targhee Forest section of CTNF, Connects to 18 million acre Greater Yellowstone Ecosystem.

<b>Functional Classification of the Roadway</b> (Show official designations of route)	<input type="checkbox"/> National Highway System	<input checked="" type="checkbox"/> Major Collector	<input type="checkbox"/> Local Road
	<input type="checkbox"/> Arterial	<input type="checkbox"/> Minor Collector	

Traffic Volumes	Current				20 Year Projections		Basis for Projections? (e.g. Transportation Plan, population growth rate...)
	Actual Counts		Estimated		Start of Project	End of Project	
	Start of Project	End of Project	Start of Project	End of Project	Start of Project	End of Project	
Average Daily Traffic (ADT) on Highway							
Seasonal Average Daily Traffic (peak season) (SADT) on Highway			50	50	500	500	Once trail is connected, counts will increase significantly
% Trucks							
% Federal Land Related							

**Comments** This is a bicycle-pedestrian trail planning project; actual counts are not yet available

	NBI Structure Number	Dimensions (Overall Length x Width)	Bridge Type	No. of Spans	NBIS Sufficiently Rating (1-100)
+ -					

**Problem Statement:** What purpose does this transportation facility serve? What is the need for this project? Who will this project serve (such as skiers, communities, hikers...)? What are the conditions requiring relief? Describe the consequences if these conditions are not addressed. Describe physical and functional deficiencies, anticipated changes in use, safety problems, capacity issues, bridge deficiencies, pavement or surface conditions, etc.

A Greater Yellowstone Trail Concept Plan was recently completed, which details a remarkable 180-mile regional biking and walking trail from West Yellowstone to Grand Teton National Park, connecting two National Parks, three National Forests, and communities in three states. Approximately 110 miles of the route are accessible now. The Concept Plan identified priority projects needed to complete the trail, and one of the top priorities identified was the need to complete additional planning for the Driggs to Tetonia section.

The Greater Yellowstone Trail Concept Plan was funded by the HUD Sustainable Communities effort, a broad consortium of agencies working together to develop regional plans and conduct studies that will aid in sustainable resource management, economic development, housing choices and transportation availability. The Greater Yellowstone Trail (GYT) has emerged as a key strategy supported in HUD survey questions.

There is also a need to study nonmotorized access and winter snowmobile access to the popular National Forest Horseshoe and Packsaddle recreation areas in the Big Hole mountains of the CTNF west of Driggs and Tetonia, which could include portions of the abandoned old Horseshoe Canyon rail line. It would be beneficial to incorporate planning for both public access needs in the FLAP project: Forest access to the Horseshoe and Packsaddle recreation areas in the Big Hole mountains west of Driggs, and planning to connect the Driggs and Tetonia communities with the GYT. There is a need for this planning project to study how to best improve the visitor experience with safe trail connections between the communities and federal public lands.

Currently there is no identified route bicycle route between Driggs and Tetonia. The route along arterial highway Idaho 33 is dangerous for cyclists, with high traffic volumes, no shoulders, and has a history of conflicts between motor vehicles, pedestrians and bicyclists, including a recent bicycle fatality. There is a need to study alternatives to connect the communities and the larger regional trail system. Options identified to be studied include the old rail line, a diagonal route between the cities, and there are existing low-volume county roads that could provide a safe connection. There is a need to analyze the various options and combinations so that a preferred route can be selected, facility improvements identified, and a plan put in place to address the 8-mile disconnect in the regional trail to connect the communities to federal lands.

The Driggs-Tetonia FLAP project is needed to study the alternatives and select a preferred alternative for the gap between the City of Driggs and City of Tetonia. This project will address the need to study the missing link in this important 180-mile regional trail connection to connect Idaho communities and visitors to public lands.

South of Driggs, the Greater Yellowstone Trail is complete through Victor and already connects to the Caribou-Targhee National Forest at Moose Creek. It will be extended to the Idaho/Wyoming State line in 2016 by an approved Idaho FLAP project. Concurrently, Teton County Wyoming is developing design plans for the remaining 6-miles from the ID/WY state line to the summit of Teton Pass. By summer 2015, the Wyoming portion of the Greater Yellowstone Trail will connect over 30 miles from Jenny Lake in Grand Teton National Park to the top of Teton Pass.

North of Tetonia, the 30-mile Idaho State Park Rail Trail opened in 2010 and connects Tetonia to Ashton. The trail sparked increased bicycle tourism in eastern Idaho, and connects to the Caribou-Targhee National Forest at the Warm River Campground via county roads and Idaho 47.

Of note, the Idaho Transportation Department is proposing to include trail planning needs for the Ashton to Warm River section of the GYT as part of an Idaho 47 FLAP project. This Driggs-Tetonia planning project is complementary to the ITD planning - the combined results will resolve the Greater Yellowstone Trail route in Idaho and greatly enhance community connections to federal lands.

Without a FLAP grant to study the Driggs-Tetonia section, the gap in the regional public land access trail will continue to be a problem. Safety concerns will limit use, and the economic benefits will not be realized. This is an important FLAP planning grant. There is no other source of funding available to do the necessary planning.

**Detailed Description of Proposed Capital Improvement, Enhancement, or Surface Preservation:** Describe how the proposed project will address the problem. Describe the overall design concept, scope of work, any unusual design elements, design or operational standards, and any work affecting structures (bridges and major culverts). Include widths, surfacing type, surfacing depth, earthwork needs, roadside safety features, ancillary parking areas, signing improvements, bridge work, guardrail improvements, etc. Include optimum year work should be done and year work needs to be done no later than.

This project is to plan for the best future trail connection and will develop the design concept, proposed facilities including any structures, way-finding and safety considerations for future construction. This project will identify a preferred alternative and include public involvement and community outreach to assist in the planning so it is ready for implementation.

**Detailed Description of Proposed Transit Service:** Provide operational details of the proposed service. What are specific destinations the route will serve? Is the service year-round or seasonal? What are the operating dates/service hours/day of week? Describe transit route details, including miles, number of stops, and variability in service operations. Describe any marketing, way finding, or other information that will be disseminated to promote service.

Not applicable to proposed project.

**Detailed Description of Proposed Planning:** Describe the details of this planning and the final product that will be developed. Would this planning effort support projects that could be submitted under future Federal Lands Access Program requests for proposals?

The GYT Driggs-Tetonia project planning process will assess the preliminary alternatives that were developed in the GYT Concept Plan, and with input from local government, the Forest Service, ITD, Idaho State Parks, and the public determine a preferred alternative for safe bicycle and pedestrian access from the communities to public lands to the north and south, and to the Big Hole range to the west.

The City of Driggs would propose to collaborate with Western Federal Land Highways as a partner to help carry out the planning process. The existing WFLH project with the City of Victor should provide some economy of travel and information to assist the Driggs-Tetonia planning. The specific planning tasks identified for the FLAP funding project include:

1. Local government and FHWA would gather base maps for the corridor and refine the reasonable alternatives. The City of Driggs and the local nonprofit Teton Valley Trails and Pathways have already gathered some preliminary information on the corridor, and County GIS maps exist to provide ownership information. This base info can be supplied to Western Federal Land Highways (WFLH) to support the planning effort.
2. Conduct meetings with the corridor area landowners to determine where off-road alignment options on the old rail may be feasible.
3. Conduct public meetings in Driggs and Tetonia to gather input and suggestions for the optimum trail connection, gauge public support and gather recommendations from business and other stakeholders.
4. Organize a meeting of local government representatives from Driggs, Tetonia, and Teton County Idaho, along with state government

representatives from Idaho State Parks and ITD, and WFLH to develop alternatives for deeper analysis. Local jurisdictions and the Forest Service will collaborate with WFLH to jointly develop criteria to select the preferred alternative.

5. Analyze preliminary alternatives, and identify the preferred alternative to connect the GYT trail from Driggs to Tetonia.

6. Prepare a final planning report with the Preferred Alternative, concept level cost estimates, with steps identified for implementation, including projects eligible for a future Federal Lands Access Program construction grant request.

**Detailed Description of Proposed Research:** Describe the type of research and the final product for this effort. Describe the need for the research and how this research enhances safety, access or stainability.

Not applicable to proposed project.

**Right-of-Way Acquisition:** Describe which agency (agencies) has title for the project and how that title is documented. Describe which agency (agencies) has maintenance responsibilities for the project. Does new ROW need to be acquired? If so, how much, how many owners, and what is the anticipated time (months) to acquire all needed ROW? How does the applicant plan to acquire the ROW? Will coordination with any railroads be needed? What is your agency's experience acquiring ROW for federally-funded or assisted projects?

The project will evaluate alternatives and right-of-way needs and opportunities. Currently the City of Driggs, City of Tetonia, and Teton County Idaho hold existing road right-of-ways for a viable on-road alternative.

Trail easements exist for portions of the off-road alternatives in Driggs, and in Tetonia. Some land ownership information has been gathered for additional potential off-road alternatives along the old rail line. This planning project will carry out additional corridor planning to determine feasible ROW and a preferred alignment. The planning will define if any ROW would be acquired, the time frame, and a specific plan to acquire the ROW that is identified.

**Utilities:** Identify utilities in the roadway corridor or project site. Would relocation be needed? What agreements exist and who pays for relocation costs?

The project planning work will identify utility conflicts and relocation costs in the alternatives analysis. There are no major conflicts anticipated.

**Project is identified within the following** (Check all that apply and show plan name)

<input checked="" type="checkbox"/> System Transportation Plan	ITD (existing Victor-Driggs Trail) and City of Driggs and area Transportation Plans
<input checked="" type="checkbox"/> Federal Land Management Plan	Targhee National Forest Plan Revised 1997 supports public access
<input checked="" type="checkbox"/> Regional Transportation Plan	The Greater Yellowstone Trail Concept Plan, February 2015
<input checked="" type="checkbox"/> County Transportation System Plan	GYT and Horseshoe FS access identified in Teton County Comprehensive Plan 2012, see:
<input type="checkbox"/> Tribal Transportation Plan	<a href="http://www.tetoncountyidaho.gov/pdf/codePolicy/Framework_Map_%28PLUM%29_FINAL.pdf">www.tetoncountyidaho.gov/pdf/codePolicy/Framework_Map_%28PLUM%29_FINAL.pdf</a>

Would the proposal require modification or amendments to any of these plans? The preferred alternative from this planning project will be included in future revisions to the above plans.

**Which of the following environmental and social issues are within the project area?**

	Yes	No	Unknown	Comments
Wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The planning process will resolve these questions
Threatened & endangered Species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Other Fish & Wildlife Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The project will study this topic
Wildlife Movement Corridors	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Wild & Scenic River	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Non-Attainment Air Quality Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Cultural/Archeological/Historic Sites	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact, but project offers great interpretive opportunities
Public Parks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This project is a linear park, and connects existing public parks
Wildlife Refuge	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Hazardous Materials	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Stream Encroachments	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The South Leigh Creek Crossing will be studied

**Describe any other environmental or social issues that should be considered that are within the project area:** Is the route included in an area receiving special management considerations for water quality, wildlife security, connectivity?

A social issue identified in the GTY Concept Plan is a safety concern for people accessing public lands by bicycle, due to increasing motor vehicle traffic along the ID-33 corridor.

**Describe the range of attitudes, both support and opposition, that this proposed project may receive from organizations, the public and within your own agency:** State the basis for this supposition and include coordination efforts and public involvement efforts completed to date.

The Greater Yellowstone Trail has generated significant interest and support to create a safe complete connection between the eastern Idaho communities of Victor, Driggs, Teton, Ashton, and Island Park with the Caribou-Targhee National Forest via this proposal for a long distance regional trail.

In a survey being completed by Fremont County as part of the HUD Teton View Regional Plan, the GTY is emerging as one of the top supported strategies. There is broad public support to create a safe connection to public lands from Driggs, the largest city in Teton County Idaho. A separate study the City of Victor is completing is showing a significant economic impact potential of having a connected regional trail that links communities to public lands.

There is no known opposition to the overall concept of the trail. There may be some localized concerns from property owners along some of the alternative routes. This project will study these concerns and collaborate with property owners to find a successful route.

**The lead agency for project delivery will be WFLHD:** The project proponents may request another agency take the lead for project delivery. If recommending a different agency be lead, indicate below which agency and provide rationale for recommendation. The rationale should include why another agency should take the lead, previous experience in delivering Federal-Aid (Title 23) funded projects, any certifications to deliver Federal-Aid funded projects, and ability to satisfy Federal Highway Administration project delivery requirements. The final decision for project delivery resides with the PDC.

ITD       Federal Land Management Agency       Certified Local Agency       Non-Certified Local Agency

The City of Driggs proposes that Western Federal Lands office of the FHWA take the lead for the planning project, with the City providing full support and partner assistance as will be required. The City will be an active partner with WFLH to provide base map information,

ownership, and previous planning work that is available. Community nonprofit Teton Valley Trails and Pathways, and local business supporters will also assist as partners in the planning.

**\*\*Transit Supplemental Questions:** *For Transit Proposals only*, please answer the following: If transit service is currently being provided to this Federal Land Management Agency unit or service has been provided in the past, please provide details about service parameters, ridership, cost per passenger, and any other pertinent information. What revenue will be collected to support the service? Describe fare pricing, discounts, pass programs, etc. Provide number, type, and age of current fleet. What is the daily number of riders estimated currently and/or at project completion? Describe how the proposed transit service will be financially sustainable with current and future sources of funding.

Not applicable.

**\*\*Research Supplemental Questions:** *For Research Proposals only*, please answer the following: Please provide details on how this research is broad-based and not narrowly focused on a localized problem. Provide specific examples showing how this research product can be used across multiple agencies.

Not applicable.

## Cost Estimate for Capital Improvement, Enhancement, and Surface Preservation Projects

Fill-in estimates for appropriate items. Add items as needed. Use Current Unit Prices.

Quantity	Item	Unit Price	Unit	Total
	Clearing and Grubbing		Acres	
	Roadway Excavation		Cubic Yards	
	Imported Borrow		Cubic Yards	
	Sub-Excavation		Cubic Yards	
	Water / Dust Abatement		Gallons	
	Recycled Asphalt (milling, pulverizing, ripping)		Square Yards	
	Asphalt concrete pavement		Tons	
	Aggregate Base (may include stabilization)		Cubic Yards	
	Aggregate Sub-Base		Cubic Yards	
	Major Culverts		Each	
	Minor Culverts		Each	
	Retaining Walls		Square Feet	
	Rip Rap & Slope Protection		Cubic Yards	
	Revegetation		Acres	
	Signing		Square Feet	
	Pavement Marking		Linear Feet	
	Roadside Safety (barriers, guardrail)		Linear Feet	
	Bridges		Lump Sum	
	Traffic Control		Lump Sum	
	Utility Relocation		Lump Sum	

**Use table on the next page for additional items.**

			<b>Sub-Total</b>	
	Mobilization (As percentage of Sub-Total) Typically 10%, input estimated percentage in decimal form. For example: 0.10		Lump Sum	
	Contingencies(As percentage of Sub-Total)Typically 30%, input estimated percentage in decimal form. For example: 0.30		Lump Sum	
<b>Total Estimated Construction Cost</b>				
<b>Estimated Preliminary Engineering Costs</b> (As a percentage of the Total Estimated Construction Cost) Typically 5 to 25 percent, depending upon project scope and complexity. Input estimated percentage in decimal form. For example: 0.15				
<b>Estimated Right of Way Costs</b>				
<b>Total Estimated Preliminary Engineering Costs</b>				
<b>Estimated Construction Engineering Costs</b> (As a percentage of the Total Estimated Construction Cost) Typically 5 to 20 percent, depending upon project scope and complexity. Input estimated percentage in decimal form. For example: 0.10				
<b>Estimated Construction Engineering Costs</b>				
<b>Total Project Costs</b>				

**Cost Estimate for Capital Improvement, Enhancement, and Surface Preservation Projects (Cont.)**

Add items as needed. Use Current Unit Prices.

		Quantity	Item	Unit Price	Unit	Total
+	-					
						<b>Sub-Total</b>

**Comments:**

**Cost Estimate for Transit Projects**

Add items as needed. Use Current Unit Prices.

		Quantity	Item	Unit Price	Unit	Total
+	-					
						<b>Total Project Costs</b>

**Comments:**

**Cost Estimate for Planning and Research Projects**

Add items as needed. Use Current Unit Prices.

		Quantity	Item	Unit Price	Unit	Total
+	-	1	Gather base information, develop feasible routes	\$20,000.00	1	\$20,000.00
+	-	1	Review ROW and route options, develop alternatives	\$20,000.00	1	\$20,000.00
+	-	1	Analyze alternatives, conduct public and agency input	\$30,000.00	1	\$30,000.00
+	-	1	Prepare final report, Preferred Alternative, Action Plan	\$48,000.00	1	\$48,000.00
						<b>Total Project Costs</b>
						<b>\$118,000.00</b>

**Comments:**

**Required Local Contribution to Project:** Describe the type and source of funds to provide the required 7.34% local match. Describe any soft match, in-kind match, or eligible Federal funds that will be used to satisfy the match requirement.

The City of Driggs will provide the required 7.34% match to the requested \$100,000 in FLAP funds. In addition, the City and partners have completed valuable conceptual planning for the trail connection that is available to assist the WFLH in the project delivery.

**Other Contributions to the Project:** Describe any additional contributions secured or being sought to implement the project proposal. Does this opportunity possibly leverage other funds?

The City of Driggs, Teton County Idaho, City of Teton, and local nonprofit group Teton Valley Trails and Pathways will provide additional in-kind contributions to assist the Driggs-Tetonia project. This assistance will include help with meeting preparation, public outreach, meeting locations and promotion, and related planning support. This assistance will be extremely valuable for the public engagement activities and to assist the trail planning.

## How does the project relate to the following evaluation criteria?

### 1. SAFETY

#### Improvement of the Transportation Network for the safety of its users.

- a) How many and what type of crashes have occurred on the project site in the last five years? Describe the basis for your information and include reported accidents and anecdotal information.
- b) How would the proposed project improve unsafe conditions such as crash sites, inadequate sight distance, roadside hazards, poor vertical/horizontal alignment, hazardous intersections, inadequate lane and shoulders widths, etc?
- c) Does the proposed project address potentially unsafe locations such as where recreation use may create traffic conflicts with local or through traffic?
- d) Does the project address safety for a wide range of users (freight, destination motorists, touring motorists, bicyclists, pedestrians, public transportation)?
- e) What are the results/recommendations of any road safety audits conducted for the project?
- f) Is the project identified in a strategic safety plan?

a) The Driggs to Tetonia ID-33 corridor has a record of crashes, including a recent bicyclist fatality. The high traffic volumes, narrow shoulders, 55 mph speeds discourage bicycle traffic due to safety concerns. There is a latent demand to provide a safe nonmotorized connection for the Greater Yellowstone Trail, and connect the communities to public lands, and to each other.

b) The plans developed will comprehensively address unsafe conditions in the corridor with a plan for a safe connected route for nonmotorized users.

c) Yes, the Greater Yellowstone Trail project is becoming a major recreational trail system and this project addresses a key section with identified safety concerns and conflicts with motorists and nonmotorized users.

d) Yes, this project addresses safety of all users, developing a plan that will improve bicycle and pedestrian safety, as well as motorist safety.

e) Numerous Teton Valley studies have identified the gap in the nonmotorized pathway system between Driggs and Tetonia and safety issues for nonmotorized modes. Community safety audits and the GYT Concept Plan identified Driggs-Tetonia as a safety issue and recommend planning and preliminary design be completed, and an action plan developed to address the problems.

f) The ID-33 corridor from Driggs to Tetonia is included in the general goals for the ITD safety plans to improve bicycle and pedestrian safety.

### 2. PRESERVATION

#### Improvement of the transportation infrastructure for economy of operation and maintenance.

- a) What is the current condition to the existing surfacing? If the surfacing is pavement, what is the Pavement Condition Index (PCI)? If the surface is gravel, what is the PASER rating? How would the project improve the surface condition?
- b) How would the project impact maintenance or operating costs? How will this project reduce these costs?
- c) If the proposal includes bridge work, how will the project extend the service life of the bridge? Would the proposal correct a "deficient" bridge?

a) This is a planning project, which will consider future surface condition for the trail connection.

b) This project will assess maintenance costs, and develop a plan for sustainable maintenance programs.

c) No bridge work is anticipated.

### 3. RECREATION AND ECONOMIC

#### **Development and utilization of the Federal Land and its resources.**

- a) Describe any high use Federal recreation sites or Federal economic generators (as determined by the Federal Land Manager) that are accessed by this project. How many visitors access/use the site annually? How does the project enhance access to these sites? How does the proposal improve the visitor experience?
- b) Which Federal Lands are accessed by this project? How much Federal Land (acres) is accessed by the project? If multiple Federal Lands are accessed, itemize acreage by agency.

#### **Enhancement of economic development at the local, regional, or national level, including tourism and recreational travel.**

**Note:** Direct effects of implementing the project, i.e. construction employment will not be scored.

- c) Identify the community or communities economically dependent on the network, and the elements that comprise the economy (e.g. timber, tourism, etc.) How is the economy tied to the transportation network? How will the proposed project improve the transportation network and support the community's economic goals/needs or other economic plan?
- d) If the proposed project is located on a designated federal, state, or county scenic byway, identify the scenic byway and explain the anticipated benefit related to the byway. Would the project meet the needs identified in the Byway's management plan?

a) This project provides access to a number of high use Federal recreation sites and Federal economic generators, including Teton Pass in Caribou-Targhee to the south and CTNF Warm River/Island Park recreation areas to the north. This project is part of the Greater Yellowstone regional trail system that is itself becoming a significant federal economic generator. The GYT provides access to Grand Targhee Resort, Jackson Hole Mountain Resort, Grand Teton and Yellowstone National Parks, and serves eastern Idaho communities. More directly this project connects the Driggs and Tetonia communities with the important access to the Forest Service Horseshoe and Packsaddle recreation areas in the Big Hole mountains west of Driggs. This project will plan how to best improve the visitor experience with a safe trail connections between the communities and federal public lands.

b) The Greater Yellowstone Trail provides direct access to hundreds of thousands of acres of the 3-million area Caribou-Targhee National Forest, with connected access to the Bridger-Teton and Custer-Gallatin National Forests, Yellowstone and Grand Teton National Parks, the National Elk Refuge, and to the western side of the 18 million area Greater Yellowstone ecosystem.

c) This project will improve the transportation network by resolving nonmotorized planning for the Greater Yellowstone Trail connection between Driggs and Tetonia. The towns are economically dependent on the transportation system for travel and tourism, and this proposed project addresses local economic goals and planning goals for the Greater Yellowstone Trail. The project will also address winter use along the corridor for snowmobile, dog sled use and economically important dog sled races, and newer fat bike users. Trail economic studies increasingly show strong benefits to trail enhancement efforts; for example a recent Jackson Hole Trail Economic Impact Study documented an \$18 million per year economic impact of trails in Jackson Hole.

See: <https://www.imba.com/resources/research/economics/jackson-hole>

d) This project will help address nonmotorized travelers needs along the Teton Scenic Byway, and will address goals of the Teton Scenic Byway Corridor Management plan, which recognize the the GYT rail trail and Horseshoe Canyon a key sites.

### 4. MOBILITY

#### **Continuity of the transportation network serving the Federal Land and its dependent communities.**

- a) Is the road the sole access to the area? Will the proposed project mitigate the potential of the route closing?
- b) How would the proposed project improve the continuity of the transportation network? Which gaps or missing links would the proposed project address? What travel restrictions, bottlenecks, or size/load limits impede travel? What work has been completed on adjacent sections to create route continuity?
- c) Does the proposed project connect to a designated route on the Federal Land Management Agency's FLTP inventory? Are there any future improvements planned on the designated route?
- d) Identify all planning documents related to this project. Is the project specifically identified in any of these plans? What is the local or regional priority (high, medium, low) of the project considering the Federal Land, State or County network? How does this proposal fit with the Federal Land Management Plan? How does the proposal fit with the county comprehensive plan? How does the proposal fit with any Transportation System Plans or Corridor Plans? What are the consequences to the transportation system of not addressing these needs?

#### **Mobility of the users of the transportation network and the goods and services provided.**

- e) How would the proposed improvements reduce travel time and congestion, increase comfort and convenience for the federal land user?
- f) How would the proposed project improve the choices for alternative modes of travel (pedestrian, bike, bus, or rail)? Would the proposed project make any ADA improvements?
- g) What are the major traffic generators within the Federal Land for this route?

a) The GYT Driggs-Tetonia project will identify a preferred alternative route for nonmotorized access in the Driggs-Tetonia corridor,

connecting the regional trail that runs from West Yellowstone to Victor and over Teton Pass to Jackson Hole and Grand Teton National Park.

b) This planning will improve the transportation network by completing a plan for the missing gap in the GYT between Driggs and Teton. A significant amount of work has been completed on the adjacent sections of the Greater Yellowstone Trail, including the Teton Pass Millennium trail in Victor and Wilson supported by U.S. Sen. Mike Crapo; the completed 20-mile Jenny Lake to Jackson high-quality pathway in Grand Teton NP and National Elk Refuge, a new 6-mile \$13 million pathway linking Jackson to Wilson that includes several underpasses and a 742' bridge over the Snake River, and two FLAP-funded projects underway with City of Victor and Teton County WY that will connect Driggs to the Wyoming state line and plan for the remaining 6 miles of trail needed in Wyoming from the state line to the summit Teton Pass.

c) This project will develop recommendations to update the FLTP. The GYT Concept Plan developed a comprehensive list of projects and priorities for the regional trail. This Driggs-Tetonia is a priority.

d) This project is included in as a component of the HUD Teton View Regional Plan, which provided Technical Assistance to develop the Greater Yellowstone Trail Concept Plan. The Driggs-Tetonia and Horseshoe Canyon trails are included in the City of Driggs and Teton County Idaho transportation and comprehensive plans. The 2012 Teton County Comprehensive Plan went through extensive review and public comment and was adopted unanimously by the County Commission. This project has been identified as a priority connection by the NGO Teton Valley Trails and Pathways, which has conducted preliminary planning work. ITD state plans have identified increased area bicycle traffic as an issue.

e) The project will greatly improve the comfort and convenience of nonmotorized travelers and the mode choices available for federal land access. It will also study the winter snowmobile access needs to connect to the CTNF Horseshoe Canyon area, and plan for other winter users including dog sleds and fat bikes.

f) This is a necessary project to improve the safety and access for alternative modes. It is a critical connection to public lands to the south and north for the GYT, and will promote health and wellness with a world-class trail for a wide range of users. The GYT is envisioned as an accessible trail that would include full ADA access in the plans and future construction.

g) The major traffic generators in the region are Yellowstone and Grand Teton National Parks, the Caribou-Targhee National Forest and neighboring National Forests, and major resorts including Grand Targhee, Teton Village, and Jackson.

## 5. SUSTAINABILITY AND ENVIRONMENTAL QUALITY

### Protection and enhancement of the rural environment associated with the Federal Land and its resources.

**Note:** It is assumed all projects will be constructed in accordance with all environmental regulations.

This scoring is for projects which enhance environmental goals.

- a) Describe how the proposed project contributes to the environmental goals and objectives of the Federal Land Management Plan or other applicable land management plan.
- b) How would the project enhance wildlife connectivity, wildlife habitat, and/or aquatic organism passage?
- c) How would the project enhance water quality, riparian and/or wetland function?
- d) Does the project use design, materials, or techniques that will exceed the minimum environmental requirements?
- e) Does the project contribute to improved environmental quality from GHG reduction?
- f) Would the project require unique mitigation for impacts?
- g) Would the project contribute to the use of sustainable energy sources for transportation?

a) This project supports recreation and access goals of the National Forest Service. It is an excellent example of meeting goals in the FS Framework for Sustainable Recreation, as it will help connect kids and families with nature with a fun safe trail.

b) The planning project will consider and address any wildlife habitat issues or enhancements.

c) The planning project will consider and address water quality and wetland function during the planning.

d) The project will consider trail surface options and materials and techniques for best practices to minimize environmental impacts.


e) Yes the project will contribute to improved environmental quality and reduced GHG by providing nonmotorized travel choice.


f) This project should not require unique mitigation, but would offer significant opportunities for environmental education and interpretation opportunities. It would offer some mitigation for motor vehicle traffic impacts, by providing lower impact choices.

g) Yes, the project would encourage active transportation - people-powered biking and walking are the most sustainable energy sources for transportation and public land access.

## 2015 Idaho Federal Lands Access Program

**JOINT ENDORSEMENT- This project is supported and endorsed by (add agency endorsements as needed)**

<b>Federal Land Agency (ies)</b>	Carlbou-Targhee National Forest
<b>* Federal Land Unit Manager Name</b>	Garth Smelser
<b>Title</b>	Forest Supervisor
<b>*** Handwritten Signature is required</b>	
<b>Date</b>	4.1.15
<b>Email Address</b>	gsmelser@fs.fed.us
<b>Telephone</b>	(208) 524-7500
<b>Point of Contact</b>	Jay Pence <i>Wes Stumbo</i>
<b>Title</b>	District Ranger <i>Forest Engineer</i>
<b>Email Address</b>	jpence@fs.fed.us <i>wstumbo@fs.fed.us</i>
<b>Telephone</b>	(208)354-6610 <i>208 524-7500</i>

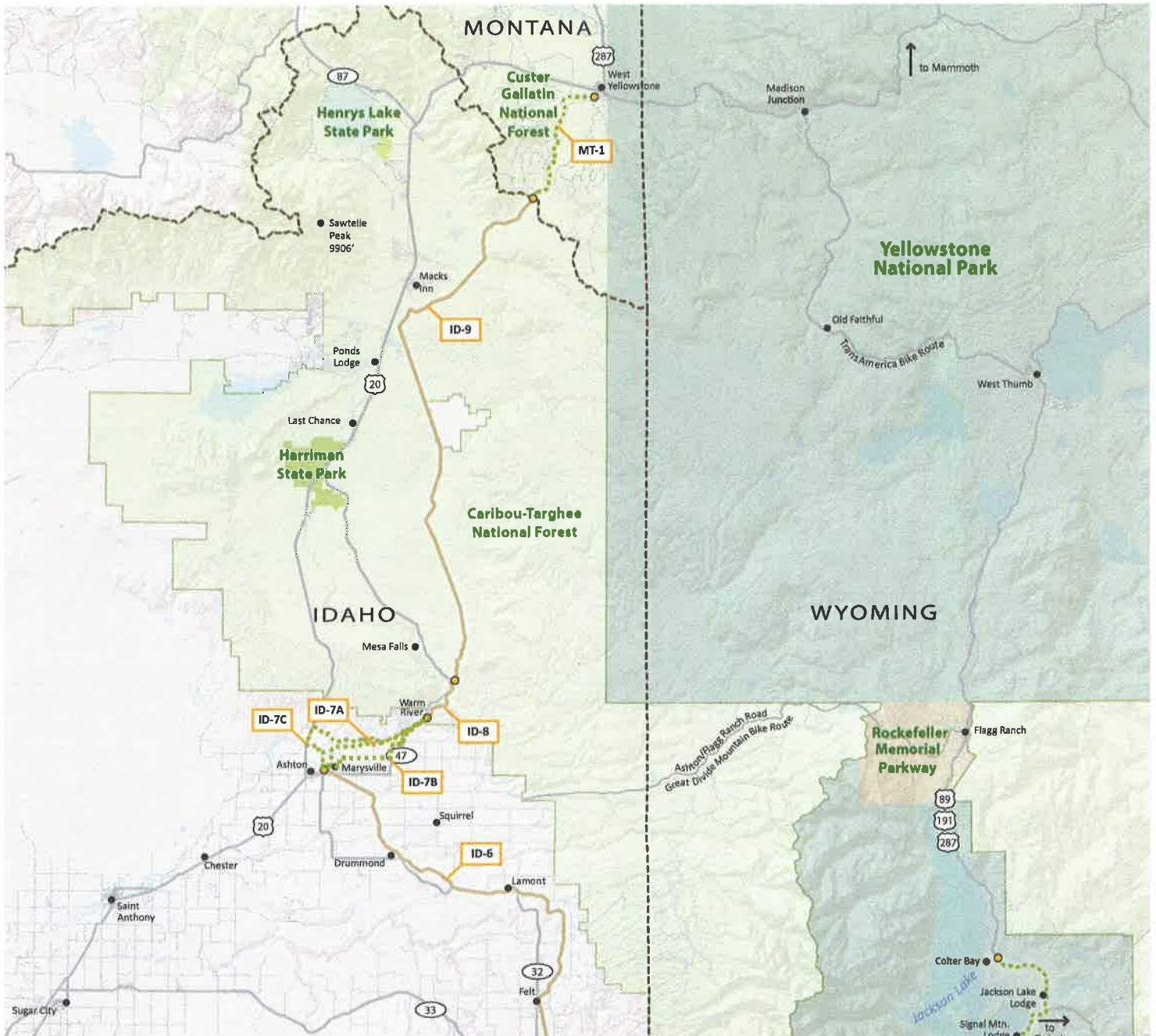
<b>State, County, Local, or Tribal Government</b>	City of Driggs Idaho
<b>** Authorized Official</b>	Hyrum Johnson
<b>Title</b>	Mayor
<b>*** Handwritten Signature is required</b>	
<b>Date</b>	3/26/2015
<b>Email Address</b>	mayorjohnson@driggsidaho.org
<b>Telephone</b>	(208) 354-2362
<b>Point of Contact</b>	Doug Self
<b>Title</b>	Community Development Director
<b>Email Address</b>	dself@driggsidaho.org
<b>Telephone</b>	(208) 354-2605

\* Unit manager such as NPS Park Superintendent, USFS Forest Supervisor, USFWS Refuge Supervisor or Hatchery Supervisor, BLAI District Manager, USACE Operations Manager, etc.  
 \*\* Official authorized to commit agency to project such as ITD District Engineer, Highway District Commissioner, Transit District Director, County Commissioner, Mayor, Tribal leader, etc.

\*\*\*Signatures are required from BOTH the Federal Land Management Agency being accessed and the State, County, Local, or Tribal Government.  
 Print this page and sign legibly. After signing, scan to PDF, and attach.

**Instructions:** Applications must be received by **April 3, 2015** to be considered.

- 1) Download the Request for Proposal packet and the proposal form from the following website:  
<http://www.wfl.fhwa.dot.gov/programs/flap/id/index.htm>
- 2) Complete the proposal with the best available data. Provide thorough, realistic and concise responses to questions. Include any assumptions.
- 3) Proposal is to be completed jointly by Federal Land Manager and State/County/Local/Tribal government. Proposals must be signed by the appropriate Federal Land Managers **AND** the State/County/Local/Tribal governments. Proposals that **DO NOT** have the appropriate signatures will **NOT** be eligible for consideration.
- 4) The entire proposal packet (the proposal form, signature pages, maps, photos, and any letters of support) should not exceed 10 megabytes in file size and the total page length should not exceed 30 pages.
- 5) E-mail your completed application package to [WFL...CallForProjects@dot.gov](mailto:WFL...CallForProjects@dot.gov)



## Greater Yellowstone Trail: Driggs-Tetonia Section

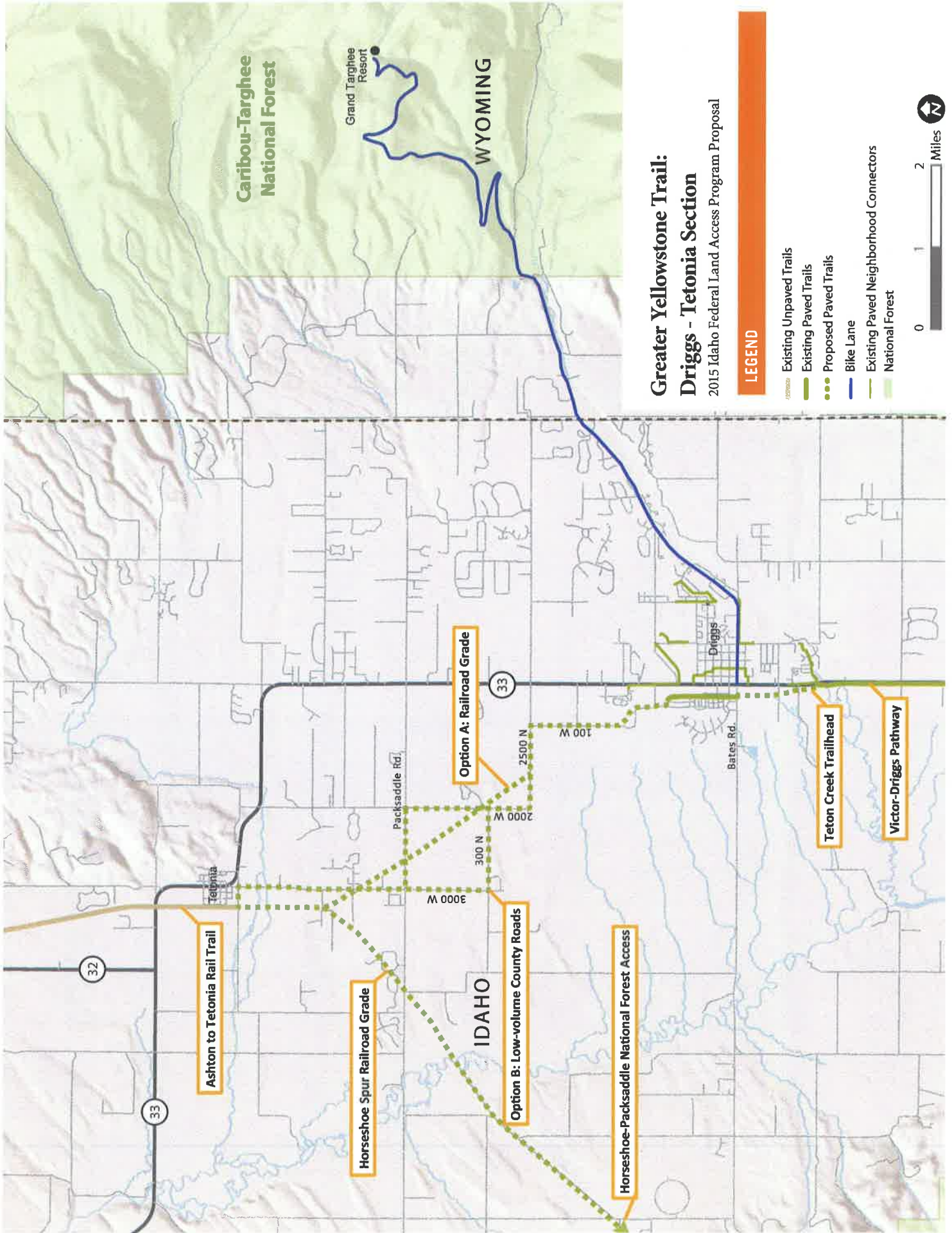
2015 Idaho Federal Land Access Program Proposal

See the complete Greater Yellowstone Trail Concept Plan at <http://sustainablyyellowstone.org/greater-yellowstone-trail-concept-plan-available/>

### LEGEND

- Existing Paved Trails
- Existing Paved Neighborhood Connectors
- Existing Unpaved Trails
- Existing Unpaved Neighborhood Connectors
- Proposed Trails
- Start/Endpoint of Project
- Identified Projects (See Greater Yellowstone Concept Plan)
- Bike Lanes
- National Park
- National Forest
- State Park





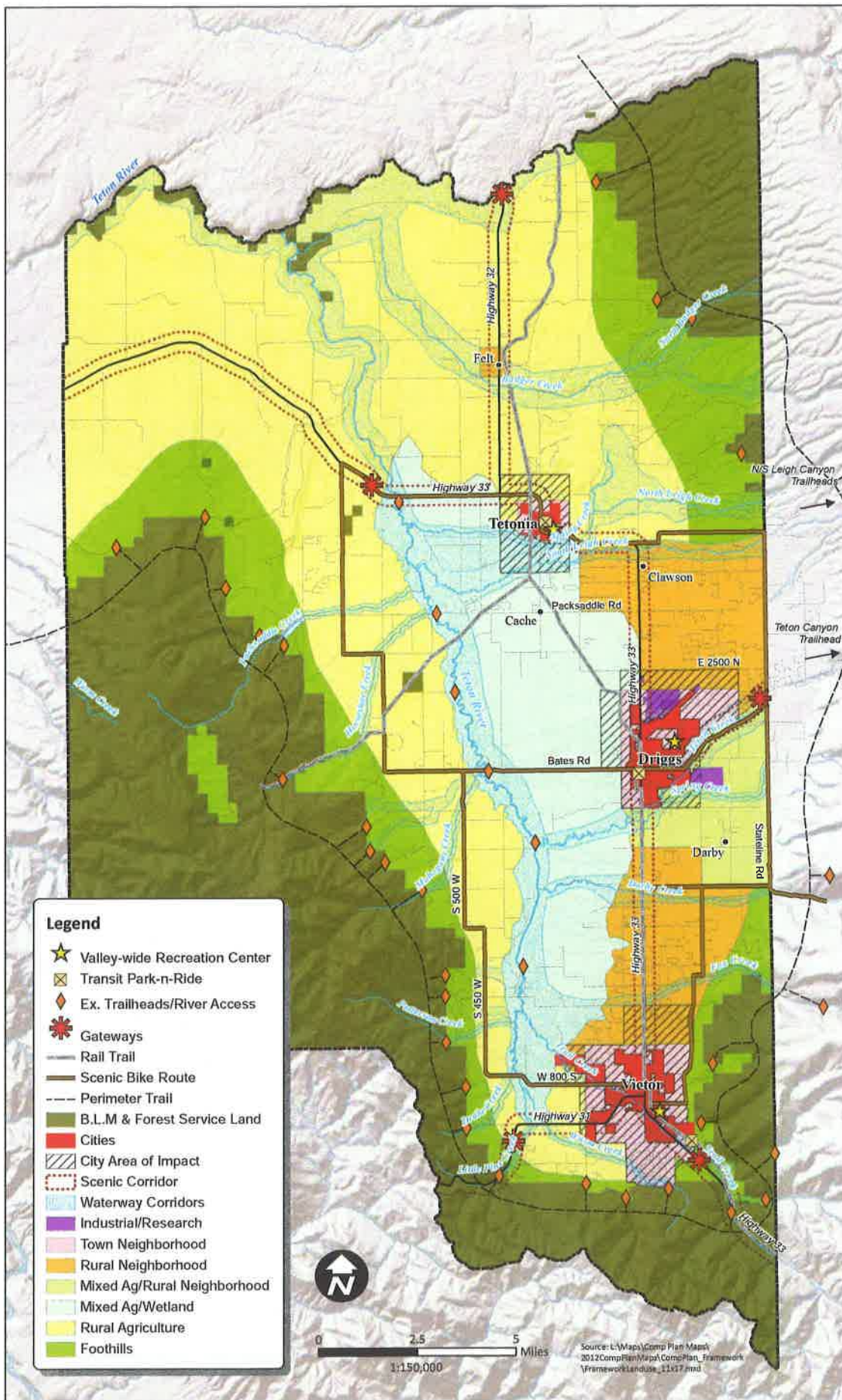
## Greater Yellowstone Trail: Driggs - Teton Section

2015 Idaho Federal Land Access Program Proposal

### LEGEND

- Existing Unpaved Trails
- Existing Paved Trails
- - - Proposed Paved Trails
- Bike Lane
- Existing Paved Neighborhood Connectors
- National Forest





**Notes**

1. This Framework Map (aka: PLUM) is meant to be used in context with the Framework Goals and Policies.
2. This map depicts desired future land uses and does not effect existing conditions, land uses, or developments.



Bike Walk Montana, Inc.  
PO Box 584  
Helena, MT 59624  
406-449-2787

March 31, 2015

George Fekaris  
Western Federal Lands Highway Division  
610 E Fifth Street  
Vancouver WA 98661

*Subject: Support letter for Driggs-Tetonia 2015 FLAP Proposal*

Dear Mr. Fekaris,

Please accept this letter of support from Bike Walk Montana for the City of Driggs 2015 Federal Lands Access Program grant request for the Greater Yellowstone Trail Driggs-Tetonia Section project.

The Driggs-Tetonia FLAP project will complete planning and develop a preferred alternative for the Driggs to Tetonia segment of the Greater Yellowstone Trail (GYT), and provides a key public land connection to several destinations on the Caribou-Targhee National Forest.

The Driggs-Tetonia project is part of a remarkable 180-mile regional biking and walking trail linking West Yellowstone to Grand Teton National Park via eastern Idaho - connecting two National Parks, three National Forests, and communities in three states.

Currently there is no identified route bicycle route between Driggs and Tetonia . This is a critical link for the trail. There is a need to study alternatives to safely connect the communities and to close a gap in the larger regional trail system.

Bike Walk Montana is Montana's statewide organization for biking and walking and has been involved in the conceptual plan for the entire Greater Yellowstone Trail. We fully support this project and believe that once completed, it will improve safety and opportunities for those biking and walking, and improve the economy and Federal lands access throughout this entire region.

For these reasons of access, connectivity, economic benefit, safety, and partnerships, the Driggs project is well suited for the Federal Lands Access Program. It will provide significant benefits to all the communities along the Greater Yellowstone Trail in all three states.

Thank you for your consideration of the City of Driggs FLAP grant request.

Sincerely,

*Melinda Barnes*

Melinda Barnes,  
Executive Director



## **Fremont County Planning & Building Department**

125 North Bridge St.  
St. Anthony, ID 83445

PHONE: (208) 624-4643 FAX: (208) 624-1320

EMAIL: P&B@co.fremont.id.us

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April 1, 2015

Garth Smelser, Supervisor  
Caribou-Targhee National Forest  
1405 Hollipark Drive  
Idaho Falls, ID 83401

Dear Garth:

The Fremont County Planning and Building Department is pleased to support your Federal Lands Access Program application for the Idaho 47 Corridor Plan, being submitted in concert with the Idaho Transportation Department (ITD). Beyond the normal need for updated transportation plans as they affect the highway system within Fremont County, here are three important reasons for our support:

1. **Public Safety** – This 12.42-mile stretch of Highway 47 poses increasing safety risk as marathons and long-distance cycling events grow in popularity on the Mesa Falls Scenic Byway. Recreational use of the roadway by out-of-state travelers continues to rise as more tourists learn of scenic Upper and Lower Mesa Falls, plus angler use of this rural roadway is expanding as year-round fishing is now encouraged on this stretch of the Henry's Fork of the Snake River. Conflicts between recreational visitors and farmers moving agricultural equipment between fields need to be addressed through this critical planning process.
2. **Greater Yellowstone Trail** – The concept plan for a 180-mile trail linking West Yellowstone, Montana, to Jackson Hole, Wyoming, identifies a major routing gap between Warm River Campground and Ashton, Idaho. The Idaho 47 Corridor Plan needs to identify a preferred route for cyclists, even if it entails a separate path along a newly widened roadway. This is the last remaining gap in the trail system within Fremont County, and having this route safely defined and engineered would make access to the National Forest an important economic and recreational asset to Ashton and the rest of the county. The Greater Yellowstone Trail is one of the top priorities in the Teton View Regional Plan for Sustainable Development that soon will be completed under a HUD Regional Sustainable Communities planning grant administered by Fremont County.
3. **Hugginsville Corner Overlook** – The Corridor Management Plan for the Mesa Falls Scenic Byway (December 2005) identifies 10 key sites for visitor contact and interpretation. One particularly scenic site, Hugginsville Corner, sits alongside the 90-degree curve of SH 47 five miles east of Ashton (and is already owned by ITD). The Byway Plan proposes interpretive signage and a raised overlook on this property, which offers panoramic views of the area's rich agricultural heritage and the Teton Mountain Range. The site may also prove suitable for a range of public convenience and information services.

Thank you for your consideration of the Idaho 47 Corridor Plan as an important tool for collaboration among federal, state and local interests.

Sincerely,

*Thomas Cluff*

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Thomas Cluff, AICP  
Planning and Building Department Administrator