Integrated Transportation Plan

TAC Meeting

September 16, 2014
Project Schedule

• Today – TAC Meeting
• October 10 – TAC Meeting (teleconference)
• October 29 – Public Workshop
• December 9 – JIM Presentation – Plan Contents
• January 27 – JIM Presentation – Draft Plan
Agenda

• Review: Direction & Prior Work
• VMT Forecasting – First Look
• Proposed Prioritization Framework
• Next Steps, Upcoming Events
Suggestion:

• Use our time today to get an overview of methodology and approach
• Use the time between now and October 10 to review details of data and forecasts
Review –
Direction & Prior Work
Direction

• Base ITP on Comprehensive Plan
  – Policies are set
  – Address strategic implementation

• Simplify analytical process and make it more transparent

• Rely on a lean, focused public process
Comp Plan Direction:  
“Integrated Transportation Plan”

• Integrated
  – Integrated with land use
  – Integrated across modes
  – Integrated across agencies (WYDOT, County, Town)

• Strategic
  – Emphasis on data, metrics, performance

• Transparent
  – Monitoring and reporting of results
  – Use of benchmarks to trigger major projects
Planning Horizons


IMPLEMENTATION

High Priority Actions

Initiate Now

Technical Update of ITP

LONG RANGE PLANNING

Benchmarked Actions

Full Update of ITP

Planning horizon for 22/390 PEL Study
Strategic Approach to Major Projects

Benchmark

project development

2014 2017 T - 10 T
ANNUAL CARBON EMISSIONS (tons)

ANNUAL INJURY ACCIDENTS (per million PMT)

SOV MODE SHARE

DAILY TRAVEL
June Workshop*

- Photo Voice Slide Show
- Dashboard Indicators
- “Unbearable Traffic” Levels
- Priorities for START Bus
- Priorities for Complete Neighborhoods
- Concepts for Complete Streets

*Details and results available on website
June TAC Meeting

• Direction:
  – Move forward with forecasting
  – Start work on prioritization system
VMT Forecasting

(VMT – Vehicle Miles of Travel)
**PMT* Model**

- **Land Use**
- **Trip Rates**
- **Person Trips**
- **Trip Lengths**
- **PMT – Person Miles of Travel**
- **VMT – Vehicle Miles of Travel**
- **Mode Share**

*person miles of travel

Update in 2019
Land Use Forecast

• Derived using 2002-2014 trends

<table>
<thead>
<tr>
<th>Year</th>
<th>Trend Data</th>
<th>Forecast</th>
<th>% Growth</th>
<th>growth/year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail SF</td>
<td>1,841,450</td>
<td>2,161,085</td>
<td>14,111</td>
<td>8%</td>
</tr>
<tr>
<td>Office SF</td>
<td>963,334</td>
<td>1,635,675</td>
<td>31,138</td>
<td>27%</td>
</tr>
<tr>
<td>Industrial SF</td>
<td>1,112,812</td>
<td>1,741,857</td>
<td>25,660</td>
<td>22%</td>
</tr>
<tr>
<td>Institutional SF</td>
<td>1,180,024</td>
<td>2,252,783</td>
<td>28,865</td>
<td>15%</td>
</tr>
<tr>
<td>Single Family DU</td>
<td>7,622</td>
<td>10,846</td>
<td>148</td>
<td>17%</td>
</tr>
<tr>
<td>Multi Family DU</td>
<td>1,082</td>
<td>2,071</td>
<td>43</td>
<td>34%</td>
</tr>
<tr>
<td>Lodging Rooms</td>
<td>5,470</td>
<td>6,395</td>
<td>42</td>
<td>8%</td>
</tr>
</tbody>
</table>

(At these rates, build-out would be well after 2050)
Transportation Analysis Zone (TAZ) Map
Forecast Distribution of Dwelling Units by TAZ

Based on distribution of growth in Comp Plan

<table>
<thead>
<tr>
<th>TAZ</th>
<th>Base Year 2014</th>
<th>New DU 2024</th>
<th>New DU 2035</th>
<th>Growth (fr. base yr.) 2024</th>
<th>Growth (fr. base yr.) 2035</th>
<th>Comp Plan Distribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jackson</td>
<td>4,488</td>
<td>956</td>
<td>1,905</td>
<td>21%</td>
<td>42%</td>
<td>45%</td>
</tr>
<tr>
<td>WBN</td>
<td>1,246</td>
<td>303</td>
<td>604</td>
<td>24%</td>
<td>49%</td>
<td>14%</td>
</tr>
<tr>
<td>WBS</td>
<td>1,066</td>
<td>116</td>
<td>232</td>
<td>11%</td>
<td>22%</td>
<td>6%</td>
</tr>
<tr>
<td>NE</td>
<td>1,301</td>
<td>212</td>
<td>423</td>
<td>16%</td>
<td>32%</td>
<td>10%</td>
</tr>
<tr>
<td>SP</td>
<td>2,481</td>
<td>377</td>
<td>752</td>
<td>15%</td>
<td>30%</td>
<td>18%</td>
</tr>
<tr>
<td>Alta</td>
<td>284</td>
<td>148</td>
<td>294</td>
<td>52%</td>
<td>104%</td>
<td>7%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>10,805</td>
<td>2,112</td>
<td>4,210</td>
<td>20%</td>
<td>39%</td>
<td>100%</td>
</tr>
</tbody>
</table>
VMT Model

![VMT Model Image]

### Select Geographic Area

- Average Western US City

### Land Use Type

**Number of Dwelling Units**

<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>Units</th>
<th>Method</th>
<th>Daily Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td>100</td>
<td>Average Rate</td>
<td>672.00</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>100</td>
<td>Average Rate</td>
<td>418.00</td>
</tr>
<tr>
<td>High Rate Condo</td>
<td>100</td>
<td>Average Rate</td>
<td>672.00</td>
</tr>
<tr>
<td>Other Residential</td>
<td>100</td>
<td>Average Rate</td>
<td>418.00</td>
</tr>
</tbody>
</table>

**Retail Floor Space (kSF)**

<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>Units</th>
<th>Method</th>
<th>Daily Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Retail</td>
<td>100</td>
<td>Average Rate</td>
<td>4292.00</td>
</tr>
<tr>
<td>Supermarket</td>
<td>100</td>
<td>Average Rate</td>
<td>10224.00</td>
</tr>
<tr>
<td>Bank</td>
<td>100</td>
<td>Average Rate</td>
<td>2494.00</td>
</tr>
<tr>
<td>Health Club</td>
<td>100</td>
<td>Average Rate</td>
<td>3293.00</td>
</tr>
<tr>
<td>Restaurant (non-fast food)</td>
<td>100</td>
<td>Average Rate</td>
<td>12715.00</td>
</tr>
<tr>
<td>Fast-Food Restaurant</td>
<td>100</td>
<td>Average Rate</td>
<td>4962.00</td>
</tr>
<tr>
<td>Gas Station</td>
<td>100</td>
<td>Average Rate</td>
<td>16078.00</td>
</tr>
<tr>
<td>Auto Repair</td>
<td>100</td>
<td>Average Rate</td>
<td>3150.00</td>
</tr>
</tbody>
</table>

**Office Floor Space (kSF)**

<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>Units</th>
<th>Method</th>
<th>Daily Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-Medical</td>
<td>100</td>
<td>Average Rate</td>
<td>1191.00</td>
</tr>
<tr>
<td>Medical</td>
<td>100</td>
<td>Average Rate</td>
<td>3653.00</td>
</tr>
</tbody>
</table>

**Industrial Floor Space (kSF)**

<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>Units</th>
<th>Method</th>
<th>Daily Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light Industrial</td>
<td>100</td>
<td>Average Rate</td>
<td>697.00</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>100</td>
<td>Average Rate</td>
<td>362.00</td>
</tr>
<tr>
<td>Warehousing</td>
<td>100</td>
<td>Average Rate</td>
<td>250.00</td>
</tr>
</tbody>
</table>

**Hotel rooms (ITE 510)**

<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>Units</th>
<th>Method</th>
<th>Daily Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>100</td>
<td>Average</td>
<td>817.00</td>
</tr>
<tr>
<td>Movie Screens (ITE 445)</td>
<td>100</td>
<td>Average</td>
<td>29250.00</td>
</tr>
<tr>
<td>School Enrollment</td>
<td>100</td>
<td>Average</td>
<td>129.00</td>
</tr>
<tr>
<td></td>
<td>100</td>
<td>Average</td>
<td>171.00</td>
</tr>
<tr>
<td></td>
<td>100</td>
<td>Average</td>
<td>298.00</td>
</tr>
<tr>
<td>Misc Floor Space (kSF) not covered above</td>
<td>100</td>
<td>Average</td>
<td>100</td>
</tr>
</tbody>
</table>
Population Trend-Based Forecast
Teton County, WY

Forecast: 1.7% population growth per year
- 18% increase by 2024
- 38% increase by 2038
Effective Population

- Residents (incl. seasonal residents)
- Visitors
- In-Commuters
- Seasonal Workers
The effective summer population is forecast to grow about 1.0% per year
• 12% increase by 2024
• 23% increase by 2035
Mode Share
Mode Share Notes

• Starting point: 2001 travel diaries
• Transit mode share adjusted to reflect actual 2013 ridership by season
• Carpooling reduced (modest) to reflect shift to transit
• Winter and shoulder season bike mode share adjusted downward using National Bicycle and Pedestrian Documentation Project
• Data checked against ACHS
### Baseline Resident Mode Share

<table>
<thead>
<tr>
<th></th>
<th>Winter</th>
<th>Summer</th>
<th>Shoulder</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOV</td>
<td>56.4%</td>
<td>52.0%</td>
<td>54.1%</td>
</tr>
<tr>
<td>MOA</td>
<td>29.5%</td>
<td>28.4%</td>
<td>29.4%</td>
</tr>
<tr>
<td>Walk</td>
<td>9.0%</td>
<td>9.0%</td>
<td>9.0%</td>
</tr>
<tr>
<td>Bike</td>
<td>3.2%</td>
<td>10.0%</td>
<td>6.8%</td>
</tr>
<tr>
<td>Transit</td>
<td>1.9%</td>
<td>0.6%</td>
<td>0.7%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>

**SOV**: single occupant vehicle  
**MOA**: multi-occupant auto  

Preliminary Data – Details May Change
Trends in Total VMT

2000 - 2012

US: 8%
CO: 12%
ID: 21%
MT: 20%
WY: 15%

2006 - 2012

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

Source: FHWA and US Census Bureau
Trends in Per Capita VMT

2000 - 2012

US: -3%
CO: -7%
ID: -2%
MT: 8%
WY: -2%

2006 - 2012

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

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
State Highway VMT in Teton County grew 12% from 2000-2011
(Average of 1.1% per year)
Estimated Existing Countywide Seasonal VMT*
Teton County, WY

*Preliminary estimates will change

Preliminary Data – Details May Change
Note:

• Well over half of VMT is by non-residents
  – Visitors
  – In-Commuters
  – Truck traffic

• VMT trends can be volatile in the short range
Baseline Countywide VMT Forecast

Annual VMT growth: 1.2%

Data is still being revised
Traffic
Traffic Forecasting Methodology

• Use 2008 modeling as a general framework
• Use WYDOT data where available
• Focus on permanent counter locations
• Use same base data for VMT & traffic
• Keep it simple
Traffic Benchmarks Model

Current Traffic at 4 Indicator Count Stations

Effective Population Growth by TAZ

Forecast Traffic at 4 Indicator Count Stations

Update in 2019
Traffic Indicator
County
Locations

WYDOT Permanent
Traffic Recorder Locations
Baseline Traffic Forecast

**GROS VENTURE (#84)**

<table>
<thead>
<tr>
<th>Year</th>
<th>2013</th>
<th>2024</th>
<th>2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>July MAWDT</td>
<td>14,362</td>
<td>16,476</td>
<td>18,641</td>
</tr>
<tr>
<td>AADT</td>
<td>7,319</td>
<td>8,396</td>
<td>9,500</td>
</tr>
<tr>
<td>% Change</td>
<td>15%</td>
<td>30%</td>
<td></td>
</tr>
</tbody>
</table>

**TETON VILLAGE (#141)**

<table>
<thead>
<tr>
<th>Year</th>
<th>2013</th>
<th>2024</th>
<th>2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>July MAWDT</td>
<td>15,652</td>
<td>18,585</td>
<td>21,569</td>
</tr>
<tr>
<td>AADT</td>
<td>10,522</td>
<td>12,494</td>
<td>14,500</td>
</tr>
<tr>
<td>% Change</td>
<td>19%</td>
<td>38%</td>
<td></td>
</tr>
</tbody>
</table>

**JACKSON SOUTH (#32)**

<table>
<thead>
<tr>
<th>Year</th>
<th>2013</th>
<th>2024</th>
<th>2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>July MAWDT</td>
<td>12,192</td>
<td>13,920</td>
<td>15,692</td>
</tr>
<tr>
<td>AADT</td>
<td>7,676</td>
<td>8,764</td>
<td>9,880</td>
</tr>
<tr>
<td>% Change</td>
<td>14%</td>
<td>29%</td>
<td></td>
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</table>

**JACKSON WEST (#158)**

<table>
<thead>
<tr>
<th>Year</th>
<th>2013</th>
<th>2024</th>
<th>2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>July MAWDT</td>
<td>22,829</td>
<td>26,413</td>
<td>30,077</td>
</tr>
<tr>
<td>AADT</td>
<td>15,607</td>
<td>18,057</td>
<td>20,562</td>
</tr>
<tr>
<td>% Change</td>
<td>16%</td>
<td>32%</td>
<td></td>
</tr>
</tbody>
</table>

**Preliminary Data – Details May Change**

AADT = Annual Average Daily Traffic

MAWDT = Monthly Average Weekday Traffic
Note:

• Weekday traffic is higher than weekend day traffic all locations all year, except summer at the North Highway location, where they are about the same.

• Summer weekday traffic at the North Highway Location is over twice average annual daily traffic.
Baseline Transit Ridership Forecast

Assumes no change in travel behavior (mode share)
Key Outcomes

• Need to broaden mission from mode share to mode share + VMT management
• Need to address the role transit will play – primary opportunity for mode shift
• Key remaining highway projects will be difficult but important
• Strategic integration of state, county and town programs will be required
Prioritization Framework
Framework for Setting Priorities

• Capital Projects
• Programs
• Other Actions
Specific Major Capital Projects

- **START Maintenance Facility
- **WY-22 Pathway Connection: Wilson – Jackson
- **Tribal Trails Connector
- **Snow King/Maple Way
- **Y Intersection
- **WY-22 Multimodal/Roadway: Jackson – WY-390
- **WY-390 Multimodal/Roadway: WY-22 – Teton Village
- WY-22/WY-390 Intersection
- WY-22 Multimodal/Roadway: Wilson
- New Fixed Guideway Transit
- Pave and Grade Spring Gulch Road
- New North River Bridge & Highway Corridor

** Comp Plan High Priority
Capital Project Categories

• START Commuter Transit – Vehicles
• START Corridor Transit – Vehicles
• START Circulator Transit – Vehicles
• Town Streets
• County Roads
• New Regional Pathways
• New Local Pathways
• Pedestrian Upgrades – Town
• Pedestrian Upgrades – County
• Wildlife Safety
• Public Parking Facilities
Programs

• START Transit Operations (O & M)
• Transportation Demand Management
• State-of-Good-Repair
Other Actions

• Regional Transportation Authority
Major Capital Projects

- Approach implementation strategically
- Make explicit link to WYDOT’s PEL study
- Use benchmarks to trigger project development
Capital Project Integration

• Group 1: WY-22
  – Y Intersection
  – Tribal Trails Connector
  – WY-22 Multimodal/Roadway: Jackson – WY-390
  – WY-22 Pathway Connection: Wilson – Jackson
  – Intersection of Spring Gulch & WY-22

• Group 2: WY-390
  – Intersection of WY-390 & WY-22

• Group 3: US 26 Jackson Bypass – NEPA Process
  – Pave & Grade Spring Gulch Road
  – Fixed Guideway Transit
  – New North Bridge and Highway Corridor
## Group 1 Benchmarks

<table>
<thead>
<tr>
<th>GROUP</th>
<th>Project</th>
<th>NEPA PEL</th>
<th>Conceptual Design</th>
<th>Final Design</th>
<th>Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Y Intersection</td>
<td>Comp.</td>
<td>Initiate Now</td>
<td>Initiate Now</td>
<td>Initiate Now</td>
</tr>
<tr>
<td>1</td>
<td>Tribal Trails Connector</td>
<td>Comp.</td>
<td>Initiate Now</td>
<td>Initiate Now</td>
<td>Initiate Now</td>
</tr>
<tr>
<td>1</td>
<td>WY-22 PEL Segment 1</td>
<td>Comp.</td>
<td>Initiate Now</td>
<td>Benchmark 1</td>
<td>Benchmark 2</td>
</tr>
<tr>
<td>1</td>
<td>WY-22 Pathway</td>
<td>Comp.</td>
<td>Initiate Now</td>
<td>Benchmark 1</td>
<td>Benchmark 2</td>
</tr>
<tr>
<td>1</td>
<td>Spring Gulch Intersection</td>
<td>Comp.</td>
<td>Initiate Now</td>
<td>Benchmark 1</td>
<td>Benchmark 2</td>
</tr>
</tbody>
</table>

Preliminary Data – Details May Change
Benchmark 1
### Benchmark 1 (Final Design)

<table>
<thead>
<tr>
<th>Indicator Count Location</th>
<th>WY-22 @ Snake R Bridge</th>
<th>Average July VPD</th>
<th>Average Annual VPD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013 Actual Traffic</td>
<td>22,829</td>
<td>15,607</td>
<td></td>
</tr>
<tr>
<td>2024 Forecast Traffic</td>
<td>26,413</td>
<td>18,057</td>
<td></td>
</tr>
<tr>
<td>2035 Forecast Traffic</td>
<td>30,033</td>
<td>20,562</td>
<td></td>
</tr>
<tr>
<td>Trigger</td>
<td>--</td>
<td>18,000</td>
<td></td>
</tr>
</tbody>
</table>

Preliminary Data – Details May Change

90% of construction Benchmark 2
## Benchmark 2 (Construction)

<table>
<thead>
<tr>
<th>Indicator Count Location</th>
<th>WY-22 @ Snake R Bridge</th>
<th>Average July VPD</th>
<th>Average Annual VPD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013 Actual Traffic</td>
<td>22,829</td>
<td>15,607</td>
<td></td>
</tr>
<tr>
<td>2024 Forecast Traffic</td>
<td>26,413</td>
<td>18,057</td>
<td></td>
</tr>
<tr>
<td>2035 Forecast Traffic</td>
<td>30,033</td>
<td>20,562</td>
<td></td>
</tr>
<tr>
<td>Trigger</td>
<td>--</td>
<td>20,000</td>
<td></td>
</tr>
</tbody>
</table>

Preliminary Data – Details May Change
# Group 2 Benchmarks

<table>
<thead>
<tr>
<th>GROUP</th>
<th>Project</th>
<th>NEPA PEL</th>
<th>Conceptual Design</th>
<th>Final Design</th>
<th>Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>WY-22/WY-390 Intersection</td>
<td>Comp.</td>
<td>Initiate Now</td>
<td>Initiate Now</td>
<td>Initiate Now</td>
</tr>
<tr>
<td>2</td>
<td>WY-390 Segment 5</td>
<td>Comp.</td>
<td>Initiate Now</td>
<td>Benchmark 3</td>
<td>Benchmark 4</td>
</tr>
<tr>
<td>2</td>
<td>WY-390 Segment 6</td>
<td>Comp.</td>
<td>Initiate Now</td>
<td>Benchmark 3</td>
<td>Benchmark 4</td>
</tr>
</tbody>
</table>
Benchmark 3
## Benchmark 3 (Final Design)

<table>
<thead>
<tr>
<th>Indicator Count Location</th>
<th>WY-390 North of WY-22</th>
<th>Average July VPD</th>
<th>Average Annual VPD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013 Actual Traffic</td>
<td>15,652</td>
<td></td>
<td>10,522</td>
</tr>
<tr>
<td>2024 Forecast Traffic</td>
<td>18,585</td>
<td></td>
<td>12,494</td>
</tr>
<tr>
<td>2035 Forecast Traffic</td>
<td>21,569</td>
<td></td>
<td>14,500</td>
</tr>
<tr>
<td>Trigger</td>
<td>--</td>
<td></td>
<td>18,000</td>
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</tbody>
</table>

90% of construction Benchmark 4

Preliminary Data – Details May Change
Benchmark 4
## Benchmark 4 (Construction)

<table>
<thead>
<tr>
<th>Indicator Count Location</th>
<th>WY-390 North of WY-22</th>
<th>Average July VPD</th>
<th>Average Annual VPD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013 Actual Traffic</td>
<td>15,652</td>
<td></td>
<td>10,522</td>
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<tr>
<td>2024 Forecast Traffic</td>
<td>18,585</td>
<td></td>
<td>12,494</td>
</tr>
<tr>
<td>2035 Forecast Traffic</td>
<td>21,569</td>
<td></td>
<td>14,500</td>
</tr>
<tr>
<td>Trigger</td>
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<td></td>
<td>20,000</td>
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## Group 3 Benchmarks

<table>
<thead>
<tr>
<th>GROUP</th>
<th>Project</th>
<th>NEPA PEL</th>
<th>Conceptual Design</th>
<th>Final Design</th>
<th>Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>US 26 Bypass Alternatives</td>
<td>Benchmark 5</td>
<td>TBD</td>
<td>TBD</td>
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Benchmark 3
## Benchmark 5 (Initiate NEPA)

<table>
<thead>
<tr>
<th>Indicator Count Location</th>
<th>US-26 North of Jackson</th>
<th>Average July VPD</th>
<th>Average Annual VPD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013 Actual Traffic</td>
<td>14,362</td>
<td>7,319</td>
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<td>2024 Forecast Traffic</td>
<td>16,476</td>
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<td>2035 Forecast Traffic</td>
<td>18,585</td>
<td>9,500</td>
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</tr>
<tr>
<td>Trigger</td>
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<table>
<thead>
<tr>
<th>Indicator Count Location</th>
<th>US-26 South of Jackson</th>
<th>Average July VPD</th>
<th>Average Annual VPD</th>
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</thead>
<tbody>
<tr>
<td>2013 Actual Traffic</td>
<td>12,192</td>
<td>7,676</td>
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<td>2024 Forecast Traffic</td>
<td>13,920</td>
<td>8,764</td>
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<td>2035 Forecast Traffic</td>
<td>15,692</td>
<td>9,880</td>
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<tr>
<td>Trigger</td>
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</tbody>
</table>

80% of construction benchmark

Preliminary Data – Details May Change
RTA
Potential Role of Regional Transportation Authority

MPO Approach:
Continuing, Comprehensive, Cooperative
Potential Role of Regional Transportation Authority

RTA

- All Projects
- Projects of Regional Significance
- Local Projects

WYDOT

County

Town

Projects of Regional Significance

Local Projects

Local Projects
Next Steps, Upcoming Events
Project Schedule

- October 10 – TAC Meeting (teleconference)
- October 29 – Public Workshop
- December 9 – JIM Presentation – Plan Contents
- January 27 – JIM Presentation – Draft Plan