Meeting Objectives

- Provide thorough briefing for elected leaders
- Preview implementation recommendations
- Discover issues, concerns, missing elements
- Set stage for adoption process
Agenda

• Plan Development Process
• Structure and Approach
• Indicators and Benchmarks
• Baseline Scenario
• Plan Scenario
• Implementation
• Revenue
Plan Development Process
Plan Development Process

Notice to Proceed

- **Jan**: JIM Briefings
- **Apr**: Structured Interviews
  - Duration: 18 days
- **Jun**: TAC* Meetings
  - Dates: Jan, Apr, Jun, Sep, Dec
    - Jan: 60
    - Sep: 130

* TAC = technical advisory committee
Structure and Approach
Technical Advisory Committee (TAC) Guidance

• Base the Integrated Transportation Plan on adopted Comprehensive Plan
  – Policies are already set
  – Focus on strategic implementation

• Simplify analytical process

• Make information transparent and accessible

• Rely on a lean, focused public process
Planning Horizons

Planning horizon for 22/390 PEL* Study

* PEL = WYDOT Plan for WY-22 and WY-390
Strategic Approach to Major Projects

Benchmark

project development

2015  2017  T – 10 (Major Corridors)  T – 5 (Widen, Rebuild)  Open to Travel
VMT Model (update in 2019)

VMT = Vehicle Miles of Travel
(one vehicle X one mile = one vmt)
Traffic Benchmarks Model

Current Traffic at Indicator Count Stations → Effective Population Growth by TAZ* → Forecast Traffic at Indicator Count Stations

Update in 2019

* TAZ = transportation analysis zone
Traffic Indicator
County Locations

WYDOT Permanent
Traffic Recorder Locations
Indicators and Benchmarks
Transit Ridership Trend
(Annual Boardings)

Rides/Bus Hour:
2003 – 15.7
2013 – 22.6

Service Reductions

Source: START
Growth in VMT & Transit Ridership
United States  2000 - 2012

Source: FHWA and APTA
VMT Trend – United States

Source: Center for Urban Transportation Research, USF
VMT per capita: an unprecedented change:

Source: United States Energy Information Agency
Changes in per capita VMT by State 2007-2012:

Overall US decline is -6%

Source: United States Energy Information Agency
Private vehicle travel for all purposes has declined:
(Measured in VMT per Capita)

Trends in per Capita Annual Vehicle Miles by Major Purpose

Source: United States Energy Information Agency
Not Just Millennials

Percent Change in VMT per Capita: 1995 to 2009

-20% -19% -20% -20% -11% -2% -3% -5% 1% 5% 8% 2% 24% 22% 10%

Source: United States Energy Information Agency
Trend-Line Forecasts Can Be Wrong

- 25%

Source: Center for Urban Transportation Research, USF
Trends in Total US VMT

2000 - 2012

All Vehicles

+ 8%

2006 - 2012

All Vehicles

- 2%

Source: FHWA and US Census Bureau
Per Capita US VMT

2000 - 2012

All Vehicles

- 3%

2006 - 2012

All Vehicles

- 6%

Source: FHWA and US Census Bureau
VMT Trends – Interior West States

2000 - 2012

CO: 12%
ID: 21%
MT: 20%
WY: 15%

2006 - 2012

CO: -4%
ID: 7%
MT: 6%
WY: -2%

Source: FHWA and US Census Bureau
Per Capita VMT – Interior West States

2000 - 2012

CO    ID    MT    WY
-7%   -2%   8%   -2%

2006 - 2012

CO    ID    MT    WY
-6%   -1%   -1%  -8%

Source: FHWA and US Census Bureau
What Drives VMT and What’s the Trend?

Demographics & Economics
- Labor Force Participation Rate
- Household Income
- Driver License Rate
- Vehicle Ownership
- Population

Traffic Enablers
- Miles of Roadways
- Energy Cost Subsidy
- Road Subsidy
- Sprawl
- Auto Dependency
2084 VMT =  \text{Per Capita VMT} \times \text{Population}
US Gas Prices & Personal Income
(2014 Dollars)

Source: Census Bureau and BLS
2013 Teton County VMT

Annual VMT – Thousands of Miles

<table>
<thead>
<tr>
<th>Season</th>
<th>Visitors + Commuters</th>
<th>Residents</th>
<th>Visitors</th>
<th>Commuters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Winter</td>
<td>1,133</td>
<td>552</td>
<td>580</td>
<td>552</td>
</tr>
<tr>
<td>Summer</td>
<td>2,010</td>
<td>689</td>
<td>1,321</td>
<td>418</td>
</tr>
<tr>
<td>Shoulder</td>
<td>922</td>
<td>504</td>
<td>582</td>
<td>774</td>
</tr>
<tr>
<td>Annual</td>
<td>1,356</td>
<td>582</td>
<td>672</td>
<td>102</td>
</tr>
</tbody>
</table>
### Traffic Trends – Indicator Count Sites*

(Average Annual Daily Traffic, 2000 – 2013*)

<table>
<thead>
<tr>
<th>Location</th>
<th>PC #</th>
<th>Year '00</th>
<th>Year '06</th>
<th>Year '13</th>
<th>Annual Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Highway</td>
<td>#84</td>
<td>6,800</td>
<td>7,200</td>
<td>7,325</td>
<td>+0.6%/yr</td>
</tr>
<tr>
<td>South Highway</td>
<td>#32</td>
<td>6,600</td>
<td>8,110</td>
<td>7,677</td>
<td>+1.2%/yr</td>
</tr>
<tr>
<td>WY-22</td>
<td>#158</td>
<td>14,40</td>
<td>15,58</td>
<td>15,60</td>
<td>+0.6%/yr</td>
</tr>
<tr>
<td>WY-390</td>
<td>#141</td>
<td>10,40</td>
<td>10,87</td>
<td>10,52</td>
<td>+0.1%/yr</td>
</tr>
</tbody>
</table>

*Permanent Count Locations

Source: WYDOT
Traffic Trends – In Town
(Average Annual Daily Traffic, 2000 - 2013)

- **US-26 at High School Road**
  - '00: 14,000
  - '06: 19,290
  - '13: 19,258
  - Increase: +2.9% per year

- **WY-22/US-26 Y Intersection**
  - '00: 21,900
  - '06: 25,400
  - '13: 30,200
  - Increase: +2.9% per year

- **US-26 At Pearl St.**
  - '00: 13,600
  - '06: 18,000
  - '13: 15,228
  - Increase: +0.9% per year

- **US-26 Cache & Broadway**
  - '00: 10,100
  - '06: 9,980
  - '13: 11,661
  - Increase: +1.2% per year

Source: WYDOT
Traffic Trends – Other Locations
(Average Annual Daily Traffic)

<table>
<thead>
<tr>
<th>Location</th>
<th>Year</th>
<th>Traffic '00</th>
<th>Traffic '06</th>
<th>Traffic '13</th>
<th>%/yr</th>
</tr>
</thead>
<tbody>
<tr>
<td>WY-390 @ Teton Village</td>
<td>'00</td>
<td>4,900</td>
<td>5,440</td>
<td>5,389</td>
<td>+0.8%</td>
</tr>
<tr>
<td>WY-22 in Wilson</td>
<td>'00</td>
<td>4,600</td>
<td>5,230</td>
<td>6,067</td>
<td>+2.5%</td>
</tr>
<tr>
<td>WY-22 Teton Pass</td>
<td>'00</td>
<td>4,100</td>
<td>4,670</td>
<td>4,734</td>
<td>+1.2%</td>
</tr>
<tr>
<td>US-26 @ Hoback Jct</td>
<td>'00</td>
<td>5,120</td>
<td>5,690</td>
<td>6,269</td>
<td>+1.7%</td>
</tr>
</tbody>
</table>
Related Trends

**Town Population**

- **'00**: 8,692
- **'06**: 9,181
- **'13**: 9,840

**County Population**

- **'00**: 18,257
- **'06**: 20,014
- **'13**: 22,268

**Change Rates**

- **Town**: +1.0% / yr
- **County**: +1.7% / yr
Average Annual Traffic Growth: 2000 - 2013

0% - 1% (doubles in 100+ years)

1% - 2% (doubles in 50 - 100 years)

2% - 3% (doubles in 33 - 50 years)

(transit growth corridor)

(straight line growth rates, not compounded)
Related Trends

GTNP Attendance
(Millions)

Source: NPS

Daily In-Commuters

Source: Census Bureau
Observations – Traffic Trends

• Where traffic growth on major roads has occurred:
  – US-26 in West Jackson (at Y intersection & High School Rd)
  – WY-22 in Wilson
• Except at the Y Intersection, little traffic growth has occurred in Teton County since 2006
• Visitor traffic has grown less than 1% annually
• START service increases & Village TDM program have reduced traffic growth in the Town to Village corridor
Conclusions

- Traffic growth has been driven by economics
  - increased commercial space + dwelling units in West Jackson
  - increased in-commuting (both Teton Pass & Snake River)
- Visitorship has not been a source of increased traffic
- Teton County population has been decentralizing
- Transit has been effective in Town – Village corridor
- Core area circulation – all modes – is an important need
Baseline Scenario
Baseline Scenario

• No further change in per capita VMT
• Future land use:
  – consistent with Comprehensive Plan
  – growth rate based on past decade (2003 – 2013)
• VMT and traffic increase as:
  – population and commercial space increases
  – visitorship increases
  – in commuting increases
Teton County Baseline Scenario

Land Uses

- Single Family Residential
- Multi-Family Residential
- Retail
- Office
- Institutional
- Lodging
- Industrial

Basis:
- Comp Plan
- Trends

VMT

- 29% (2035)
- 14% (2024)
## Baseline Traffic Forecast

<table>
<thead>
<tr>
<th>Location</th>
<th>July MAWDT 2013</th>
<th>July MAWDT 2024</th>
<th>July MAWDT 2035</th>
<th>AADT 2013</th>
<th>AADT 2024</th>
<th>AADT 2035</th>
<th>% Change 2013</th>
<th>% Change 2024</th>
<th>% Change 2035</th>
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</thead>
<tbody>
<tr>
<td><strong>TETON VILLAGE (#141)</strong></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>July MAWDT</td>
<td>15,652</td>
<td>18,678</td>
<td>21,693</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>AADT</td>
<td>10,522</td>
<td>12,556</td>
<td>14,583</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>% Change</td>
<td>19%</td>
<td>39%</td>
<td></td>
<td></td>
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<td></td>
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<td><strong>GROS VENTRE (#84)</strong></td>
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</tr>
<tr>
<td>July MAWDT</td>
<td>14,362</td>
<td>16,561</td>
<td>18,754</td>
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<tr>
<td>AADT</td>
<td>7,319</td>
<td>8,440</td>
<td>9,557</td>
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<tr>
<td>% Change</td>
<td>15%</td>
<td>31%</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>JACKSON SOUTH (#32)</strong></td>
<td></td>
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<td></td>
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<tr>
<td>July MAWDT</td>
<td>12,192</td>
<td>13,992</td>
<td>15,788</td>
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<tr>
<td>AADT</td>
<td>7,676</td>
<td>8,809</td>
<td>9,940</td>
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<td></td>
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</tr>
<tr>
<td>% Change</td>
<td>15%</td>
<td>29%</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td><strong>JACKSON WEST (#158)</strong></td>
<td></td>
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<td></td>
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<td></td>
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<tr>
<td>July MAWDT</td>
<td>22,829</td>
<td>26,548</td>
<td>30,257</td>
<td></td>
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</tr>
<tr>
<td>AADT</td>
<td>15,607</td>
<td>18,150</td>
<td>20,685</td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% Change</td>
<td>16%</td>
<td>33%</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

**MAWDT** = Monthly Average Weekday Traffic  
**AADT** = Annual Average Daily Traffic
Major Capital Projects

- Approach implementation strategically
- Use a network approach (capital project groups)
- Begin with WYDOT’s PEL study (WY-22 & WY-390)
- Use benchmarks to guide project development
Com Plan Policy 8.2.b: Design critical infrastructure and facilities for the peak effective population. Critical facilities, as defined by the electeds through service level planning, should be designed to provide an acceptable level of service to the peak effective population. Other facilities will be designed to accommodate average demand. Temporarily reduced service levels may occur at times of peak population; however, reductions should not produce a meaningful threat to the public safety.

Major Project Benchmarks:

- ✓ Annual average traffic?
- ✓ Average July traffic?
Capital Group 1

WY-22

- Y Intersection
- Tribal Trails Connector
- Wildlife permeability from PEL
- WY-22 Roadway: Jackson – WY-390
- WY-22 Pathway Wilson – Jackson
- Spring Gulch Intersection

Benchmark: 20,000 VPD
Based on average July day traffic
Start project development 5 years before
Capital Group 1 Benchmarks
(WY-22 – July)

Baseline Scenario

- Project Development: already met
- Open to Traffic: already met
WYDOT PEL Evaluation: Y Intersection

- Heavy right turn traffic in high speed turn lanes
- Future bicycle/pedestrian paths; provision of safe crossings is desired
- Heavy left turns conflict with each other and westbound through
- Limited capacity on Broadway and WY 22
- Need for safe pedestrian and bicycle crossing
- Low Buffalo Way traffic requires own signal phase
WYDOT PEL Intersection Concepts

“Acceptable Operations”
Y Intersection Issues & Opportunities

• Issues
  – Scale of project
  – Cost of project
  – Visual impacts
  – Walk/bike barrier
  – Transit operations

• Opportunities
  – Network approach
  – Tribal Trails Connector
  – Bus prioritization
  – Longer service life
  – WYDOT collaboration

• Recommended Approach
  – Project development based on network
  – Address multimodal design
Tribal Trails Issues & Opportunities

• Issues
  – Neighborhood impacts
  – Lack of County funding

• Opportunities
  – Network approach
  – Local connectivity
  – Route redundancy
  – START operations
  – WYDOT collaboration

• Recommended Approach
  – Request WYDOT include in project development
  – Address design options to reduce impacts
    • Impacts to neighborhood
    • Impacts to South Park Loop Road and High School Road
Capital Group 2

WY-390

- Intersection WY-390 & WY-22
- WY-390 PEL Segment 5
- WY-390 PEL Segment 6
- Wildlife permeability from PEL

Benchmark: 20,000 VPD
Based on average July day traffic
Start project development 5 years before
Capital Group 2 Benchmarks

(WY-390 – July)

- Project Development: 2024
- Open to Traffic: 2029

Baseline Scenario

2013: 15,652
2024: 18,678
2035: 21,693
Capital Group 3

US-26 (north)
- Bypass highway concepts
  - New north bridge/corridor
  - Upgrade Spring Gulch
- High capacity transit concepts

Benchmark: 20,000 VPD
Based on average July day traffic
Start project development 10 years before
Capital Group 3 Benchmarks
(North US 26 – July)

- Project Development: 2031
- Open to Traffic: 2041
Plan Scenario
Framing a Plan Scenario

• Baseline Scenario – base forecast
• Plan Scenarios presented at public workshop
  – 5% Mode Shift (same as in 2000 plan)?
  – No growth in VMT?
  – Double Transit Ridership?
### Potential Plan Scenario/Frame

<table>
<thead>
<tr>
<th>Scenario/Frame</th>
<th>2013 Actual</th>
<th>2024 Base Forecast</th>
<th>2024 5% Mode Shift</th>
<th>2024 No Growth in VMT</th>
<th>2024 Double Transit Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily VMT (millions)</td>
<td>1.36</td>
<td>1.55</td>
<td>1.46</td>
<td>1.36</td>
<td>1.53</td>
</tr>
</tbody>
</table>

**2013**  Person Miles of Travel: 777 million

**2024**  Person Miles of Travel: 888 million
Potential Plan Scenario/Frame

Daily VMT
- 2013 Actual: 1.36
- 2024 Base Forecast: 1.55
- 2024 5% Mode Shift: 1.46
- 2024 No Growth in VMT: 1.36
- 2024 Double Transit Service: 1.53

Daily Transit Ridership
- 2013 Actual: 2,464
- 2024 Base Forecast: 2,832
- 2024 5% Mode Shift: 14,793
- 2024 No Growth in VMT: 28,967
- 2024 Double Transit Service: 5,664
Potential Plan Scenario/Frame

Daily VMT

- 2013 Actual: 1.36
- 2024 Base Forecast: 1.55
- 2024 5% Mode Shift: 1.46
- 2024 No Growth in VMT: 1.36
- 2024 Double Transit Service: 1.53

Capital Project Group 1 (WY-22)

- Project Development: Yes
- Construction: Yes

- Actual: Yes
- Base Forecast: Yes
- 5% Mode Shift: Yes
- No Growth in VMT: Yes
- Double Transit Service: Yes
Potential Plan Scenario/Frame

Daily VMT

- 2013 Actual: 1.36
- 2024 Base Forecast: 1.55
- 2024 5% Mode Shift: 1.46
- 2024 No Growth in VMT: 1.36
- 2024 Double Transit Service: 1.53

Capital Project Group 2 (WY-390)

- Project Development: Yes
- Construction: No

No growth in VMT scenario.
Potential Plan Scenario/Frame

Daily VMT

- 2013 Actual: 1.36
- 2024 Base Forecast: 1.55
- 2024 5% Mode Shift: 1.46
- 2024 No Growth in VMT: 1.36
- 2024 Double Transit Service: 1.53

Capital Project Group 3 (US-26 Bypass)

- NEPA: No
- Construction: No

No
No
No
No
No
No
No
No
Recommended Plan Scenario
Recommended Plan Scenario

Daily VMT

- 2013 Actual: 1.36
- 2024 Base Forecast: 1.55
- 2024 5% Mode Shift: 1.46
- 2024 No Growth in VMT: 1.36
- 2024 Double Transit Service: 1.53

Daily Transit Ridership

- 2013 Actual: 2,464
- 2013 Actual: 2,832
- 2013 Actual: 14,793
- 2013 Actual: 28,967
- 2013 Actual: 5,664
Basis for Recommendation

• Feasible transit program (transit demand is already exceeding supply)
• Helps avoid/postpone major highway projects that detract from local character
• Supports other local objectives
Implementation
Implementation

1. Double transit service by 2024
2. Implement a TDM* program
3. Apply benchmarking system to major projects
4. Improve internal connectivity in town & villages
5. Establish an RTA**

* TDM = transportation demand management
** RTA = regional transportation authority
1. Significant Increase in Transit Service Levels
Existing START Services

- Corridor Transit
- Commuter Transit
- Circulator Transit

Existing Private Sector Services

- Skier Shuttles
- Visitor Excursions
- Village/Town - Airport
- Town - GTNP
Corridor

TETON VILLAGE

NOT TO SCALE

QUESTIONS?
call 307-733-4521
www.startbus.com

JACKSON → TETON VILLAGE $3
FALL 2014

START BUS

to

STAR VALLEY

Hwy 89

Hwy 22

Wilson

Snake River

Village Road Transit Center
Commuter
Transit – Strategic Options

1. Fares and Passes
   - Fare-free Valley services ($1 million/year)
   - Implement bulk-rate discount commuter pass

2. Commuter Services
   - Increase service levels (# of runs/day)
   - Implement express runs + local runs
Transit – Strategic Options

3. Corridor Services

- Further increases in level of service (runs/day)
- New service to airport
- New service to Grant Teton National Park

4. Circulator Services

- Split Town Shuttle into linear routes
Tentative 2024 Transit Plan

- Add runs to both commuter routes
- Increase summer service to Teton Village
- Break Town Shuttle up into linear routes
- Update pass and fare options
- Initiate a three-year pilot
  - Jackson to Grand Teton Park (Jenny Lake)
  - June 15 – September 15
  - Half-hour frequency each direction
  - Adjust and tweak each season
  - Look for partnerships
Potential 2035 Transit Plan

• Convert Town Village service to BRT (Bus Rapid Transit)
• Add remote “light” maintenance facilities at other end of commuter routes
• Include possible high capacity transit corridors in any environmental process to evaluate bypass alternatives
Bus Rapid Transit (BRT) Example
Roaring Fork, Colorado
• Express service
• Proof of payment
• Highly visible vehicles
• Rail-type stations
• Selected park ‘ride lots
2. Implement a cooperative* “transportation demand management” (TDM) program

* Town, county, WYDOT, Park Service, major employers
TDM Program Elements

• Employer coordination
• Transit passes – commuter and visitor
• Guaranteed ride home for commuters
• Events, promotions
• Information clearinghouse – esp. transit
• Tourist and visitor outreach
• Bikeshare and car share
• Monitoring and reporting for ITP
IMPLEMENTATION

3. Use a benchmarking system to guide decisions about major corridor projects
Benchmarks

• Strategic timing
• Systematic project development
• Public involvement

Annual traffic? 
or
Peak monthly traffic?
Seasonal Traffic Growth
Capital Group 1 Benchmarks
(WY-22 – July)

Project Development: already met

Open to Traffic: already met

Baseline Scenario
Capital Group 1 Benchmarks

(WY-22 – Annual)

- Project Development: 2024
- Open to Traffic: 2031

Baseline Scenario
Capital Group 2 Benchmarks

(WY-390 – July)

- Project Development: 2024
- Open to Traffic: 2029

Baseline Scenario

- 2013: 15,652
- 2024: 18,678
- 2029: 21,693
- 2035: 22,000
Capital Group 2 Benchmarks

(WY-390 – Annual)

Baseline Scenario

Project Development: After 2035
Open to Traffic: After 2035

20,000

10,000

2013

2024

2035

10,522

12,556

14,583

10,000

20,000
Capital Group 3 Benchmarks
(North US 26 – July)

Project Development: 2031
Open to Traffic: 2041
Capital Group 3 Benchmarks
(North US 26 – Annual)

Development: Long After 2035
Open to Traffic: Long After 2035

Baseline Scenario

2013: 7,319
2024: 8,440
2035: 9,557

20,000
10,000

Highway Network Development

• All major corridors must be multimodal
• Address BRT potential Town – Village
• Proactive approach to wildlife protection
Proactive Approach to Wildlife Protection

• Work with WYDOT to implement wildlife mitigation/protection measures in 22/390 PEL
• Work with WYDOT to implement fencing and grade crossings as part of south US-26 projects
• Ask WYDOT to lower speed limits to 45mph on US-26, Hoback to Jackson
• Convene a partnership (federal, state, local) to address mitigation/protection measures along US-26 north of Jackson
IMPLEMENTATION

4. Improve internal connectivity (all modes) in towns and villages
Internal Connectivity

Including:

• Tribal Trails Connector
• Maple Way – Snow King Corridor
• Town – New Streets Plan
• County sidewalks and multi-use pathways
  – Wilson
  – South Park
  – West Bank
5. Establish a “Regional Transportation Authority” (Town/County/WYDOT)
Potential Role of Regional Transportation Authority

RTA

WYDOT
All Projects

County
Projects of Regional Significance

Local Projects

Town
Projects of Regional Significance

Local Projects

WYDOT
Teton County
Town of Jackson
Grand Teton National Park
Revenue
This plan cannot be funded from existing sources

**Net Additional Plan Cost** *(recurring annual)*

- 2018: $1,800,000
- 2024: $5,000,000

(+ capital costs)
Recommended Action Plan

- **2015**: Increase staff capacity – transportation planner
- **2016**: Form RTA
- **2017**: Address revenues
At the Table

Town
County
WYDOT
Park Service

Major Employers
Transit Operators
School District
Local NGOs
Questions, Discussion
Trends in Total US VMT

2000 - 2012

- All Vehicles: + 8%
- Personal Vehicles: + 6%
- Comm. Trucks: + 30%

2006 - 2012

- All Vehicles: - 2%
- Personal Vehicles: - 4%
- Comm. Trucks: + 20%

Source: FHWA and US Census Bureau
Per Capita US VMT

2000 - 2012

All Vehicles: -3%
Personal Vehicles: -5%
Comm. Trucks: +17%

2006 - 2012

All Vehicles: -6%
Personal Vehicles: -8%
Comm. Trucks: +15%

Source: FHWA and US Census Bureau
VMT Trends – Interior West States

2000 - 2012

<table>
<thead>
<tr>
<th>State</th>
<th>2000</th>
<th>2012</th>
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</thead>
<tbody>
<tr>
<td>CO</td>
<td>12%</td>
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<td>ID</td>
<td>21%</td>
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</tr>
<tr>
<td>MT</td>
<td>20%</td>
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<tr>
<td>WY</td>
<td>15%</td>
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2006 - 2012

<table>
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<th>State</th>
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<td>6%</td>
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<tr>
<td>WY</td>
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</tbody>
</table>

Source: FHWA and US Census Bureau
Per Capita VMT – Interior West States

2000 - 2012

CO ID MT WY
- 7% - 2% 8% - 2%

2006 - 2012

CO ID MT WY
- 6% - 1% - 1% - 8%

Source: FHWA and US Census Bureau
Oil by Rail

US – Barrels/Day

2009: 21,000
2014: 1,100,000

Source: FRA and AAR
WYOMING
In 2011, Wyoming produced 40% of all coal mined in the United States.

NORTH DAKOTA
Oil production in North Dakota increased 35% from 2010 to 2011.

COLORADO
Colorado’s vast fossil fuel resources include the Niobrara shale, which is estimated to contain as much as 2 billion barrels of oil.

TEXAS
Texas will always be known as an oil state, but it’s also the national leader in wind power production.

Source: Christian Science Monitor
GTNP Traffic Trend: Moose Entrance
(July Average Daily Traffic – Inbound Only)

Source: NPS
GTNP Traffic Trend: Moose-Wilson Entrance

(July Average Daily Traffic – Inbound Only)

No consistent growth

Source: NPS
GTNP Annual Visitorship Trend (millions)

- Year '00: 2.590
- Year '12: 2.705
- Annual increase: +0.6% per year

Source: NPS