Teton Dam Site Transportation Study

Photo credit: Bureau of Reclamation

November 2019

Produced by Federal Highway Administration –

Western Federal Lands Highway Division for the

Bureau of Reclamation

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Executive Summary

The purpose of this report is to summarize the study of the transportation characteristics of the Teton Dam site and provide potential improvements to the site.

Construction of the Teton Dam was completed in 1976 . On its first fill on June 5, 1976, the dam failed causing a catastrophic event leading to the loss of 11 lives and millions of dollars in property damage. Since the failure, the physical infrastructure at the dam site has aged and deteriorated and is in need of repair. In 2018, Reclamation initiated a working group known as the Teton Recreation Coalition (TRC) in an effort to rehabilitate the Teton Dam site.

The main access to the site is from the south, where Teton Dam Road leads to the site from Highway 33. See Figure 1-2 for an overview of the site and the areas with higher priority for improvements.

Usage at the site is varied and is mainly recreational. Recreational uses of the site includes: fishing, boating (hard-side boats and rafts), camping, hunting, wildlife viewing, hiking, and sightseeing. Because of the sporadic use and enforcement presence, trespassing and vandalism are concerns at the site.

Based on the input of Reclamation, the TRC, and information gathered by WFL, the following goals and objectives were developed specific to transportation on the site:

Goal 1: Provide transportation facilities that improve public safety, accommodate future visitor growth and increased recreational activities, and reduce maintenance needs.

Goal 2: Provide a climate for economic growth.

Goal 3: Minimize adverse impacts to the environmental, cultural, and scenic characteristics of the study area.

Potential improvements were developed to address areas of concern and satisfy project goals, described below:

Overlook: improve aesthetics of site, change geometrics to allow adequate turning radius for large vehicles; stripe parking lot, improve overlook point, add path to administration site, add toilet.

Administration Site: (Improvements are shown in phases: the initial build, and a potential full-build) mill and install paving for a portion of the site (for initial build), add picnic area, add pavilion shelter.

Campground Option A/Day Use Sites in Lower Area: Develop primitive camping/picnic sites, widen and resurface road, construct parking areas, , construct boat ramps, add toilet, install gates and boulders to restrict vehicular access to approved areas.

Campground Option B on Rim: Develop camping sites, resurface the portion of road that accesses campsites. Install gates and place boulders to restrict access to the shaft house areas where public use is prohibited.

North Side: Install gate, boulders and "Road Closed" sign.

Northeast Boat Ramp: Recondition and resurface 12-foot wide road, construct boat ramp, develop picnic areas.

Sign Map: Install Teton Dam Recreation Area sign at intersection of Highway 33 and Teton Dam Road, informational and directional signage within the site.

The report also outlines some funding opportunities and potential next steps.

1 Introduction

1.1 Location and Study Area

The Teton Dam site is located in Fremont and Madison Counties, Idaho, approximately 1.5 miles north of Highway 33, on Teton Dam Road. The latitude and longitude coordinates are 43.904778, -111.538861. The Study Area is defined as the US Bureau of Reclamation (Reclamation) property on both sides of the Teton River (see Figure 1-1 for a map of the site).

1.2 Background

The Teton Project was authorized by Congress in 1964 authorizing the Bureau of Reclamation (Reclamation) to build a dam and manage the Project, including providing for basic public outdoor recreation facilities. The Teton Dam was constructed from 1972 to 1976. On June 5, 1976, on its first fill, Teton Dam failed causing a catastrophic event leading to the loss of 11 lives and millions of dollars in property damage. The Teton Dam failure led to Reclamation's Dam Safety Program which helps ensure the physical integrity of Reclamation dams and in the long-term stability of dams to protect lives and property. The program has been adopted throughout the United States and worldwide.

After the failure, investigations were conducted which removed some of the remaining material of the Dam. Reclamation has been managing the site since the failure, but the area has remained basically unchanged. Over time, the physical infrastructure at the dam site has experienced damage from the public and is in need of repair.

In 2018, Reclamation initiated a working group in an effort to rehabilitate the Teton Dam site. The group, known as the Teton Recreation Coalition (TRC), established a charter (See Appendix A) that outlined its purpose and goals.

1.3 Scope of this Report

Reclamation approached Federal Highway Administration-Western Federal Lands Highway Division (WFL) to provide a study on the transportation characteristics of the site. WFL used discussions with Reclamation and the TRC as a guides to determine what to include in this report. Generally, the report is outlined as follows:

- Introduction
- Existing Conditions
- Goals and Objectives
- Improvement Options
- Conclusion

This report is intended to be provide an assessment of transportation conditions on the site, and provide a suite of transportation options for potential future improvements.


RECLAMATION
Managing Water in the West
Teton Canyon Recreation Area
Non-USBR Land
USBR Land Boundary
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0.125
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Miles
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Filename: Teton_Canyon_Rec_Area_Overview_110818
Prepared by: dchan Date Plotted: 11/8/2018

Figure 1-1

1.4 Methodology

WFL began coordination with Reclamation on this study in October 2018, holding a conference call to obtain background information on the area and site, discuss Reclamations goals for the project, and a general project schedule.

WFL also reviewed documents that Reclamation provided detailing information about the site and surrounding areas. A list of those documents is included in Section 7 References. Additionally, a group of Brigham Young University-Idaho students produced a senior capstone project that focused on one section of the site—the overlook and former administration building area.

WFL Project Manager, Seth English-Young, attended a site visit and a meeting of the TRC in November 2018. During that visit WFL gathered information on the existing conditions at the site and the goals of the Coalition for the project. The TRC charter includes useful information on the purpose, goals and considerations of the Coalition.

Conference calls were set up throughout the project and WFL called into TRC quarterly meetings when possible. During the February 2019 TRC meeting, the Coalition provided a ranking of the highest priority areas within the site, listed below in order and shown on Figure 1-2:

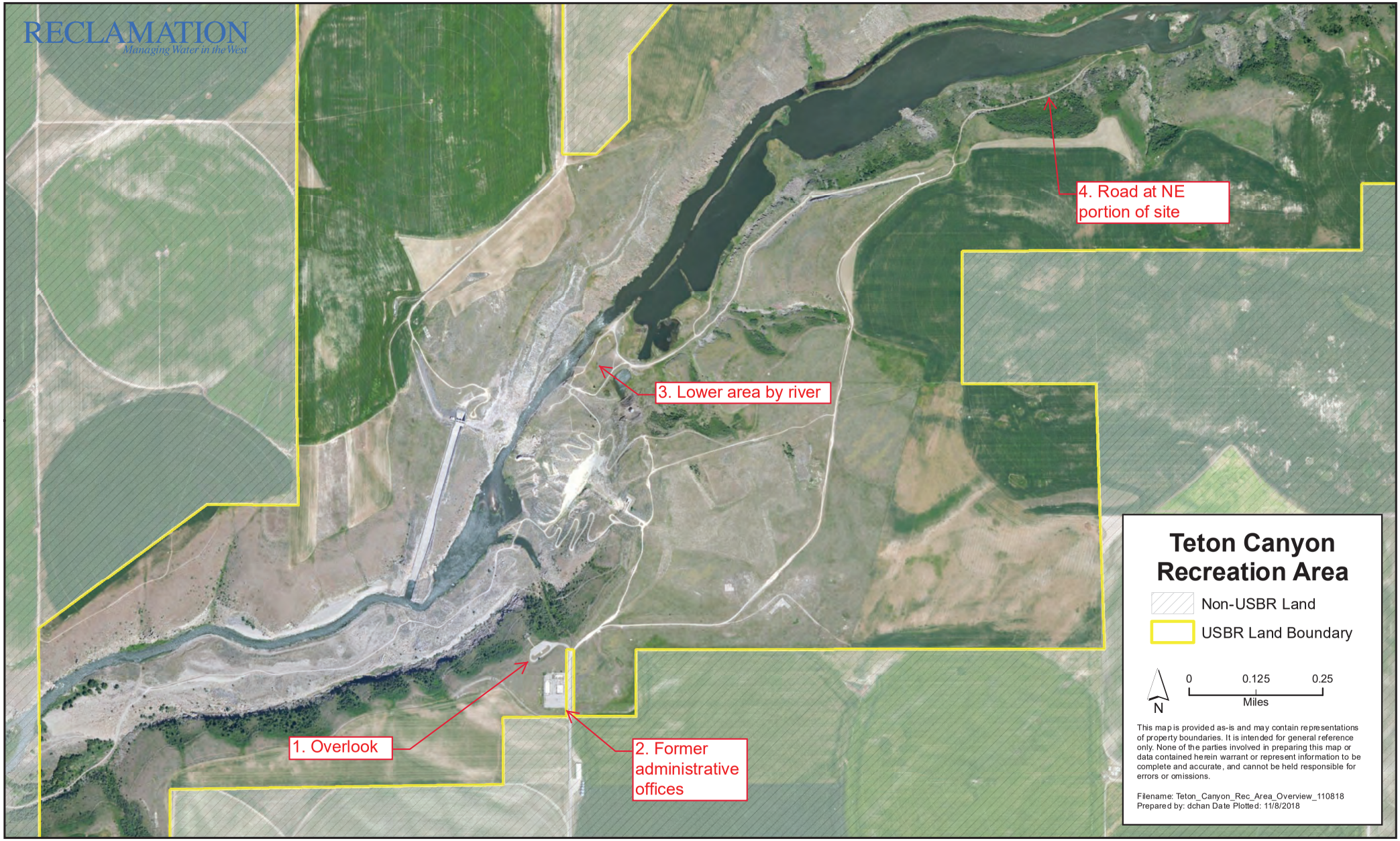
1. Overlook area
2. Former administrative office area
3. Lower area near river
4. Road at NE portion of site that accesses boat/raft take-out

WFL Project Manager and a Design Engineer conducted a site visit in April 2019 to obtain site information. Madison County also provided GIS data to WFL during that visit.

WFL staff utilized the information gathered from various sources to produce this report in coordination with Reclamation, Madison County, and other members of the TRC.

1.5 Existing Plans and Projects

Reclamation produced the *Teton River Canyon Resource Management Plan* in 2006 to "provide management direction for lands and waters under Reclamation jurisdiction in the vicinity of Teton River Canyon." Reclamation also produced the *Henrys Fork Basin Study Report* in 2015 to "assess current and future water supply and demand in the Henrys Fork Basin and adjacent areas that receive water from the basin, and to identify a range of potential strategies to address any projected imbalances."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4. Road at NE portion of site
3. Lower area by river
1. Overlook
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Figure 1-2

2 Existing Conditions

2.1 Physical Features

The Teton Dam site study area is shown in Figure 2-1 with the main areas labeled A through J.

2.1.1 Site Layout and Landscape

The main access to the site is from the south, where Teton Dam Road leads to the site from Highway 33. At the former administrative building site (A) and overlook (B) the elevation is approximately 5330-5350 feet. Both sites A and B and the road between them are paved.

From the overlook site, the road travels northeast and splits into two roads. The road to the north (C) goes to the shaft house river outlet works (shown on Figure 2-2) and is a gravel and dirt road approximately 12 feet wide. Off of C is a steep narrow road (I) that travels down to a pump and the river. The road to the east (D) is the main route to the site. It is a gravel road in good condition that is approximately 20 feet wide and was improved by Madison County in 2018. Off the main road is the road at NE portion of site (E) that accesses a boat/raft take-out (see Figure 2-3). This road is in very rough condition and WFL staff did not drive down it due to its condition.

The main road takes a hairpin turn and travels to the west (F). Within section F is the former boat ramp from the dam (which is paved) and the road travels from approximately 5340 feet in elevation down to approximately 5040 feet elevation to the lower area of the project site.

The road in the lower area (G) is dirt and approx. 10-12 feet wide. There is recreational access to the water in this area. To the south of the road is a steep, rough dirt trail (H) approximately 8-10 feet wide that goes up to the top of the remaining dam structure. Some motor vehicles traverse the trail, but it is very rough and not intended for vehicle use.

On the northwest side of the river is a road (J) that accesses the spillway. Access to this road from a public roadway is not clearly defined and might be through private property.

The landscape is generally devoid of trees or substantial vegetation.

2.1.2 Hydraulics

The Teton River flows through the site from NE to SW. The river flows slowly from the NE takeout area to near the former dam where it narrows down creating rapid flow. There are a number of ponds and inlets, including one large culvert under the road in the lower area.

Large portions of the lower area likely lie in the 100-year flood zone, though FEMA mapping indicates that a portion of the site is in Zone A, which means that no base flood elevation is determined. A FEMA Firmette is included in Appendix B.

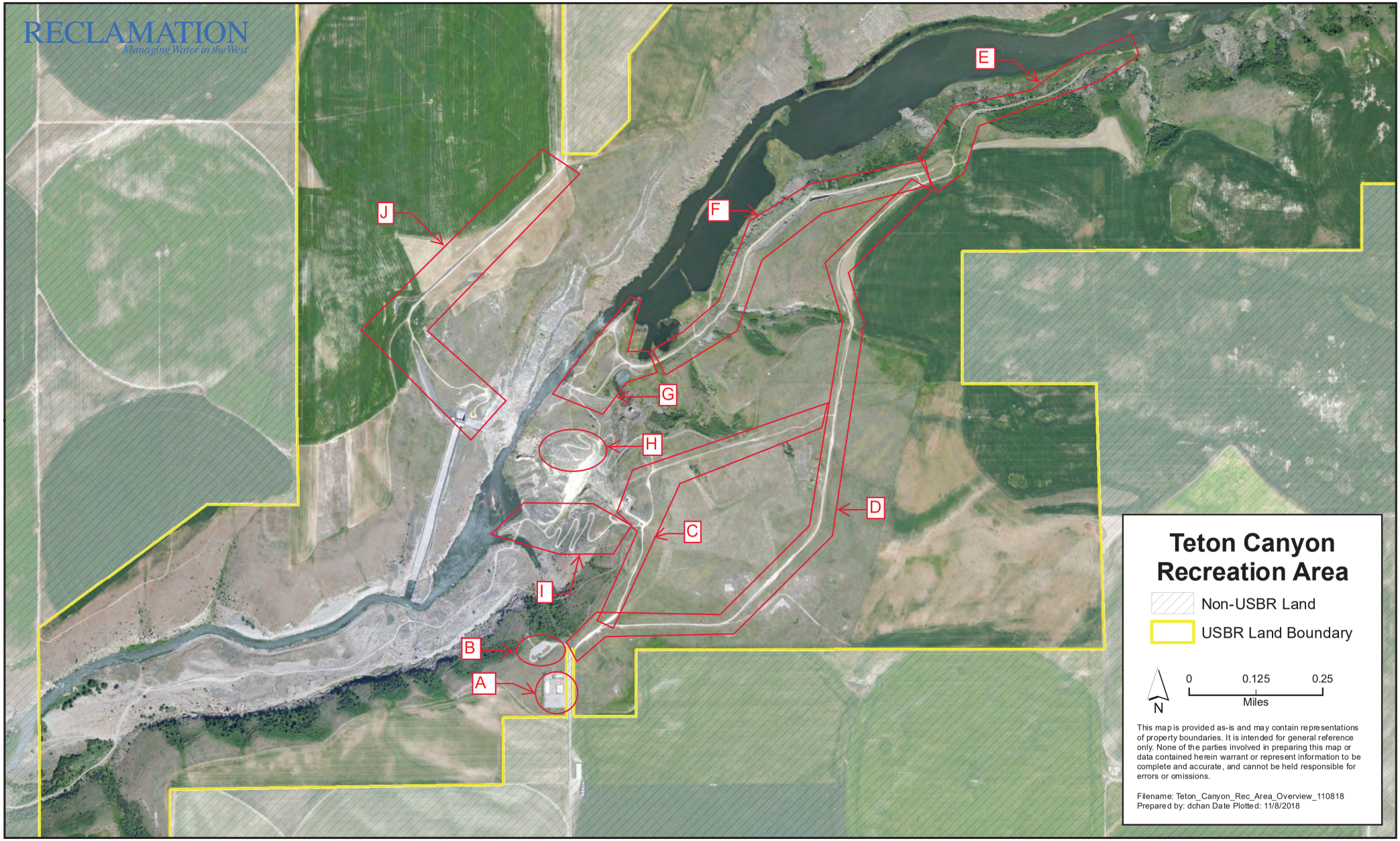
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Figure 2-1

Dam Structures – Upstream View

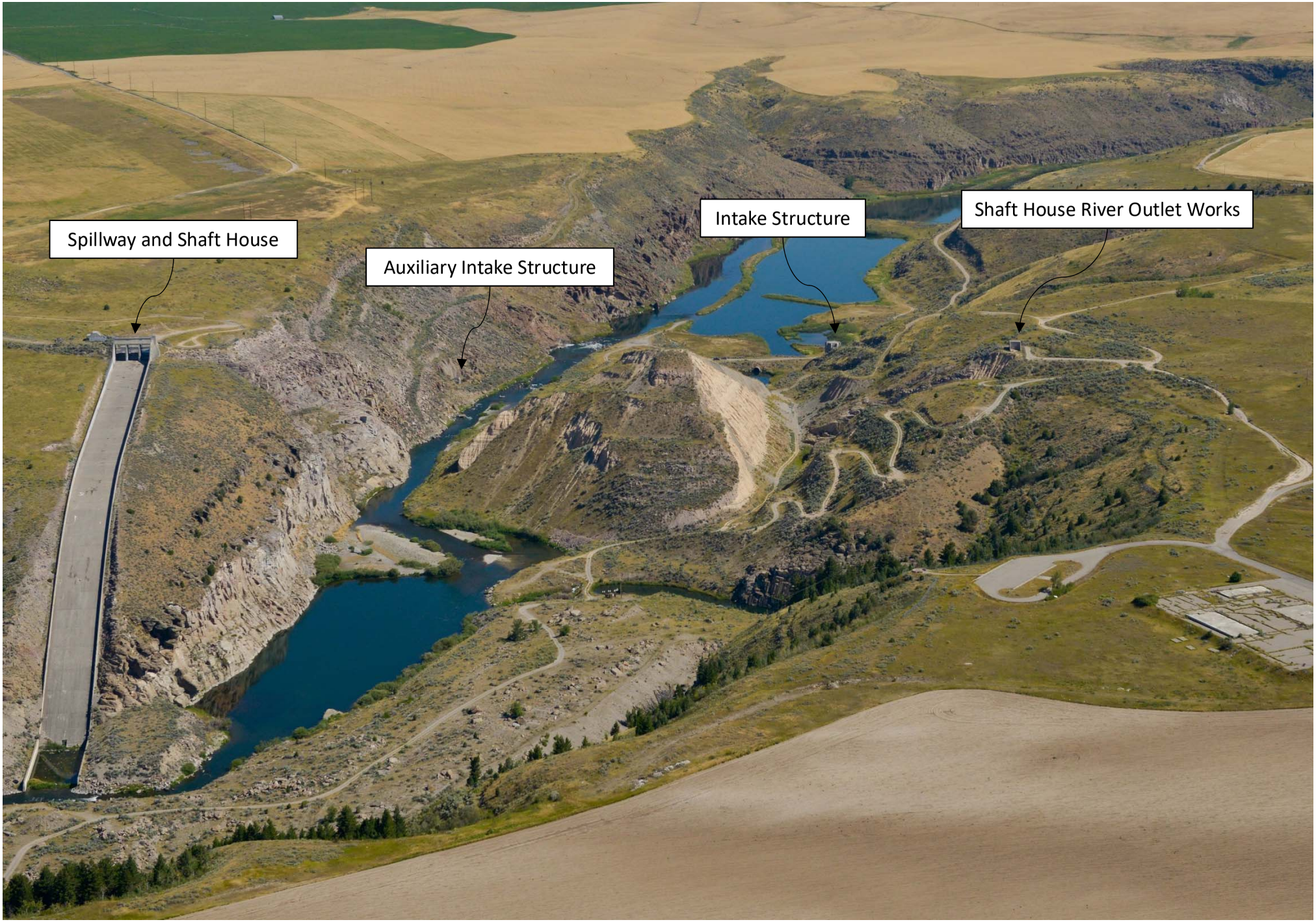


Figure 2-2

Figure 2-3

2.2 Operations and Maintenance

Reclamation has full recreation authority and is responsible for management of the Teton Dam site. Madison County has completed some improvements to the roads on the site, including adding aggregate and shaping the main road (D) as recently at 2018.

Trespassing and vandalism are concerns at the site and are considerations in the TRC charter. Reclamation has issued public safety warnings reminding that some of the areas at the site (e.g. tunnels, structures, and administrative areas) are closed to public entry.

2.3 Usage

Usage at the site is varied and is mainly recreational. Recreational uses of the site includes: fishing, boating (hard-side boats and rafts), camping, hunting, wildlife viewing, hiking, and sightseeing.

There are informal river access sites for boaters located in the lower area (G). White-water rafting occurs upriver from the site, and an informal takeout site for rafts is located at the very northeast corner of the site at the end of the rough road (E). Rafters use the takeout despite how rough the road is, because the current slows down considerably after the takeout location and it takes a long time to float to the more easily accessible access in the lower area (G).

Occasionally, tour busses will access the site, usually not venturing further than the overlook (B). However, the turning radius at the overlook often does not allow busses to turn around, requiring them to back out to the administrative site (A). Additionally, sometimes the busses continue on the main road (D), which doesn't offer a good turn-around location either.

Parking occurs at the overlook, in the lower area (G) and near structures such as the shaft house river outlet works.

Illegal activity occurs, including trespassing and vandalism in and on the structures remaining on the site. Police and other emergency services access the site as necessary, but due to the distance from population centers, presence is sporadic. No government administrative offices remain at the site, so official usage by Reclamation is intermittent.

It is important to note that while existing usage is relatively low, future usage would vary considerably depending on what improvements are undertaken. If the site is left generally as it is, usage would not likely grow considerably. However, it has been mentioned in TRC meetings that demand for outdoor activities in this region is high and campgrounds are limited.

2.4 Traffic

Three separate traffic counts were conducted in 2019, with varying results. In June 2019, Madison County put out on set of counters on Teton Dam Road near Highway 33 and averaged 12 vehicles per day (VPD).

Federal Highway Administration-Central Federal Lands conducted a traffic study from August 7 to August 20, 2019. The most dependable data was at the entrance, near the old administration site, where the ADT was 50. The data indicates that about 50 vehicles entered the site and exited the site per day.

Idaho Department of Fish and Game (IDFG) collected traffic counts at the former boat ramp on the main road down to the lower area. IDFG collected data for 104 days in the months of July through October. The counts indicated an ADT of about 39 vehicles per day (39 inbound and 39 outbound each day). The IDFG counts also showed peak usage in July.

2.5 Utilities and Water Rights

Currently, there are no toilets, running water, or apparatuses that utilize electricity. There was a vault toilet at the overlook in the past, and the administration buildings had electricity, running water and sewer or septic system. It is unknown what underground utilities still exist.

According to the TRC Charter, the Fremont-Madison Irrigation District (FMID) has existing irrigation water rights on the Teton River. Additionally, FMID is the contracted beneficiary of water that would be stored behind Teton Dam, if it were ever rebuilt.

2.6 Safety

There is no data on crashes on the Teton Dam site, but anecdotally vehicles have been known to crash into the chain link fence at curve in the road between the administrative site and the overlook. The fence is not designed to be a safety feature, but it has acted as one, stopping vehicles from going down the ravine. It is likely that vehicles have gotten stuck or run off the roads on the site. Also, in some locations, such as the roads at (E), (F), (H) or (I), running off the road could have serious implications due to steep slopes.

Additionally, non-transportation safety of users is a concern with the remaining structures from the dam. As reported in newspaper articles and Reclamation news releases, there are areas where falls, drownings, and noxious gasses could occur.

2.7 Demographics and Economics

The project takes place in Madison and Fremont Counties. The following table summarized demographic and economic data from the 2017 and 2018 American Community Survey estimates from the US Census Bureau.

		Madison County*	Fremont County*	Idaho**
Population		38,241	12,889	1,754,208
Race/Ethnicity	**White (not Hispanic or Latino)**	89.0%	85.1%	81.8%
	Hispanic or Latino	7.1%	12.5%	12.7%

	Black or African American	0.6%	0.2%	0.6%
	American Indian or Alaska Native	0.0%	0.3%	1.1%
	Asian	1.1%	0.1%	1.5%
	Native Hawaiian and Other Pacific Islander	0.1%	0.2%	0.1%
	Some Other Race	0.2%	0.1%	0.1%
	Two or More Races	1.8%	1.5%	2.2%
Economic Characteristics	**Median Household Income**	$33,620	$51,806	$55,583
	Persons below poverty level	31.8%	11.9%	11.8%
	Unemployment rate	9.2%	5.9%	4.0%
*2017 ACS 5-year estimate data				
**2018 ACS 1-year estimate data				

Regarding the economic characteristics data in Madison County, it should be noted that there is a large student population (over 20,000 students) at BYU-Idaho many of whom do not work full-time, therefore decreasing the median household income and increasing the percent of persons below the poverty level and unemployment rate.

2.8 Environmental Setting

The National Environmental Policy Act (NEPA), requires that "all branches of government give proper consideration to the environment prior to undertaking any major federal action that significantly affects the environment (EPA website https://www.epa.gov/laws-regulations/summary-national-environmental-policy-act)."

NEPA applies to any future construction projects on the site, since Reclamation is a federal agency. To meet their NEPA requirements for future construction projects , Reclamation may need to produce an Environmental Impact Statement or Environmental Assessment, or projects may fall under the categorical exclusions for Reclamation, as described in their Department Manual, 516 DM 14 *Managing the NEPA Process – Bureau of Reclamation.*

This section describes relevant environmental existing conditions on the site.

2.8.1 Floodplains

Executive Order (EO) 11988, *Floodplain Management*, requires efforts be taken to reduce the risk of flood loss; minimize the impacts of floods on human safety, health, and welfare; and restore and preserve the natural and beneficial values served by floodplains. EO 11988 requires federal agencies to avoid, to the extent possible, the long and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative.

Compliance with this directive requires an evaluation of a proposed project and its alternatives to determine the effects of any encroachments on the "base" floodplain. The base floodplain is the area covered by water from the 100-year flood and is a regulatory standard used by federal agencies and states to administer floodplain management programs.

Large portions of the lower area likely lie in the 100-year flood zone, though FEMA mapping indicates that a portion of the site is in Zone A, which means that no base flood elevation is determined. A FEMA Firmette is included in Appendix B.

2.8.2 Hazardous Materials

The Idaho DEQ Waste Remediation Facilities Mapper (http://www.deq.idaho.gov/waste-mgmt-remediation/remediation-activities/facility-mapper/) indicates that there were two underground storage tanks near the shaft house river outlet works and that both were removed in 1989 or 1990. No other facilities are shown in the Mapper.

2.8.3 Cultural, Historic and Recreational Resources

Resources listed, or determined eligible for listing for the National Register of Historic Place (NRHP), are considered historic properties. Such properties are generally afforded protection under the National Historic Preservation Act. Federal agencies are required to consider the effects of their undertakings on historic properties and must consult affected American Indian tribes. The implementing regulations of Section 106 also require agencies to seek ways of avoiding, minimizing, or mitigating any adverse effects on historic properties.

In September 2019, Reclamation provided to Idaho State Historic Preservation Office (SHPO) an NRHP evaluation for future construction improvements that are described in this plan. SHPO sent a letter to Reclamation in October 2019 concurring that the propose actions would have no effect to historic properties.

2.8.4 Biological Resources

According to the US Fish and Wildlife Service Information for Planning and Consultation (IPAC) (see Appendix C), three species protected, or proposed for protection, by the Endangered Species Act could occur in the project area:

Species	Status	Critical Habitat in Study Area
North American Wolverine *Gulo gulo luscus*	Proposed Threatened	No
Yellow-billed Cuckoo *Coccyzus americanus*	Threatened	No
Ute Ladies'-tresses *Spiranthes diluvialis*	Threatened	No

Reclamation staff completed a survey of the site for Ute Ladies'-tresses in August 2019 and did not find any.

2.8.5 Wetlands and Waters of the US

According to National Wetland Inventory mapping (see Appendix D), there are wetlands and waters of the US in the project area. Future construction projects will need to that have permanent or temporary impacts to wetland/waters will need to be permitted through the US Army Corps of Engineers (USACE) 404 permitting process. Project partners would need to complete a wetland/waters delineation according to USACE requirements and advance design far enough to calculate impacts to wetlands/waters in order to apply for the permits.

The type and effect of 404 permit process depends on the amount of permanent impacts to wetlands/waters. Generally, if the project has less than 0.1 acre of permanent impacts, the project will fall under a nationwide permit and compensatory mitigation is not required. If the project has between 0.1 and 0.5 acres of permanent impact, the project will fall under a nationwide permit and compensatory mitigation is required. According to USACE regulations, there are three mechanisms for providing compensatory mitigation (listed in order of preference as established by the regulations): mitigation banks, in-lieu fee programs, and permittee-responsible mitigation (https://www.epa.gov/cwa-404/compensatory-mitigation). If the project has over 0.5 acres of permanent wetland impacts a 404 Individual Permit is necessary. An Individual Permit has a longer timeframe, more in-depth permit analysis, and greater mitigation requirements.

The project lead will likely submit a Joint Application for Permit, which covers the USACE 404 permit, Idaho Department of Water Resources Stream Alteration Permit, and the 401 water quality certification or waiver for impacts to waters within the State of Idaho. (http://www.nww.usace.army.mil/Business-With-Us/Regulatory-Division/Joint-Application-for-Permit/)

2.8.6 Water Quality

The stretch of the Teton River in the project area is not on the state 303(d) list of impaired waters (http://www.deq.idaho.gov/water-quality/surface-water/monitoring-assessment/integrated-report.aspx). According to the Idaho Department of Environmental Quality 2016 Integrated Report, which is the most recent version approved by EPA, this stretch of river is listed as Category 4A, which means that a total maximum daily load (TMDL) was completed and approved by EPA.

Any future construction projects are not expected to permanently impact water quality.

Contract requirements in the construction contract will minimize temporary water quality impacts. The project lead may need to get permits for temporary turbidity increases due to construction. The Idaho Department of Environmental Quality (DEQ) administers the 401 Certification process to comply with Section 401 of the Clean Water Act

(http://www.deq.idaho.gov/water-quality/surface-water/standards/401-certification/). The construction project will need to obtain a 401 Certification, which is usually applied for in conjunction with the USACE 404 permit with the Joint Application.

2.8.7 Other Environmental Considerations

During the project engineering and environmental process of future construction projects, other environmental factors may be considered, including: Wild and Scenic Rivers, Air Quality, Visual Quality, Land Use, Property Acquisitions, Environmental Justice, Noise, Navigable Waterways, Section 6(f) of the Land and Water Conservation Act, and Cumulative and Indirect Impacts. Preliminary research indicates that construction projects will have minimal, or no impact to these environmental considerations, or that they are not relevant to future construction projects.

3 Goals and Objectives

The scope of this study coincides with the work of the TRC, though this report is intended to be provide an assessment and improvement options for transportation conditions and characteristics on the site, whereas the TRC is focused on all recreational aspects of the site. Based on the input of Reclamation, the TRC, and information gathered by WFL, the following goals and objectives were developed specific to transportation on the site.

3.1 Goal 1: Provide transportation facilities that improve public safety, accommodate future visitor growth and increased recreational activities, and reduce maintenance needs

3.1.1 Objectives

- Provide access to river
- Increase educational outreach and opportunities
- Reduce vandalism
- Improve public safety
- Help meet increasing demands for recreational opportunities

Improving the transportation system will ease access to recreational opportunities at the site and increase usage. Improved transportation facilities could lead to additional recreational opportunities such as stocking the ponds for fishing or educational opportunities such as school field trips.

The site is currently underutilized which can create unsafe situations and allows for vandalism. An increase in people using the site will act as informal observers and offer improved safety and deter some vandalism.

3.2 Goal 2: Provide a climate for economic growth

3.2.1 Objectives

- Provide transportation improvements that can be leveraged for additional enhancements that promote economic progress
- Develop and maintain partnerships that will be beneficial to the Teton Dam site and the region
- Provide for current and ongoing agricultural water use

The Teton Dam site offers opportunity for economic growth in the region. It is a site with unique natural and historic assets and is underutilized. Improvements to the transportation

system could attract more visitors, which could contribute to the local economy. As more visitors use the site, increased usage could create opportunities to leverage the transportation improvements into additional funding for other enhancements on the site.

The partnerships built in the TRC process will be vital in ongoing management and leadership. Multiple parties have interest in the site, and by having those parties work together in the TRC, ensures that the varied goals of the parties are taken into consideration when managing the site.

The agricultural usage of water from the Teton River contributes to the local economy and is an important consideration when making plans for the site.

3.3 Goal 3: Minimize adverse impacts to the environmental, cultural, and scenic characteristics of the study area.

3.3.1 Objectives

- Minimize impacts to resources in the Teton Canyon
- Promote restoration in the Canyon
- Incorporate sustainability practices for long term facility and range/ecological management of the area

Any improvements, as well as the associated increase in usage, come with the potential to impact environmental resources on and near the site. Considering the environmental impact of actions will help to create a site that is sustainable environmentally and economically.

4 Potential Improvements

This section contains a list of potential improvements intended to address previously identified issues and areas of concern and satisfy goals and objectives outlined in Section 3. The improvement options reflect information gathered from a thorough evaluation of the existing and projected conditions in the study area. The following steps were applied to develop improvement options:

(1) Identify issues and areas of concern based on field review, engineering analysis, and consultation with stakeholders.
(2) Identify overall corridor goals and objectives.
(3) Analyze the information gathered to develop improvement options to address the issues and areas of concern while ensuring consistency with the goals and objectives.

Implementation of improvement options ultimately depends on the availability of funding, personnel resources, and other project delivery elements. Planning level cost estimates are listed in 2019 dollars for each improvement option. The costs include estimates for surfacing, striping, signing, guardrail installation, landscape, vault toilets, construction, and indirect costs. Appendix E contains planning level cost estimates for the options. Total estimated cost for the improvements range from $1,406,000 to $2,295,000.

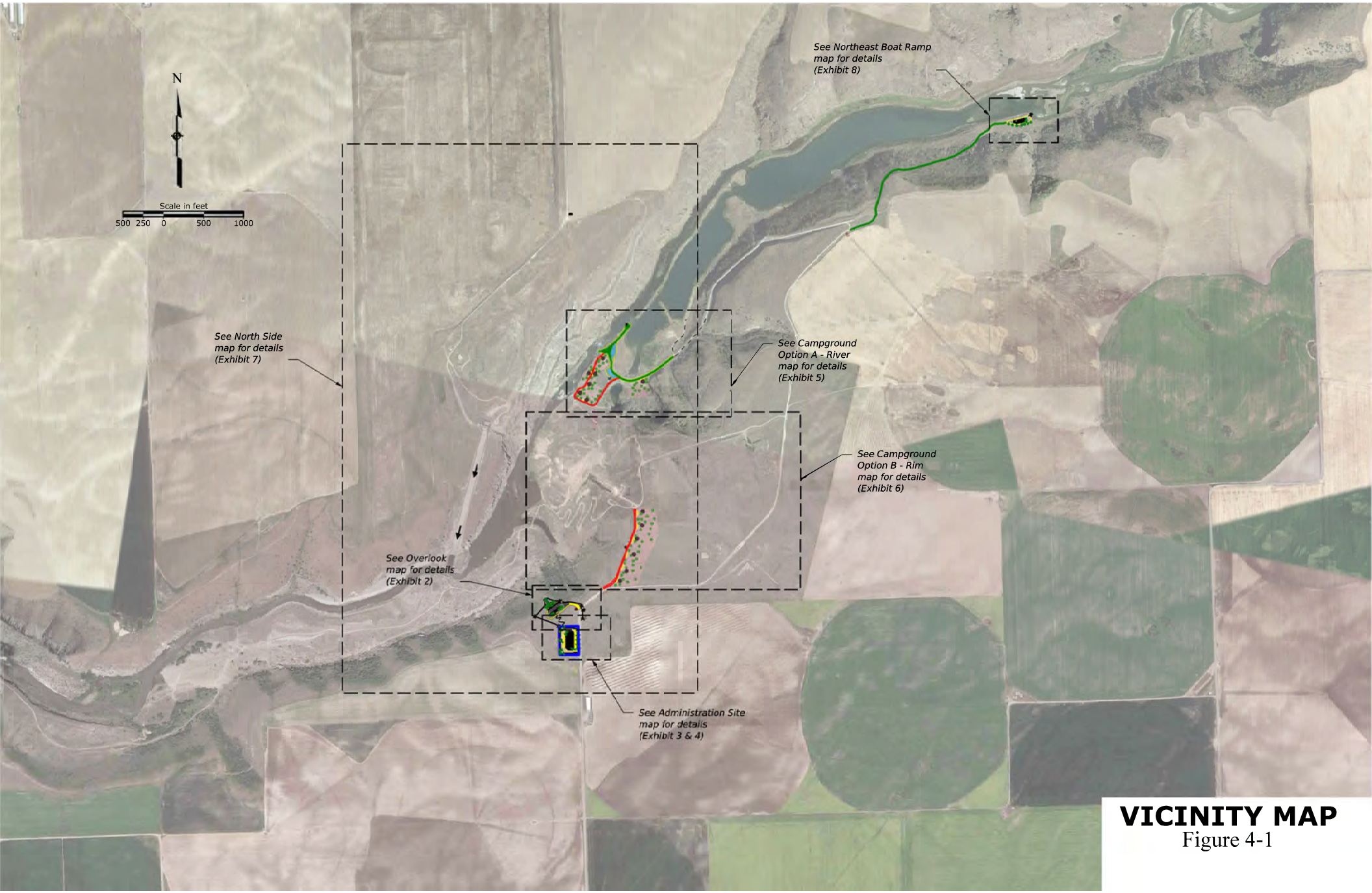
Potential barriers such as physical features and environmental conditions may influence the project development process and could add additional time and cost. More detailed project-level analysis would be required for any improvements forwarded from this study. Information contained in this report may be used to support future project development and environmental documentation.

A site overview map showing the locations of the potential improvements is included in Figure 4-1.

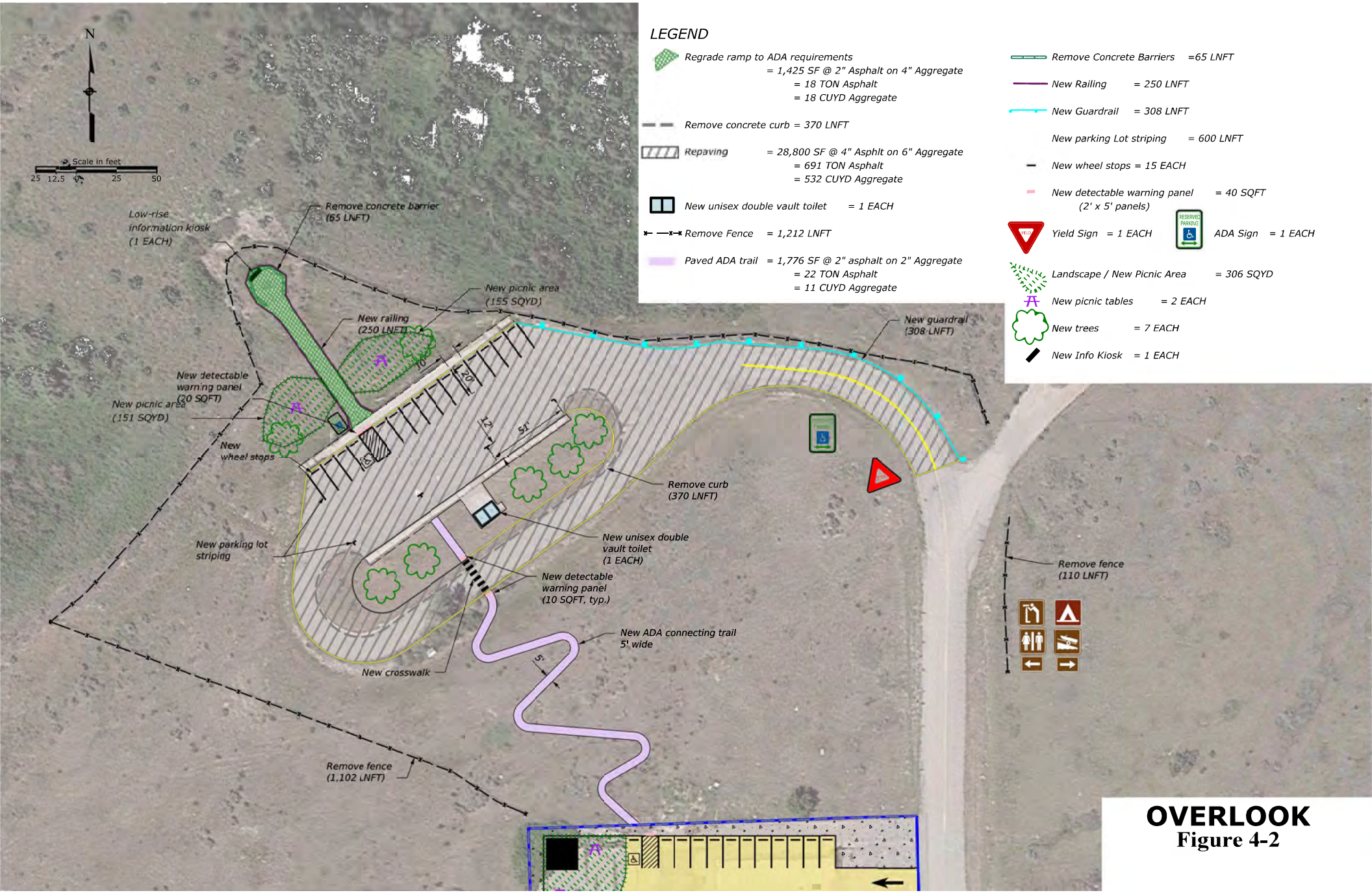
4.1 Overlook

Improvements at the overlook site could include (see Figure 4-2):

- Install information kiosk(s) and a permanent railing at the overlook point
- Regrade ramp to overlook point to ADA requirements
- Create picnic areas near the overlook ramp
- Replace or install directional and informational signage
- Install a double vault toilet in the location as previous toilet
- Stripe parking lot for parking
- Reduce the size of the median to allow for an adequate turn radius for large vehicles



VICINITY MAP
Figure 4-1



OVERLOOK
Figure 4-2

- Plant trees in the median
- Remove damaged fencing
- Install guard rail, where necessary for safety
- Install new 5-foot wide meandering trail connecting the overlook to administration site

Estimated cost:

- $559,000

4.2 Administration Site

Improvements to the administration site parking are shown in phases: the initial build, and a potential full-build. The current usage at the Teton Dam site does not warrant the full-build out of the administration site parking area, but if usage increases in the future, there is potential for substantial parking capacity at the site.

4.2.1 Initial Build

Improvements at the administration site initial build could include (see Figure 4-3):

- Mill and install asphalt concrete paving for approximately 18,300 square feet, including the demolition of raised building foundations
- Place a landscaped buffer between roadway and parking lot
- Stripe for 12 vehicle spaces and 5 RV/Bus/trailer parking spaces and ingress/egress
- Construct a pavilion to provide sun and wind protection
- Create picnic area
- Install appropriate signage

Estimated cost:

- $272,000

4.2.2 Full build-out

The full build out of the administration site could be (see Figure 4-4):

- Mill and install asphalt concrete paving for approximately 66,900 square feet, including the demolition of raised building foundations
- Place a landscaped buffer between roadway and parking lot
- Stripe for 42 vehicle spaces and 22 RV/Bus/trailer parking spaces and ingress/egress
- Construct a pavilion to provide sun and wind protection
- Create three picnic area
- Install appropriate signage

Estimated cost:

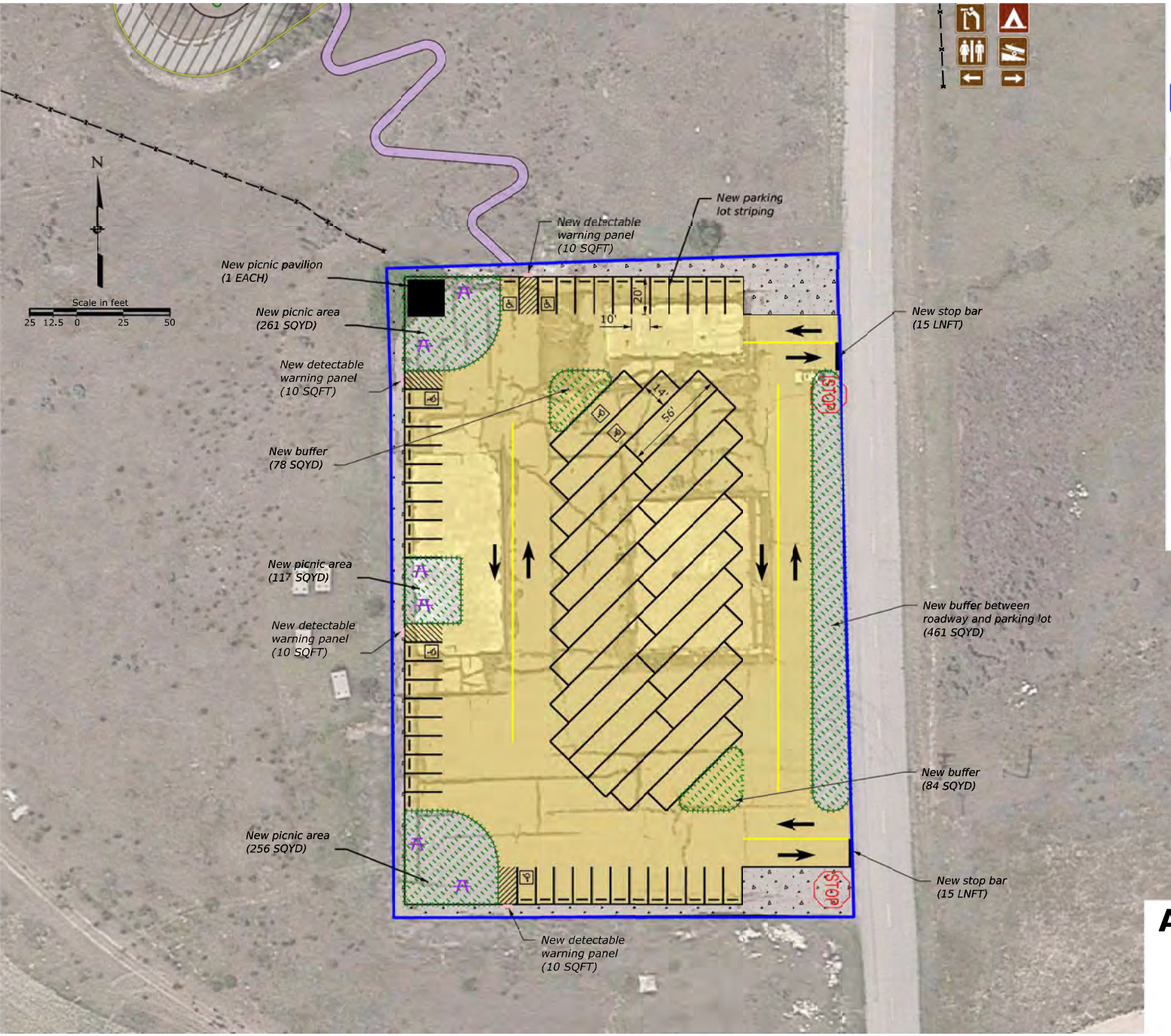
- $700,000

LEGEND

Old Administration Site	= 84,900 SQFT
New Picnic Tables	= 2 EACH
New raised sidewalk	= 570 SQYD
New Wheelstop	= 12 EACH
New Detectable Warning Panel (2' x 5')	= 10 SQFT
RV / BUS Parking	= 5 Spots
Vehicle Parking	= 12 Spots
Landscape buffer + Picnic Areas	= 425 SQYD
Parking Lot striping	= 300 LNFT
Signs	= 1 EACH
New Pavement (2" depth)	= 220 TON
Pavement Milling (2" depth)	= 2,035 SQYD
New Picnic Structure 20' x 20'	= 1 EACH

ADMINISTRATION SITE INITIAL BUILD

Figure 4-3



LEGEND

Old Administration Site	= 84,900 SQFT
New Picnic Tables	= 6 EACH
New raised sidewalk	= 910 SQYD
New Wheelstop	= 42 EACH
New Detectable Warning Panel (2' x 5')	= 40 SQFT
RV / BUS Parking	= 22 Spots
Vehicle Parking	= 42 Spots
Landscape buffer + Picnic Areas	= 1,257 SQYD
Parking Lot striping	= 2,800 LNFT
Signs	=2 EACH
New Pavement (2" depth)	= 800 TON
Pavement Milling (2" depth)	= 7,430 SQYD
New Picnic Structure 20' x 20'	1 EACH

ADMINISTRATION SITE FULL BUILD

Figure 4-4

4.3 Campground Option A/Day Use Sites in Lower Area

One option is to build a primitive dry campground in the lower area by the river. These sites could also be day use sites, if a campground in that location is not desired. Improvements at the campground/day use site in the lower area by the river could include (see Figure 4-5):

- Widen and resurface with aggregate the existing road to 18-feet between the end of the existing road improvements and the lower area
- Improve and resurface with aggregate the existing loop road and create a consistent 12-foot road
- Construct three parking areas
- Plant trees around the site
- Develop 7 primitive camping/picnic sites around the loop and access roads
- Develop picnic areas including picnic tables
- Construct two boat ramps at existing launch sites
- Install a double vault toilet
- Install gates and placement of boulders to restrict vehicular access to approved areas

Estimated cost:

- $462,000

The Idaho Department of Fish and Game (IDFG) uses the existing roads and access point to stock fish in the Teton River. Improvements to the existing access roads would improve IDFG's access. Additionally, while not purely a transportation improvement, it has been proposed that a portion of the existing ponds could be modified to provide a fishing area stocked by IDFG. The improvements could include improving shoreline access by creating a path on both sides of the pond, installing fish screens and constructing a fishing pier.

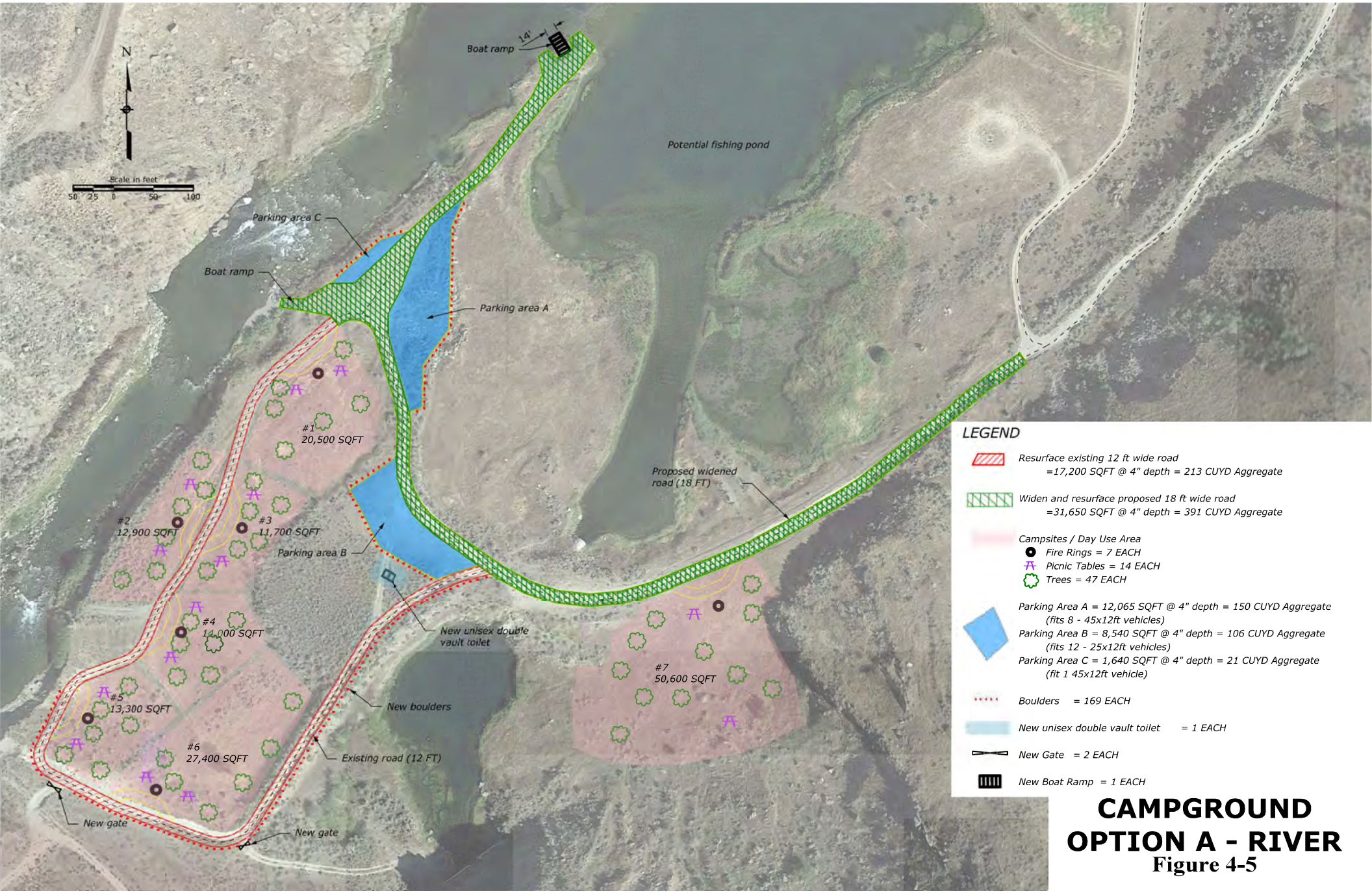
4.4 Campground Option B on Rim

Another option for a campground is to build it on the rim, near the road that goes to the shaft house river outlet works. Since the campsites are located closer to the former administration site, there is greater potential to provide water and electricity. Improvements to the rim area could include (see Figure 4-6):

- Develop 7 camping sites
- Resurface the portion of road that accesses campsites
- Install three gates and place boulders to restrict access to the shaft house river outlet works and other areas where public use is prohibited

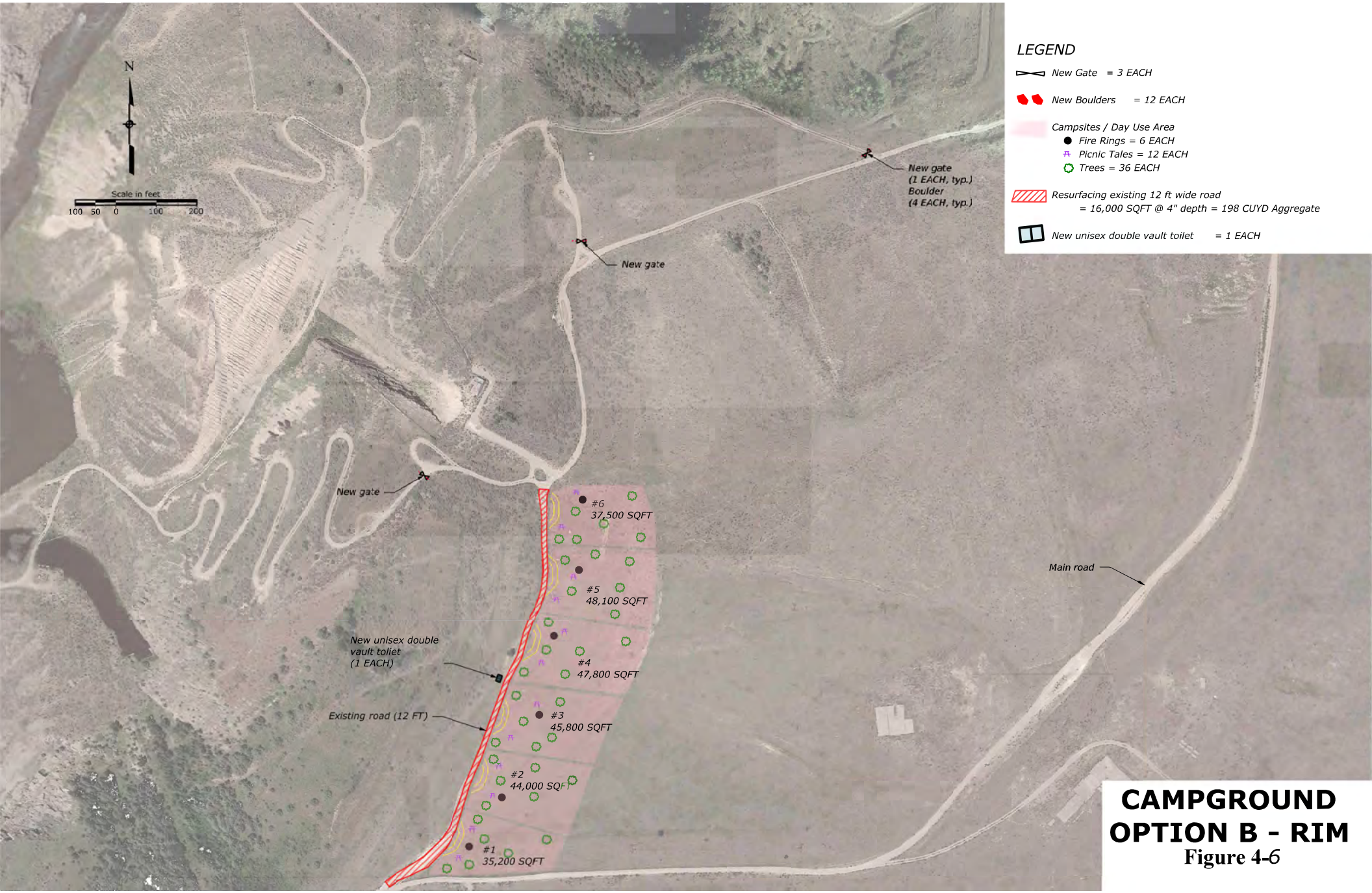
Estimated cost:

- $267,000



CAMPGROUND OPTION A - RIVER

Figure 4-5



CAMPGROUND OPTION B - RIM

Figure 4-6

4.5 North Side

On the north side of the river, to help restrict access to the abandoned spillway, improvements could include (see Figure 4-7):

- Install a gate, boulders and “Road Closed” sign

Estimated cost:

- $9,000

4.6 Northeast Boat Ramp

An existing road provides access to agricultural pumps located at the northeast end of the project area. It has also been used as a boat take-out. Improvements in the area could include (see Figure 4-8):

- Recondition and resurface 12-foot wide road for approximately 2,600 linear feet
- Construct approximately 16,700 square foot parking area with five parking spaces and landscape buffers for traffic control
- Construct a boat ramp at an existing informal boat take-out area
- Develop picnic areas
- Plant trees
- Add signage

Estimated cost:

- $236,000

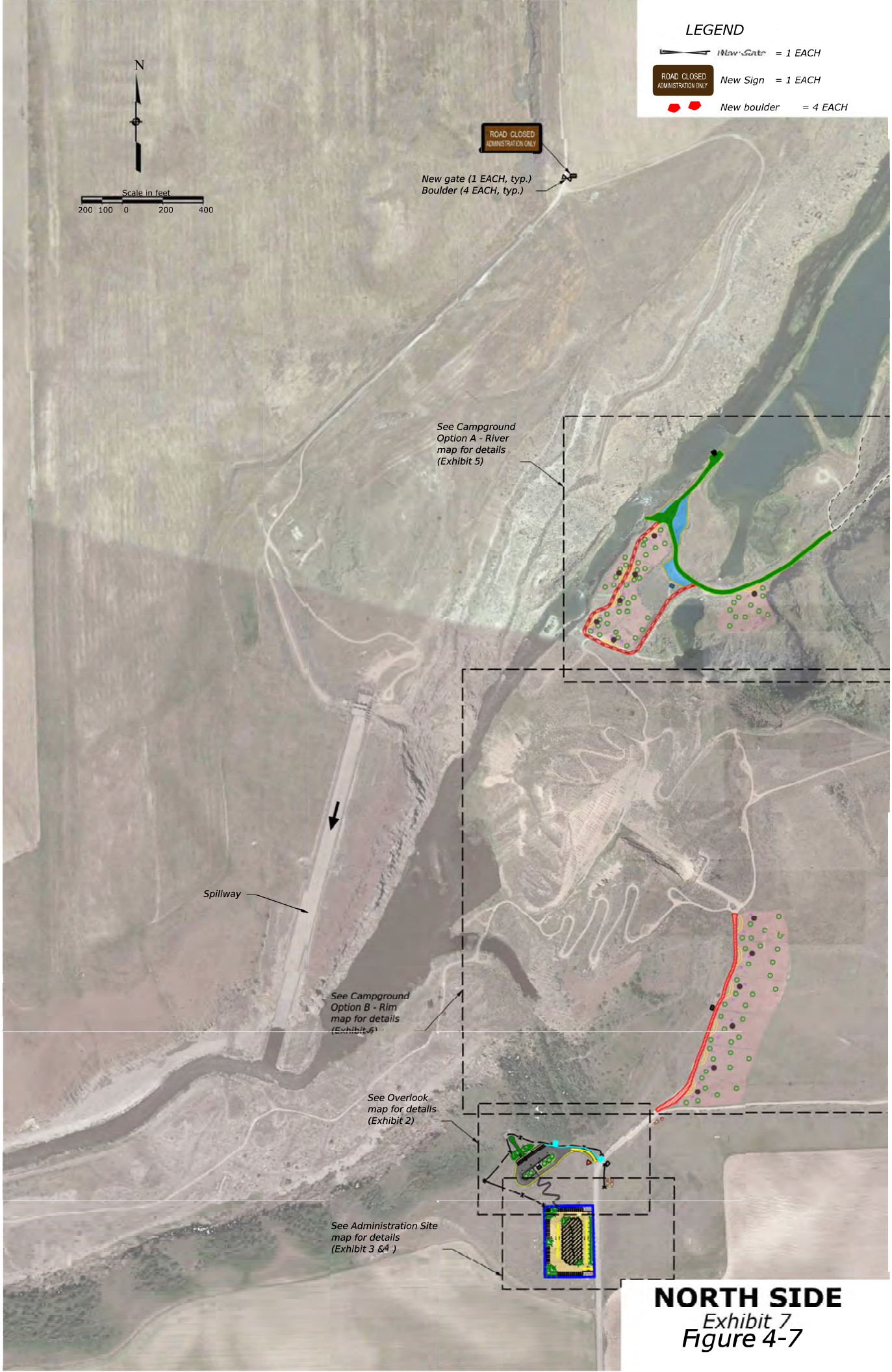
4.7 Sign Map

The sign map (see Figure 4-9) shows where signs could be placed that are not included in the other improvement areas. It could include:

- Two-sided Teton Dam Recreation Area sign at intersection of Highway 33 and Teton Dam Road
- Informational and directional signage on Teton Dam Road near the split between the overlook site and the road to the lower area
- Directional signage on the road to the lower area

Estimated cost:

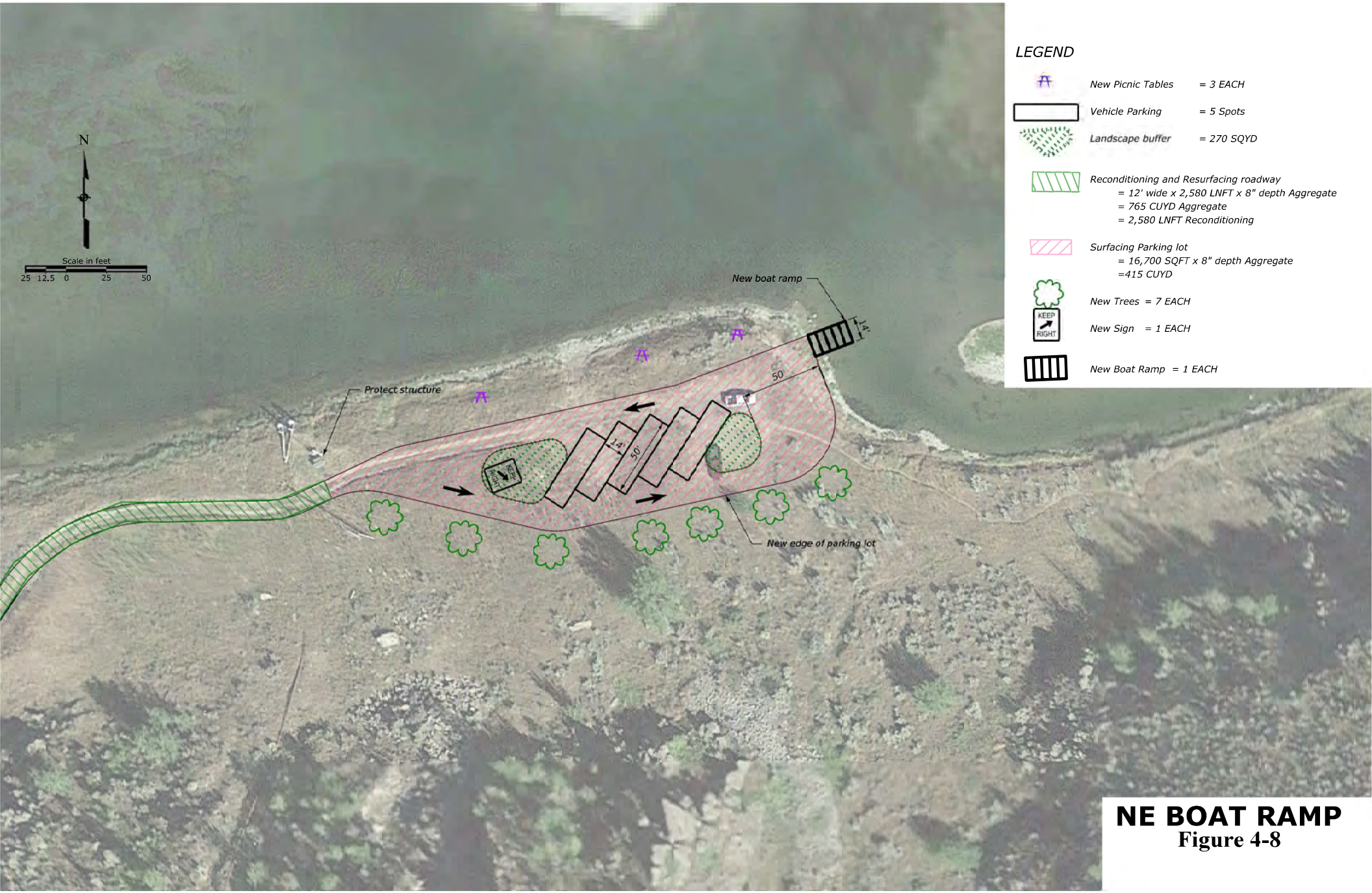
- $62,400



NORTH SIDE

Exhibit 7

Figure 4-7



NE BOAT RAMP
Figure 4-8

SIGN MAP
Figure 4-9

5 Funding options

This section is a summary of potential funding options that Reclamation or other entities could consider for transportation or recreational improvements.

5.1 Federal Lands Access Program

Description:

The Federal Lands Access Program (FLAP) was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

The Program is designed to provide flexibility for a wide range of transportation projects in the 50 States, the District of Columbia, and the Commonwealth of Puerto Rico.

The Access Program is funded by contract authority from the Highway Trust Fund and subject to obligation limitation. Funds will be allocated among the States using a statutory formula based on road mileage, number of bridges, land area, and visitation.

Projects are selected by a Programming Decision Committee (PDC) established in each State. The PDCs request project applications through a call for projects. The frequency of the calls is established by the PDCs.

https://flh.fhwa.dot.gov/programs/flap/

Considerations:

- The next call for projects in Idaho likely opens January 2021.
- Idaho FLAP Funding Allocation by Fiscal Year: $14,748,474.00. Local Match is 7.34%
- A proposed construction project will need to compete against all other FLAP applications in the state of Idaho. The application process is competitive and the applicant will need to prepare a high-quality application that explains why a particular project should be funded.
- The project applications are rated based on criteria as described in the application packet (the 2019 Request for Proposals is attached in Appendix F as an example):
    - Safety - Improvement of the Transportation Network for the safety of its users.
    - Preservation - Improvement of the transportation infrastructure for economy of operation and maintenance.
    - Recreation and Economic – Development/utilization of Federal Land and resources.
    - Mobility - Continuity of the transportation network serving the Federal Land and its dependent communities.
    - Sustainability and Environmental Quality - Protection and enhancement of the rural environment associated with the Federal Land and its resources.
- Address these criteria fully and relevantly to score highly.

- Clearly define the problems or needs that require being addressed, and propose a project that fully addresses those needs.
- Accurate and/or justifiable usage counts will support the application.
- The financial ask should be commensurate with the usage and conditions requiring relief (need). For example, a project with high federal lands related usage can request and obtain funding for a larger amount (multi-million dollar projects), but projects with lower usage numbers are more likely to be funded if they request smaller amounts.

5.2 Federal Lands Transportation Program

Description:

The Federal Lands Transportation Program (FLTP) was established in 23 U.S.C. 203 to improve the transportation infrastructure owned and maintained by the following Federal Lands Management Agencies: National Park Service (NPS), US Fish and Wildlife Service (FWS), USDA Forest Service (Forest Service), Bureau of Land Management (BLM), US Army Corps of Engineers (USACE), Bureau of Reclamation and independent Federal agencies with land and natural resource management responsibilities.

The program focuses on improving Federal lands transportation facilities (FLTFs) that are located on, adjacent to, or provide access to Federal lands. The FLTFs must be owned and maintained by the Federal government and must be included in the national FLTF inventory.

The FLMAs have considerable responsibility and latitude for managing their program within the FLTP. The FHWA, however, is ultimately responsible for ensuring the program is administered according to the statutory and implementing regulations for title 23, United States Code. This includes conformity to highway planning, design, construction, maintenance, and safety standards.

The use of FLTP funds does not affect the overall responsibility for construction, maintenance, and operations of the facilities. That responsibility continues to lie with the owner of the facility.

https://flh.fhwa.dot.gov/programs/fltp/

Considerations:

- The FLTP funding levels for the fiscal years (FYs) authorized in the FAST Act are reflected in the table below. On average, the program increased by about 18 percent compared to the MAP21 level in FY 2015. By statute, the NPS, FWS and USFS receive annual allocations identified in the legislation while the Secretary decides the allocation amounts for the BLM, BOR, USACE, and eligible independent Federal agencies based on their applications. Note that the BOR funding levels are national, so FLTP funds are limited and competition for the funds is high.

	FY2016	2017	2018	2019	2020	Total
NPS	$268M	$276M	$284M	$292M	$300M	$1.420B
FWS	$30M	$30M	$30M	$30M	$30M	$150M
USFS	$15M	$16M	$17M	$18M	$19M	$85M
BLM, BOR, USACE, and eligible Federal Independent Agencies	$22M	$23M	$24M	$25M	$26M	$120M
Total	$335M	$345M	$355M	$365M	$375M	$1.775B

- The Federal share for FLTP projects is 100%. In addition, 23 U.S.C. 120(k) allows FLTP funds to be used to pay the non-Federal share of the cost of any project that is funded under title 23 or chapter 53 of title 49, U.S.C., and that provides access to or within Federal or tribal land. https://flh.fhwa.dot.gov/programs/fltp/documents/FLTP%20Guidance%20-%20CLEARED.pdf
- Options that access BOR land would be eligible to use FLTP funds as the local match.

5.3 Transportation Alternatives/Surface Transportation Block Grant

Note: Only non-motorized activities are eligible for Transportation Alternatives Block Grants.

Description:

The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

TA is funded under the FAST Act § 1109; 23 U.S.C. 133(h) as a contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation. The FAST Act directs the Secretary to set aside, for TA, an amount from each State's STBG apportionment, such that—

- The State receives a share of the national total TA funding that is determined by multiplying the amount of the national total TA funding by the ratio that the amount of FY 2009 transportation enhancements (TE) funding to the State bears to the total amount of TE funds apportioned to all States in FY 2009; and
- The national total for TA is $835 million per year for FYs 2016 and 2017 and $850 million in FYs 2018-2020.

As under TAP, the FAST Act requires all TA projects to be funded through a competitive process. Eligible applicants include all entities that were eligible to apply for TAP funds. The FAST Act also allows nonprofit entities responsible for the administration of local transportation safety programs to apply.

https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm

The TA program is administered by the State of Idaho Transportation Department Headquarters in compliance with the FAST Act. The funding is distributed into three programs: Recreational Trails Program (RTP), Transportation Management Area (TMA), and State Allocated (Urban, rural, and anywhere). Idaho has a competitive selection process.

Local governments, tribal governments, regional transportation authorities, transit agencies, natural resource or public land agencies, schools, any local or regional government entity with responsibility or oversight of transportation, are eligible to apply.

For more information see the ITD Transportation Alternatives website:
https://itd.idaho.gov/alt-programs/

Considerations:

- ITD has a 2020 call for projects. The website states:
    - Applicants must participate in a Pre-Application Coordination Meeting with the District or LHTAC TAP Coordinator prior to the Mid-Application Screening.
    - Applicants must submit a draft application to TAP@itd.idaho.gov for a Mid-Application Screening with the District or LHTAC Coordinator on or before November 8, 2019.
    - Applicants must submit a final application to TAP@itd.idaho.gov with the District or LHTAC Coordinator on or before February 2, 2020.
    - All Infrastructure project applications received after Mid-Application Screening will not be considered.
    - Current District/LHTAC contact for District 6 (Lemhi, Custer, Butte, Jefferson, Clark, Fremont, Madison, Teton, and Bonneville counties):
        - Mark Layton, 206 N. Yellowstone Highway, PO Box 97, Rigby, 83442. P (208) 745-5626. mark.layton@itd.idaho.gov
- Project award maximum is $500,000

- Typical local match is 7.34%. The state does not accept in-kind match. The match must be included in the application and detailed in the state/local agreement.
- According to the ITD website, at a minimum application requirements include:
    - Commitment to completing the design and committing to be construction-ready on time.
    - Ability to provide a local cash-only match of 7.34%. In kind matching is not eligible for this program.
    - Projects that have secured necessary right-of-way.
    - Projects that have Environmental requirements that do not exceed Categorical Exclusion.
- Application tips from the ITD website: To demonstrate need, an applicant must identify the goals or opportunities the project will address. To demonstrate benefits, an applicant should identify how their project addresses mobility, safety, and/or economic opportunity. To demonstrate feasibility, the applicant should provide evidence that the project has stakeholder support, project sustainability, financial commitment, and technical feasibility.
- Link to an example completed Transportation Alternatives application with "tips for success" provided by ITD: https://itd.idaho.gov/alt-programs/
- Link to FHWA Federal Aid *A Guide To Federal-Aid Programs And Projects*: https://www.fhwa.dot.gov/federalaid/projects.cfm

5.4 Idaho Department of Parks and Recreation Grants and Funding

Description:

The Idaho Department of Parks and Recreation provides a variety of funding programs and grants to government entities in Idaho for the provision of equipment and for the creation and renovation of outdoor recreational facilities, including:

- RV Fund (approximately $4.5 million annually):
    - The purpose of the RV fund is the acquisition, lease, development, improvement, operations and maintenance of facilities and services designed to promote the health, safety and enjoyment of recreational vehicle users.
    - Could be used at a parking lot if RV use is desired.
    - Unless purchasing equipment, no minimum match is required. Motorized equipment requires a 50% match on items valued at $1,000 - $50,000 per unit.
- WIF (approximately $1.2 million annually):
    - Shall be used for the protection and promotion of safety, waterways improvement, creation and improvement of parking areas for boating purposes, making and improving boat ramps and moorings, marking of waterways, search and rescue and all things incident to such purposes including the purchase of real and personal property.
    - Could be used for boat launch areas on the site.

    - Unless purchasing equipment, no minimum match is required. Motorized equipment valued at less than $50,000 requires a 25% match. Motorized equipment valued at $50,000 or more require a 20% match.
- ORMV Fund (approximately $500,000 annually):
    - The purposes for which moneys in the account may be used is to acquire, purchase, improve, repair, maintain, furnish, and equip off-road motor vehicle facilities and sites or areas used by offroad vehicles on public or private land, and to assist with the enforcement of laws and regulations governing the use of offroad vehicles in the State of Idaho.
    - Unless purchasing equipment, no minimum match is required. Motorized equipment requires a 50% match on items valued at $1,000 - $50,000 per unit.
- Road & Bridge Fund (approximately $250,000 annually):
    - Shall be used solely to develop, construct, maintain and repair roads, bridges and parking areas within and leading to parks and recreation areas of the state.
    - No minimum match is required.
- Specialty Plate Fund – Cutthroat Plate (no annual amount indicated):
    - A portion of the registration fee for each specialty plate is deposited in a fund to be used for the construction and maintenance of non-motorized boating access facilities for anglers.
    - May be able to apply to angling access facilities.
    - Match details not indicated.
- LWCF (no annual amount indicated):
    - IDPR grants are available for up to 50% of the cost to acquire and/or develop land, which is to be used for public outdoor recreation uses. Acquisition of less than fee interest, such as easements and development rights, will be considered in the same manner as simple fee acquisition subject to the following conditions:
- The interest cannot be revocable;
- The value can be supported through standard appraisal techniques;
- Recreation can be demonstrated as the primary purpose of the acquisition.
    - Acquisition of leases is not eligible.
    - Projects must address outdoor recreation needs as outlined in the current Statewide Comprehensive Outdoor Recreation and Tourism Plan (SCORTP) to be eligible.
    - Project sponsors must provide, as matching share, the balance of a project's cost (at least 50%). Project sponsors share can be local funds, state funds, force account or donation of privately owned lands.
    - State grants may be used as the sponsor's matching share. However, the grant must be approved prior to being listed as a source of financing the project in the application. The sponsor may obligate city funds to the grant in the application and then change this obligation once a grant is approved during the project.
    - This is a reimbursement program. Sponsors will be required to initially finance 100% of the project.

- On projects of less than $100,000 ($50,000 matching share) the project sponsor must assume the full cost of the project of which 50% will be reimbursed.
- For projects with a total cost of more than $100,000 ($50,000 matching share) partial reimbursements may be negotiated prior to the signing of the project agreement.

For more information:

https://parksandrecreation.idaho.gov/grants-and-funding

FY2021 Grant Manual and Application:

https://parksandrecreation.idaho.gov/sites/default/files/uploads/FY%202021%20Recreational%20Grant%20Program%20Guidance.pdf

Considerations:

- Important dates:
  - **Summer 2019** – Contact IDPR for field review.
  - **September 2019** – Announce grant workshops/availability of funds.
  - **October 2019** – Conduct grant workshops throughout the state.
  - **December 2019** – IDPR preliminary review of draft applications.
  - **January 31, 2020 – All applications must be submitted in the electronic system. Applications received after the deadline are automatically ineligible to compete for funding. The electronic system will close and you will be unable to submit applications after this deadline.**
  - **February 2020** – IDPR staff review applications for eligibility and distribute to respective advisory committee members.
  - **March 2020**– Advisory committee evaluates and rates applications.
  - **May 2020** – IDPR Park Board approves grants for award.
  - **June 2020** – Applicants contacted.
  - **After July 15, 2020** – State funding available.

6 Conclusion

This study evaluated the Teton Dam site to gain a better understanding of Reclamation and other stakeholders' goals, objectives, constraints, and opportunities. A thorough analysis of applicable data from Reclamation, FHWA, Madison and Fremont County and other resources was conducted to identify an initial set of improvements that would address the operational characteristics, safety, and physical condition concerns of the existing facilities. This evaluation led to a set of improvement options to be considered by appropriate project sponsors moving forward. From an implementation standpoint, it may be desirable to improve the site incrementally.

The ability to develop a project is dependent on the availability of existing and future funding. At the current time, funding has not been identified to proceed with a project. Should Reclamation and/or other interested parties elect to proceed with a project, the following steps are needed:

- Identify the improvements and phasing that best meets the safety, environmental, and social needs in the area identified in the study;
- Identify and secure a funding source or sources; and
- Follow appropriate guidelines for project nomination and development, including a public involvement process and environmental documentation that describes potential impacts and mitigation measures from the proposed action.

Any future project should be consistent with the needs and objectives contained in this study. Should this study lead to a project (or projects), compliance with appropriate funding and environmental regulations will be required. The information presented in this report can serve as a baseline for future project development and to apply for funding support.

7 References

Census American Community Survey 2018 1-year estimate and 2017 5-year estimate:

https://data.census.gov/cedsci/

Accessed October 2019.

Reclamation website - Teton Dam history:

https://www.usbr.gov/pn/snakeriver/dams/uppersnake/teton/index.html

Accessed October 2019

Reclamation public safety press release:

https://www.usbr.gov/newsroom/newsrelease/detail.cfm?RecordID=62118

Accessed October 2019.

Henrys Fork Basin Study Final Report. Bureau of Reclamation. January 2015.

Teton River Canyon Resource Management Plan. Bureau of Reclamation. December 2006.

Appendix A

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Teton Recreation Coalition
Charter

SUMMARY OVERVIEW AND BACKGROUND

The Teton Project was authorized by Congress September 7, 1964 under 78 Stat. Public Law 88-583, An Act to provide for the construction of the Lower Teton division of the Teton Basin Federal reclamation project, Idaho and for other purposes. Section 3 (a) authorized Reclamation to provide for basic public outdoor recreation facilities, to acquire or otherwise include within the division area such adjacent lands or interest therein as are necessary for public recreation use, to allocate water and reservoir capacity to recreation, and to provide for the public use and enjoyment of division lands, facilities, and water areas in a manner coordinated with the other division functions. Teton Dam was constructed in 1972-1976. Upon the first fill, Teton Dam failed causing a catastrophic event leading to the loss of 11 lives and millions of dollars in property damage. The failure of the Teton Dam was a catalyst for Reclamation's Dam Safety Program which helps ensure the physical integrity of Reclamation dams and in the long-term stability of dams to protect lives and property. The program has been adopted throughout the United States, and the world as well.

Following the failure of Teton Dam, multiple extensive investigations were conducted. Since that time, the Teton Dam site and reservoir area have been relatively unchanged through management activities. Over time, the physical infrastructure at the dam site has experienced damage from the public and need of repair. Lands associated with the reservoir footprint have primarily been managed for noxious weed control, vegetation management and some limited vegetation rehabilitation. The cooperative framework identified in this charter provides for necessary recreation improvements, increased public access, public safety elements, reductions in adverse impacts to facilities from the public, enhanced wildlife and fisheries habitat, and restoration activities while recognizing the significance of the Teton Dam site to Reclamation and its stakeholders as a Congressionally authorized water development and management project.

PROJECT PURPOSE

Substantial increase in demand for recreational opportunities within the greater Southeast Idaho area has prompted recreational users and land/resource managers alike to actively look for additional locations to develop recreational opportunities. Current demands in the Teton Canyon area, include but are not limited to, fishing, boating, camping, hunting, wildlife viewing, and tourism. Measures need to be taken to rehabilitate the Teton Dam site and canyon area to meet the identified needs, as well as to promote positive recreation activities, sustainability, and public safety.

By participating in this charter, participants mutually agree to:

- Cooperatively identify mutually agreeable management and sustainable recreational development objectives and strategies;
- Mutually respect differing or opposing views and strive to reach common understandings;
- Practice sound business practices and environmental stewardship in the development, design and implementation of recreation management strategies and associated developments;
- Provide vision, input and direction for provision and improvement of mutually identified recreation activities and facilities;
- Improve and provide for public health and safety; and

- Support concurrent mitigation and restoration efforts in the canyon to the benefit of the land and water resources as well as fish and wildlife habitat.

This document describes how parties to the charter will work together to achieve the goals identified in this document. The foundation of the partnership is found in the three basic components of sustainability: Environment, economics and societal values. In the coalition, these basic goals have been translated into a set of nine (9) sustainability principles under which partners will assess, target, achieve and report on their efforts to improve the sustainability of their operations and their communities.

The partnership that is the core of this approach offers the partners a variety of valuable services and resources to drive success in meeting goals to improve recreation opportunities in Teton Canyon. These include strategic planning, benchmarking and goal setting, recognition for results, a forum for problem solving and collaboration, and technical support and resources.

PARTICIPANTS

The Coalition is open to any governmental, non-profit or for-profit organization that provides outdoor recreation related goods or services that will pledge to observe the 9 sustainability principles and meet the basic expectations listed below. Even though the location is mainly focused on communities directly affected by and within commuting distance of the Teton Dam Site and Canyon, interested parties are encouraged to participate in the partnership coalition. The Coalition plans to develop a strategy on how to include and maintain more participation for the improvement of recreation opportunities in the Canyon that will support development of local economies after initial development of access and facilities within an environmentally sustainable framework.

There are eight (8) Charter Members of the Teton Recreation Coalition. These are:

U.S. Bureau of Reclamation (Sponsor)
Idaho Department of Fish & Game
Madison County
Fremont-Madison Irrigation District
U.S. Bureau of Land Management
Idaho Department of Parks and Recreation
Fremont County
Friends of the Teton River

These Charter Members bring to the Coalition special and unique qualities that make the success of the partnership. They have strong relationships with their customers and the public. They bring high profile and name recognition that will magnify their success in sustainability and transfer them back to their communities. They have high capabilities for public relations, advertising and messaging. They have also agreed to take on extra leadership responsibilities to develop and promote the Coalition and be mentors to other participants.

Fremont Madison Irrigation District (FMID) is the contracted beneficiary of the water that could be stored behind the Teton Dam which continues to be a Congressionally authorized water development project. Future storage development on the Teton River would be extremely beneficial to irrigators within FMID's boundaries. Therefore, FMID is interested in promoting management of the Teton Dam site and canyon that would not hinder building the reservoir at some future point in time. In addition to the said future storage development, FMID also has an interest in protecting all existing irrigation water rights on the Teton River.

CONSIDERATIONS OF THE COALITION

- Teton Basin Resource Management Plan (RMP)
- Summary Statement
- Authorized water project
- Obligation to multiple water users that actively pump water
- Safety issues
- Reclamation's unique authority related to recreation
- Active facility operation and maintenance (O&M) program and infrastructure protection
- Rapid increase in recreational use and population in area
- Historical significance of Dam site
- Education opportunities with Dam history and geographical data references
- Regional impacts from the Teton Dam failure
- Future flood control and water storage development in the Teton Canyon
- Applicable BLM plans and policy
- Federally permitted and State licensed fishing outfitters
- Federally permitted and State licensed land-based outfitters
- Capacity Studies

GOALS OF THE COALITION

- Reduce vandalism
- Improve public safety
- Help meet increasing demands for recreational opportunities
- Provide climate for economic growth
- Minimize impacts to resources in the Teton Canyon
- Promote restoration in the Canyon
- Incorporate sustainability practices for long term facility and range/ecological management of the area
- Increase educational outreach and opportunities
- Provide for current and ongoing agricultural water use
- Provide access to river

The Coalition has an overall goal of creating sustainability leaders among the most affected and local communities to the Teton Canyon and Dam. Participants expect to make measureable improvements in recreation access and facilities, public health and safety, water use, water quality, waste management, air quality, and support for habitat and fisheries improvement, including prevention and reduction of invasive species. They also expect to strengthen their economic sustainability with reduced operating costs and with a green reputation that makes the region a more attractive location to visitors. Additionally, they expect to engage with their communities to strengthen the social ties that will help the surrounding communities thrive for the future.

THE ELEMENTS OF PARTICIPATING IN THE COALITION

The Sponsor and Charter Members have developed a set of nine (9) principles or areas in which participants expect to improve the sustainability of the Teton Canyon, the facilities and the community:

1. Public Health and Safety
2. Responsible Development of Recreation Access and Opportunities
3. Improvement of Wildlife and Fisheries Habitat
4. Protection of Natural, Cultural and Historical Resources
5. Water Source Protection and Use Efficiency
6. Transportation and Air Quality
7. Local Food and Agriculture and Meet Obligation to Water Users
8. Community Connections
9. Supports the Regional Economy

The first seven of the principles relate directly to environmental impacts, and the participants managing access and venues expect to target specific improvements in responsible recreation development, water and habitat quality and use, resource protection including materials management/waste generation, and air quality. The obligation of the Bureau of Reclamation to water users is fully acknowledged.

The partners also plan to address the two other principles by supporting local and regional sustainability of communities and their economies. For example, a part of the program is also raising awareness of the principles and encouraging the surrounding communities to participate in sustainable practices.

RESOLUTION

Whereas the Parties herein have mutual recognition of the needs, considerations and goals for improvement of sustainable recreation activities in the Teton Canyon; the parties agree to Charter the Teton Recreation Coalition for Sustainable Recreation; and through professional collaboration, agree to mutual representation in planning and execution where/when applicable, to achieve the Coalition goals as it defines.

ADDITIONAL TERMS AND CONDITIONS

1. Participants agree to meet bi-annually (Spring/Fall) to discuss goals, considerations, and other appropriate activities associated with the Teton Canyon.

2. This Coalition is not a contractual or a financial obligation instrument. Nothing in this charter obligates the members or sponsor to expend appropriations or to enter into any contract, assistance agreement, interagency agreement, or incur other financial obligations that would be inconsistent with their budget priorities or, for federal agencies, the Antideficiency Act, U.S.C. 1341 and 1342.
3. The Coalition discussed in this charter is not a legal entity with powers to enter into contracts, incur liabilities, own or create intellectual property, or otherwise make binding commitments of funds or other assets of the members or sponsors.

4. The Coalition and this charter do not create any right or benefit, substantive or procedural, enforceable by law or equity against the members and sponsors, their officers or employees, or any other person. This charter does not direct or apply to any person outside the members and sponsor signing below. If other interested parties wish to join the Coalition, they will need to join via agreement of current Charter members.

5. The Coalition discussed in this charter will remain in effect for a period of five (5) years from the date of signing. This document may be modified at any time per the mutual written consent of the entities, members and agencies signing below.

6. Any member of the charter may terminate their membership at any time through written notice to the sponsor.

7. Terms specific to governmental agencies:
   a. Under all levels of governmental ethics rules, governmental agencies may not endorse products or services provided by private entities. Nothing in this document constitutes an endorsement by the signing parties of the products, services, and/or fundraising activities of the other signing parties. Each signing party agrees not to make statements to the public at any workshops or meetings, promotional literature, on their websites or through any other media or means that imply governmental endorsement of any venue, service or product offered by that venue or organization. In addition, each signing member agrees not to make statements that imply that any government supports the individual member party's efforts to raise public or private funds. Any statements or promotional materials prepared by a signing entity, venue or agency that describe Coalition and specifically mention a governmental agency must be approved in advance by the governmental agency.
   b. This coalition charter does not authorize any signing entity, venue or agency to use any logo, trademark or other intellectual property of another without consultation and written approval from that entity, venue or agency.
   c. Each governmental agency enters into this charter under its respective authority that allows governmental agencies to promote the coordination and acceleration of research, studies, training, and other efforts to prevent, reduce and eliminate pollution, and to make available advice and information useful in restoring, maintaining and enhancing the quality of the environment and responsible stewardship.

TETON RECREATION COALITION

As charter members of the Teton Recreation Coalition, we hereby pledge to fulfill at least a minimum first-year of the expectations for the program described in the charter document.

The Charter Member Partners:

Bureau of Reclamation
Pacific Northwest Region
Upper Snake Field Office

RYAN NEWMAN Digitally signed by RYAN NEWMAN Date: 2019.04.23 09:59:52 -06'00'

Ryan Newman, Assistant Area Manager

Bureau of Land Management
Idaho Falls District Office
Upper Snake Field Office

4/25/19

Jeremy Casterson, Field Manager

Idaho Department of
Fish and Game
Upper Snake Regional Office

Doug Petersen, Acting Regional Supervisor

TETON RECREATION COALITION

The Charter Member Partners Continued:

Idaho Department of Parks and Recreation

David R. Langhorst, Director

Madison County, Idaho Commissioners

Jon Weber, Chairman

Fremont County, Idaho Commissioners

Lee Miller, Chairman

Fremont-Madison Irrigation District

Jeff Raybould, Chairman

Friends of the Teton River

Amy Verbeten

Digitally signed by Amy Verbeten
DN: cn=Amy Verbeten, o=Friends of the Teton River, ou=Executive Director, email=amy@tetonwater.org, c=US
Date: 2019.06.18 09:34:00 -06'00'

Amy Verbeten, Executive Director

Appendix B

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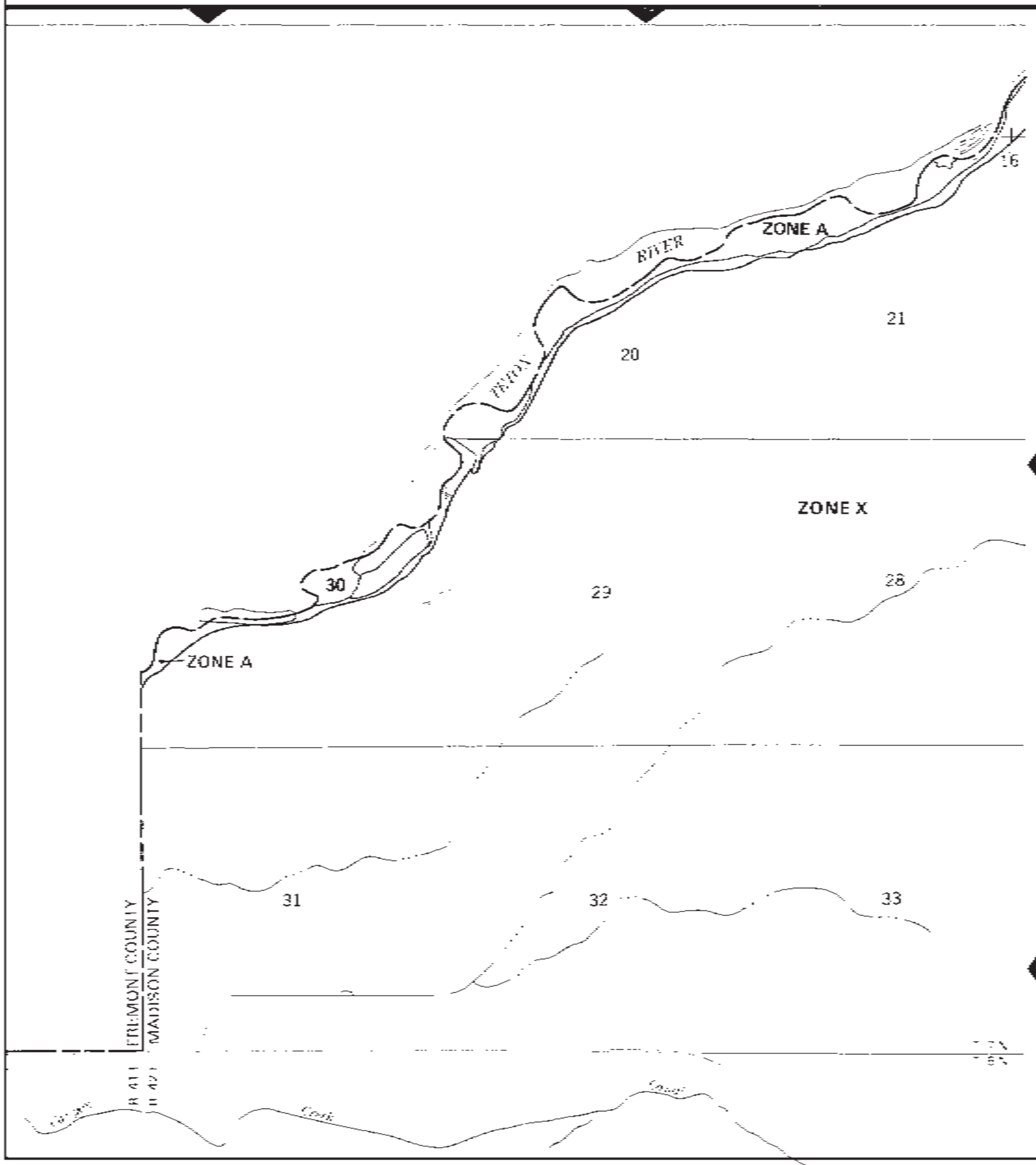

LEGEND

SPECIAL FLOOD HAZARD AREAS INUNDATED BY 100-YEAR FLOOD

- ZONE A — No base flood elevations determined.
- ZONE AE — Base flood elevations determined.
- ZONE AH
- ZONE AO
- ZONE A99
- ZONE V
- ZONE VE

FLOODWAY AREAS IN ZONE AE

OTHER FLOOD AREAS

- ZONE X

OTHER AREAS

- ZONE X
- ZONE D

Flood Boundary

Floodway Boundary

Zone D Boundary

~~~ 513 ~~~ Base Flood Elevation Line; Elevation in Feet*

(D)——(D) Cross Section Line

EL 987 Base Flood Elevation in Feet Where Uniform Within Zone*

RM7 x Elevation Reference Mark

*Referenced to the National Geodetic Vertical Datum of 1929

NOTES

APPROXIMATE SCALE IN FEET

2000 0 2000

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

MADISON COUNTY, IDAHO AND INCORPORATED AREAS

PANEL 50 OF 200

MAP NUMBER 16065C0050 D

EFFECTIVE DATE: JUNE 3, 1991

Federal Emergency Management Agency
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Appendix C

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IPaC Information for Planning and Consultation **U.S. Fish & Wildlife Service**

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Fremont and Madison counties, Idaho

Local office

Idaho Fish And Wildlife Office

(208) 378-5243
(208) 378-5262

1387 South Vinnell Way, Suite 368
Boise, ID 83709-1657

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species

[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information.
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
North American Wolverine *Gulo gulo luscus* No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/5123	Proposed Threatened

Birds

NAME	STATUS
Yellow-billed Cuckoo *Coccyzus americanus* There *is* **proposed** critical habitat for this species. Your location *is* outside the critical habitat. https://ecos.fws.gov/ecp/species/3911	Threatened

Flowering Plants

NAME	STATUS
Ute Ladies'-tresses *Spiranthes diluvialis* No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/2159	Threatened

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act

[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php

- Measures for avoiding and minimizing impacts to birds
  http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Nationwide conservation measures for birds
  http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Golden Eagle *Aquila chrysaetos* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/1680	Breeds Dec 1 to Aug 31

Sage Thrasher *Oreoscoptes montanus* Breeds Apr 15 to Aug 10

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/9433

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures and/or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

FRESHWATER EMERGENT WETLAND

PEM1A

FRESHWATER POND

PUBHh

RIVERINE

R3UBH
R5UBH
R4SBC

A full description for each wetland code can be found at the National Wetlands Inventory website

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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Appendix D

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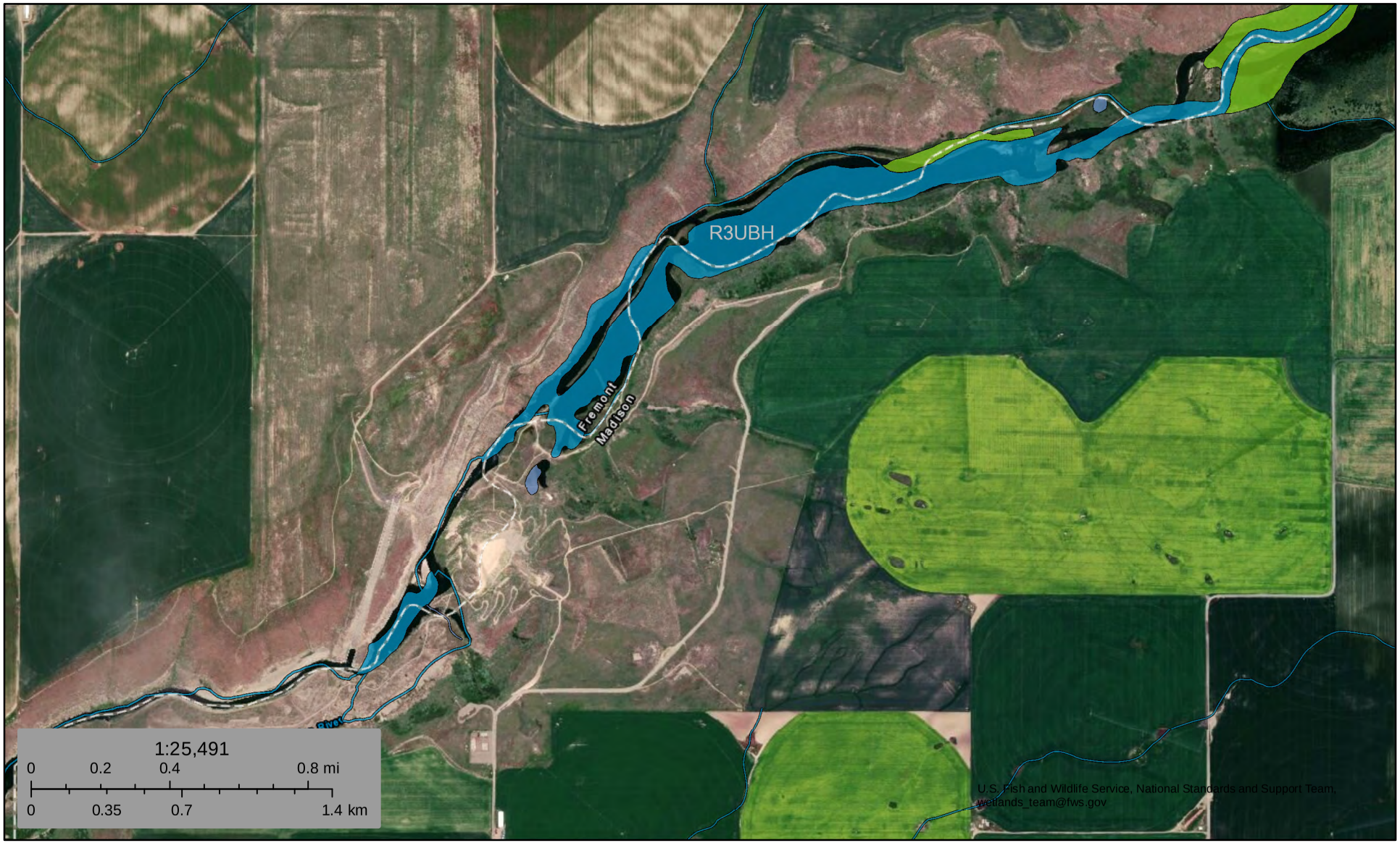
U.S. Fish and Wildlife Service
National Wetlands Inventory

Teton Dam Site Wetlands and Waters



October 18, 2019

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

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Appendix E

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Idaho

FLPP BOR Teton Dam Study

FLPP BOR Teton Dam Study

ITEM #	NAME OF BID ITEM	UNIT	UNIT PRICE	Overlook		Admin Site - Initial		Campground Option A - River		Campground Option B - Rim		North Side		NE Boat Ramp		Sign Map	
				QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
15101-0000	Mobilization	LPSM	Per Site	10%	$ 39,100.00	10%	$ 19,100.00	10%	$ 32,300.00	10%	$ 18,700.00	10%	$ 700.00	10%	$ 16,600.00	10%	$ 4,400.00
15201-0000	Construction Survey and Staking	LPSM	Per Site	2%	$ 7,200.00	2%	$ 3,500.00	2%	$ 6,000.00	2%	$ 3,500.00	2%	$ 200.00	2%	$ 3,100.00	2%	$ 800.00
15301-0000	Contractor Quality Control	LPSM	Per Site	3%	$ 10,800.00	3%	$ 5,300.00	3%	$ 8,900.00	3%	$ 5,200.00	3%	$ 200.00	3%	$ 4,600.00	3%	$ 1,200.00
15401-0000	Contractor Testing	LPSM	Per Site	3%	$ 10,800.00	3%	$ 5,300.00	3%	$ 8,900.00	3%	$ 5,200.00	3%	$ 200.00	3%	$ 4,600.00	3%	$ 1,200.00
15501-0000	Construction Schedule	LPSM	Per Site	1%	$ 3,600.00	1%	$ 1,800.00	1%	$ 3,000.00	1%	$ 1,800.00	1%	$ 100.00	1%	$ 1,600.00	1%	$ 400.00
15701-0000	Soil Erosion Control	LPSM	Per Site	1	$ 5,000.00	1	$ 5,000.00	1	$ 5,000.00	1	$ -		$ -	1	$ 15,000.00		$ -
20302-0700	Removal of Fence	LNFT	$ 15.00	1212	$ 18,180.00		$ -		$ -		$ -		$ -		$ -		$ -
20302-0200	Removal of Curb	LNFT	$ 20.00	370	$ 7,400.00		$ -		$ -		$ -		$ -		$ -		$ -
251	Boulder	EACH	$ 250.00		$ -		$ -	169	$ 42,250.00	12	$ 3,000.00	4	$ 1,000.00		$ -		$ -
30202-1300	Removal of Guardrail, Concrete Barrier	LNFT	$ 60.00	65	$ 3,900.00		$ -		$ -		$ -		$ -		$ -		$ -
302	Roadway Aggregate, Method 1	CUYD	$ 50.00	561	$ 28,050.00		$ -	881	$ 44,050.00	198	$ 9,900.00		$ -	1180	$ 59,000.00		$ -
303	Roadway Reconditioning	LNFT	$ 5.00		$ -		$ -		$ -		$ -		$ -	2580	$ 12,900.00		$ -
40301-0200	Asphalt Concrete Pavement, Type 2	TON	$ 200.00	731	$ 146,200.00	220	$ 44,000.00		$ -		$ -		$ -		$ -		$ -
413	Asphalt Pavement Milling	SQYD	$ 5.00		$ -	2035	$ 10,175.00		$ -		$ -		$ -		$ -		$ -
500	Boat Ramp	LPSM	$ 25,000.00		$ -		$ -	1	$ 25,000.00		$ -		$ -	1	$ 25,000.00		$ -
60915-1000	Wheelstop, concrete	EACH	$ 400.00	15	$ 6,000.00	12	$ 4,800.00		$ -		$ -		$ -		$ -		$ -
61501-0100	Sidewalk, Concrete	SQYD	$ 125.00		$ -	570	$ 71,250.00		$ -		$ -		$ -		$ -		$ -
61509-0000	Detectable Warning Panel	SQYD	$ 360.00	40	$ 14,400.00	10	$ 3,600.00		$ -		$ -		$ -		$ -		$ -
617	Guardrail	LNFT	$ 50.00	308	$ 15,400.00		$ -		$ -		$ -		$ -		$ -		$ -
619	Gate	EACH	$ 1,500.00		$ -		$ -	2	$ 3,000.00	3	$ 4,500.00	1	$ 1,500.00		$ -		$ -
626	Tree	EACH	$ 1,500.00	7	$ 10,500.00		$ -	47	$ 70,500.00	36	$ 54,000.00		$ -	7	$ 10,500.00		$ -
633	Sign System	EACH	$ 700.00	2	$ 1,400.00	1	$ 700.00		$ -		$ -	1	$ 700.00	1	$ 700.00	50	$ 35,000.00
63401-0900	Pavement Markings, Type E, Solid (white)	LNFT	$ 0.25	451	$ 112.75	250	$ 62.50		$ -		$ -		$ -		$ -		$ -
63401-0900	Pavement Markings, Type E, Solid (yellow)	LNFT	$ 0.25	148	$ 37.00	50	$ 12.50		$ -		$ -		$ -		$ -		$ -
635	Pavement Markings, Symbols	EACH	$ 500.00	1	$ 500.00	4	$ 2,000.00		$ -		$ -		$ -		$ -		$ -
63501-0000	Temporary Traffic Control	EACH	Per Site	1	$ 5,000.00	1	$ 5,000.00	1	$ 5,000.00	1	$ 5,000.00		$ 2,500.00		$ 5,000.00	1	$ 5,000.00
64603-0700	Fixture, Picnic Table	EACH	$ 3,200.00	2	$ 6,400.00	2	$ 6,400.00	14	$ 44,800.00	12	$ 38,400.00		$ -	3	$ 9,600.00		$ -
646	Fixture, Double Vault Toilet	EACH	$ 55,000.00	1	$ 55,000.00		$ -	1	$ 55,000.00	1	$ 55,000.00		$ -		$ -		$ -
646	Fixture, Ped Railing	LNFT	$ 70.00	250	$ 17,500.00		$ -		$ -		$ -		$ -		$ -		$ -
646	Fire ring	EACH	$ 200.00		$ -		$ -	7	$ 1,400.00	6	$ 1,200.00		$ -		$ -		$ -
646	Kiosk	EACH	$ 2,000.00	1	$ 2,000.00		$ -		$ -		$ -		$ -		$ -		$ -
647	Landscape buffering	SQYD	$ 50.00	307	$ 15,350.00	425	$ 21,250.00		$ -		$ -		$ -	270	$ 13,500.00		$ -
			SUBTOTAL		$ 429,829.75		$ 209,250.00		$ 355,100.00		$ 205,400.00		$ 7,100.00		$ 181,700.00		$ 48,000.00
999	Design Contenginecy		30%		$ 128,949.00		$ 62,775.00		$ 106,530.00		$ 61,620.00		$ 2,130.00		$ 54,510.00		$ 14,400.00
			TOTAL		$ 558,778.75		$ 272,025.00		$ 461,630.00		$ 267,020.00		$ 9,230.00		$ 236,210.00		$ 62,400.00

$1,867,293.75

Idaho

FLPP BOR Teton Dam Study

FLPP BOR Teton Dam Study

ITEM #	NAME OF BID ITEM	UNIT	UNIT PRICE	Overlook		Admin Site - Full Build		Campground Option A - River		Campground Option B - Rim		North Side		NE Boat Ramp		Sign Map	
				QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST	QUANTITY	COST
15101-0000	Mobilization	LPSM	Per Site	10%	$ 39,100.00	10%	$ 49,000.00	10%	$ 32,300.00	10%	$ 18,700.00	10%	$ 700.00	10%	$ 16,600.00	10%	$ 4,400.00
15201-0000	Construction Survey and Staking	LPSM	Per Site	2%	$ 7,200.00	2%	$ 9,000.00	2%	$ 6,000.00	2%	$ 3,500.00	2%	$ 200.00	2%	$ 3,100.00	2%	$ 800.00
15301-0000	Contractor Quality Control	LPSM	Per Site	3%	$ 10,800.00	3%	$ 13,500.00	3%	$ 8,900.00	3%	$ 5,200.00	3%	$ 200.00	3%	$ 4,600.00	3%	$ 1,200.00
15401-0000	Contractor Testing	LPSM	Per Site	3%	$ 10,800.00	3%	$ 13,500.00	3%	$ 8,900.00	3%	$ 5,200.00	3%	$ 200.00	3%	$ 4,600.00	3%	$ 1,200.00
15501-0000	Construction Schedule	LPSM	Per Site	1%	$ 3,600.00	1%	$ 4,500.00	1%	$ 3,000.00	1%	$ 1,800.00	1%	$ 100.00	1%	$ 1,600.00	1%	$ 400.00
15701-0000	Soil Erosion Control	LPSM	Per Site	1	$ 5,000.00	1	$ 10,000.00	1	$ 5,000.00	1	$ -		$ -	1	$ 15,000.00		$ -
20302-0700	Removal of Fence	LNFT	$ 15.00	1212	$ 18,180.00		$ -		$ -		$ -		$ -		$ -		$ -
20302-0200	Removal of Curb	LNFT	$ 20.00	370	$ 7,400.00		$ -		$ -		$ -		$ -		$ -		$ -
251	Boulder	EACH	$ 250.00		$ -		$ -	169	$ 42,250.00	12	$ 3,000.00	4	$ 1,000.00		$ -		$ -
30202-1300	Removal of Guardrail, Concrete Barrier	LNFT	$ 60.00	65	$ 3,900.00		$ -		$ -		$ -		$ -		$ -		$ -
302	Roadway Aggregate, Method 1	CUYD	$ 50.00	561	$ 28,050.00		$ -	881	$ 44,050.00	198	$ 9,900.00		$ -	1180	$ 59,000.00		$ -
303	Roadway Reconditioning	LNFT	$ 5.00		$ -		$ -		$ -		$ -		$ -	2580	$ 12,900.00		$ -
40301-0200	Asphalt Concrete Pavement, Type 2	TON	$ 200.00	731	$ 146,200.00	800	$ 160,000.00		$ -		$ -		$ -		$ -		$ -
413	Asphalt Pavement Milling	SQYD	$ 5.00		$ -	7430	$ 37,150.00		$ -		$ -		$ -		$ -		$ -
500	Boat Ramp	LPSM	$ 25,000.00		$ -		$ -	1	$ 25,000.00		$ -		$ -	1	$ 25,000.00		$ -
60915-1000	Wheelstop, concrete	EACH	$ 400.00	15	$ 6,000.00	42	$ 16,800.00		$ -		$ -		$ -		$ -		$ -
61501-0100	Sidewalk, Concrete	SQYD	$ 125.00		$ -	910	$ 113,750.00		$ -		$ -		$ -		$ -		$ -
61509-0000	Detectable Warning Panel	SQYD	$ 360.00	40	$ 14,400.00	40	$ 14,400.00		$ -		$ -		$ -		$ -		$ -
617	Guardrail	LNFT	$ 50.00	308	$ 15,400.00		$ -		$ -		$ -		$ -		$ -		$ -
619	Gate	EACH	$ 1,500.00		$ -		$ -	2	$ 3,000.00	3	$ 4,500.00	1	$ 1,500.00		$ -		$ -
626	Tree	EACH	$ 1,500.00	7	$ 10,500.00		$ -	47	$ 70,500.00	36	$ 54,000.00		$ -	7	$ 10,500.00		$ -
633	Sign System	EACH	$ 700.00	2	$ 1,400.00	2	$ 1,400.00		$ -		$ -	1	$ 700.00	1	$ 700.00	50	$ 35,000.00
63401-0900	Pavement Markings, Type E, Solid (white)	LNFT	$ 0.25	451	$ 112.75	2800	$ 700.00		$ -		$ -		$ -		$ -		$ -
63401-0900	Pavement Markings, Type E, Solid (yellow)	LNFT	$ 0.25	148	$ 37.00	500	$ 125.00		$ -		$ -		$ -		$ -		$ -
635	Pavement Markings, Symbols	EACH	$ 500.00	1	$ 500.00	15	$ 7,500.00		$ -		$ -		$ -		$ -		$ -
63501-0000	Temporary Traffic Control	EACH	Per Site	1	$ 5,000.00	1	$ 5,000.00	1	$ 5,000.00	1	$ 5,000.00		$ 2,500.00		$ 5,000.00	1	$ 5,000.00
64603-0700	Fixture, Picnic Table	EACH	$ 3,200.00	2	$ 6,400.00	6	$ 19,200.00	14	$ 44,800.00	12	$ 38,400.00		$ -	3	$ 9,600.00		$ -
646	Fixture, Double Vault Toilet	EACH	$ 55,000.00	1	$ 55,000.00		$ -	1	$ 55,000.00	1	$ 55,000.00		$ -		$ -		$ -
646	Fixture, Ped Railing	LNFT	$ 70.00	250	$ 17,500.00		$ -		$ -		$ -		$ -		$ -		$ -
646	Fire ring	EACH	$ 200.00		$ -		$ -	7	$ 1,400.00	6	$ 1,200.00		$ -		$ -		$ -
646	Kiosk	EACH	$ 2,000.00	1	$ 2,000.00		$ -		$ -		$ -		$ -		$ -		$ -
647	Landscape buffering	SQYD	$ 50.00	307	$ 15,350.00	1257	$ 62,850.00		$ -		$ -		$ -	270	$ 13,500.00		$ -
			SUBTOTAL		$ 429,829.75		$ 538,375.00		$ 355,100.00		$ 205,400.00		$ 7,100.00		$ 181,700.00		$ 48,000.00
999	Design Contenginecy		30%		$ 128,949.00		$ 161,513.00		$ 106,530.00		$ 61,620.00		$ 2,130.00		$ 54,510.00		$ 14,400.00
			TOTAL		$ 558,778.75		$ 699,888.00		$ 461,630.00		$ 267,020.00		$ 9,230.00		$ 236,210.00		$ 62,400.00

$2,295,156.75

Appendix F

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U.S. Department
of Transportation
**Federal Highway
Administration**

Western Federal Lands Highway Division
610 E. Fifth Street
Vancouver, WA 98661
Phone 360-619-7700
Fax 360-619-7846

January 10, 2019

In Reply Refer to: HFL-17

Federal Land Management Agencies
Idaho Transportation Department
Regional, County & Local Governments
Tribal Governments

Greetings:

2019 Request for Proposals
Idaho Federal Lands Access Program

The Western Federal Lands Highway Division (WFLHD) of the Federal Highway Administration is soliciting for capital improvement, enhancement, transit, planning, and research proposals to receive funds through the Idaho Federal Lands Program in fiscal years 2022, 2023, and 2024. Proposal awards will be contingent upon availability of funds.

What is the purpose of the Federal Lands Access Program?
The purpose of the Federal Lands Access Program (FLAP) is to provide safe and adequate transportation access to and through Federal Lands for visitors, recreationists, and resource users.

Where can proposals be located?
Proposals must be located on Federal Lands Access Transportation Facilities. Federal Lands Access Transportation Facilities means a public highway, road, bridge, trail or transit system that is located on, is adjacent to, or provides access to Federal lands for which title or maintenance responsibility is vested in a state, county, town, township, tribal, municipal, or local government. Maintenance means the preservation of the entire roadway surface, shoulders, roadside ditches, drainage structures, bridges, and traffic control devices necessary for safe and efficient operations. Vested maintenance responsibility means that the majority of the cost for these activities is borne by the state, county, town, township, tribal, municipal, or local government.

Who may apply?
All proposals must be submitted jointly by the Federal Land Management Agency(ies) whose lands are accessed and the entity with title or vested maintenance responsibility (State, county, town, township, tribal, municipal or local government) for the Federal Lands Access Transportation Facility. Early coordination between the appropriate FLMA and state/county/local/tribal government is encouraged to ensure adequate time for thorough review and input before the submittal due date.

Proposals must be signed by the appropriate following agency officials:

Federal Agency	**Signing Official**
National Park Service	Park Superintendent
US Forest Service	Forest Supervisor
US Fish & Wildlife Service	Refuge/Hatchery Supervisor
Bureau of Land Management	Field Manager
Bureau of Reclamation	Area Manager
US Army Corp of Engineers	Operations Project Manager
Department of Defense	Installation Commander
Local Agency	**Signing Official**
Idaho Transportation Department	District Engineer
County	Commissioner
Highway District	Commissioner
City, Town	Mayor
Tribe	Tribal Chair
Transit District	District Manager/Director

Proposals that do not have the signatures that are listed above will not be eligible for consideration. If the Federal Land Management Agency was not listed above and/or you have any questions regarding the appropriateness of the signing official, please contact Kristin Austin (see contact info below).

What types of proposals will be considered?
Proposals will be accepted for the following:

Capital Improvements- These proposals include rehabilitation, restoration, construction, and reconstruction of roads and bridges. This includes improvements such as safety improvements, widening, realignments, surfacing that adds structural capacity including gravel surfacing, culverts, signing, guardrail, walls and associated roadway appurtenances.

Enhancements- These proposals are road and trail related improvements such as interpretative signing, kiosks, viewpoints, adjacent vehicular parking areas, roadside rest areas (including sanitary and water facilities), provisions for pedestrians and bicycles, acquisition of scenic easement and scenic or historic sites, trailheads, trails, and improvements that improve public safety and reduce vehicle-wildlife mortality while maintaining habitat connectivity.

Transit- These proposals include construction of transit facilities and limited duration operation/maintenance of transit services and facilities (including vehicles).

Planning- These proposals include engineering studies, corridor management planning, bicycle/pedestrian planning and alternative transportation planning that will provide valuable information for future FLAP proposals.

Research- These proposals include evaluating solutions that enhance access, safety or sustainability. They address issues such as wildlife-vehicle collision avoidance measures, context sensitive roadside safety features, and congestion management strategies. Research must be broad-based and applicable to multiple Federal Lands Management Agencies.

Safety Only- These proposals only include one or more of the following: traffic control signalization; maintaining minimum levels of retroreflectivity of highway sign or pavement marking; traffic circles/roundabouts; safety rest areas; pavement marking; shoulder and centerline rumble strips and stripes; commuter carpooling and vanpooling; rail-highway crossing closure; installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles; priority control systems for emergency vehicles or transit vehicles at signalized intersection.

While the Idaho Programming Decision Committee supports preventative maintenance activities, these activities do not align with the new direction for the use of FLAP program funds. Applicants are discouraged from submitting preventative maintenance only type projects in this call.

Proposals should also be consistent with a statewide, regional, county, local, or tribal transportation plan and a Federal Land Management Plan. Proposals that are specifically identified in a transportation plan will receive additional consideration.

What size proposal will be considered?

The Idaho Federal Lands Access Program is currently estimated to receive about $15 million annually. Proposals requesting between $100,000 and $10,000,000 will be considered for the 2019 Request for Proposals. A proposal may request more than $10,000,000 if the project cannot be subdivided into smaller phases.

The best available data should be used in developing the initial cost estimate. Typically, if project construction costs exceed the originally approved program amount by more than 10%, the proposal proponents will be responsible to provide the additional funds. For assistance with unit costs, below is a link to the Idaho Transportation website for their average unit price reports:

http://itd.idaho.gov/business/

Are matching funds required?

The program requires matching funds of 7.34% of the total proposal costs for Capital Improvement, Enhancement, Transit, Planning, and Research proposals. Safety Only proposals may request up to 100% FLAP funding. Applicants may also provide additional funds to contribute to the project. Because of limited FLAP funding, proposals will receive additional consideration when funding is leveraged from other sources.

Typically, the preliminary engineering phase (planning, engineering, NEPA, etc...) of a project will require a cash match. Right-of-way, construction, and other phases of the project may use cash and/or “in-kind matches” such as donated property, materials, and services subject to WFLHD approval. Funds authorized under the Tribal Transportation Program and the Federal Lands Transportation Program as well as other Federal funds not authorized under Title 23 or 49

may also be used to satisfy the match. Match must be mutually acceptable to both WFLHD and the proposal applicants. Additional information regarding match may be found at the following website:

http://www.fhwa.dot.gov/legsregs/directives/policy/fedaid_guidance_nfmr.htm

http://lhtac.org/programs/lrhip

How do I submit a proposal?
The best available data should be used in completing the project proposal forms. Maps and photos should be included to support the proposal. Maps should include project locations, project limits or termini, high use federal recreation sites, federal economic generators, and most importantly, **show the Federal Lands accessed by the proposal**. Letters of support from other entities may also be included.

Email the completed proposal form with all required signatures, maps, photos and any letters of support to:

WFL.CallForProjects@dot.gov

The proposal must be received by **April 5, 2019**. 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 must not exceed 30 pages.

Copies of this letter, evaluation criteria, proposal instruction checklist, proposal form, joint endorsement form, and webinar announcement can be downloaded from the following website.

http://flh.fhwa.dot.gov/programs/flap/id/

How will the proposals be evaluated?
A Technical Advisory Group (TAG) will review the proposals according to the following evaluation criteria (see attached for additional details): Safety, Asset Improvement, Recreation/Economic, Mobility, Sustainability/Environmental Quality, and Readiness/Support. Preference shall be given to proposals that provide access to high-use federal recreation sites or federal economic generators, as identified by the Federal Land Management Agency.

The TAG will be facilitated by the WFLHD and include representatives from the from the Idaho Transportation Department, Local Highway Technical Assistance Council, U.S. Forest Service, National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, U.S Army Corp of Engineers, Bureau of Reclamation, and the Military Surface Deployment and Distribution Command (DOD).

The TAG may request additional information during the evaluation process. Proponents should be ready to provide documentation that substantiates, clarifies or appends any information provided in the proposals.

How will a final decision be made on the proposals?
The Program Decision Committee (PDC) made up of representatives from WFLHD, Idaho Transportation Department, Local Highway Technical Assistance Council, will make a final decision on the proposals. The PDC will make these decisions based on the evaluation criteria and recommendations of the TAG. The PDC will also coordinate with the Federal Land Management Agencies prior to making a final decision.

The TAG should complete initial proposal evaluations by June 2019. Field visits are tentatively scheduled for June-July of 2019. Final recommendations of the TAG and PDC final decisions on the proposals are currently scheduled for October 2019.

Who will be the lead agency for project delivery?
The lead agency for project delivery will usually be the WFLHD. Project delivery consists of federal environmental compliance, design, construction contract advertisement, and construction contract administration. However, the lead agency and participating agencies roles will be considered during proposal evaluation. Decisions regarding lead and participating agency roles will be based on the type of project, project complexity, and how the work is proposed to be delivered. The TAG may approach the project applicants during proposal evaluation to discuss project delivery. The WFLHD will still be responsible for stewardship and oversight of the project to assure compliance with federal requirements.

What if I have questions?
In conjunction with this request for proposals, WFLHD will conduct an informational webinar on January 16, 2019. This webinar will provide information to potential applicants on the FLAP, eligibility, evaluation criteria, how to submit proposals, and helpful hints for filling out proposal forms. See the attached webinar announcement for details.

In the meantime, if you have questions you can contact Kristin Austin or the FLAP coordinator for your agency.

Agency	Contact	Phone	Email Address
Federal Highway Administration	Kristin Austin	(360) 619-7625	Kristin.austin@dot.gov
Idaho Transportation Department	Randy Gill	(208) 334-8591	randy.gill@itd.idaho.gov
Local Highway Technical Assistance Council	Dan Coonce	(208) 344-0565	dcoonce@lhtac.org
US Forest Service, Region 1	Brenda Christensen	(406) 329-3351	bchristensen@fs.fed.us
US Forest Service, Region 4	Justin Humble	(801) 625-5412	jhumble@fs.fed.us
National Park Service	Justin De Santis	(415) 623-2278	Justin_DeSantis@nps.gov
Bureau of Land Management	Cynthia Kowalczyk	(208) 373-3952	ckowalczyk@blm.gov
US Fish & Wildlife Service	Eric Bergey	(503) 736-4713	eric_bergey@fws.gov
US Army Corp of Engineers	Matthew Walker	(208) 343-0671	Matthew.T.Walker@usace.army.mil
Bureau of Reclamation	Eve Skillman	(208) 378-5357	eskillman@usbr.gov
Department of Defense	Douglas E. Briggs	(618) 220-5229	douglas.e.briggs.civ@mail.mil

Additional information, guidance, and FAQs regarding the Federal Lands Access Program may also be found at the following website:

http://flh.fhwa.dot.gov/programs/flap/

Sincerely yours,

KRISTIN A AUSTIN

Digitally signed by KRISTIN A AUSTIN
Date: 2019.01.10 08:21:46 -08'00'

Kristin Austin
Idaho FLAP Program Manager

Enclosures:
Proposal Evaluation Criteria
Proposal Instruction Checklist
Webinar Announcement
Proposal Form
Joint Endorsement Form

2019 Request for Proposals
Idaho Federal Lands Access Program
Proposal Instruction Checklist

- ☐ Download the Request for Proposal packet and the proposal form from the following website:
  http://flh.fhwa.dot.gov/programs/flap/id/
- ☐ Initiate coordination between the federal land agency and the State/County/Local/Tribal government. The proposal should be completed jointly by Federal Land Manager and the State/County/Local/Tribal government.

- ☐ Complete the proposal form with the best available data. Provide thorough, realistic and concise responses to questions. "Not Applicable" is an acceptable response if appropriate. Include any assumptions.

- ☐ Develop a map that includes project locations, proposal termini, high use federal recreation sites, federal economic generators, and **most importantly**, show the Federal Lands that the proposal accesses, is adjacent to or is on.

- ☐ The proposal must be signed by the appropriate federal agency official AND the appropriate local agency official listed below. Proposals that DO NOT have the appropriate signatures will NOT be eligible for consideration.

Federal Agency	**Signing Official**
National Park Service	Park Superintendent
US Forest Service	Forest Supervisor
US Fish & Wildlife Service	Refuge/Hatchery Supervisor
Bureau of Land Management	Field Manager
Bureau of Reclamation	Area Manager
US Army Corp of Engineers	Operations Project Manager
Department of Defense	Installation Commander
Local Agency	**Signing Official**
Idaho Transportation Department	District Engineer
County	Commissioner
Highway District	Commissioner
City, Town	Mayor
Tribe	Tribal Chair
Transit District	District Manager/Director

- ☐ 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 must not exceed 30 pages.

- ☐ E-mail your completed application package to:
  WFL.CallForProjects@dot.gov

- ☐ Proposals must be received by **April 5, 2019** to be considered. Submit the proposal early, if possible, to avoid unexpected issues.

Webinar Announcement

2019 Request for Proposals
Idaho Federal Lands Access Program

In conjunction with the 2019 request for proposals for the Federal Lands Access Program (FLAP) in Idaho, the Western Federal Lands Highway Division of the Federal Highway Administration will be conducting an informational webinar.

This webinar will provide information to potential applicants to the Idaho FLAP. Topics that will be covered include: Overview of the FLAP program, eligibility, schedule/due dates for the request for proposals, the application process, evaluation criteria, and helpful hints for filling out applications. Plenty of time will be allocated for questions.

Date
January 16, 2019 at 10 AM MST.

Duration
1.5 hours.

Registration
Registration is not necessary – anyone can join.

Location
https://connectdot.connectsolutions.com/idflap2019/

Log In Information
Select the option for "Enter as a Guest"
Type your name in the box provided
Click the button "Enter Room"

Audio Details
Conference Number: 888-273-3658
Participant Code: 6414784

2019 Proposal Evaluation Criteria
Idaho Federal Lands Access Program

	Max Pts	Scores
1. Safety **Improvement of the Transportation Network for the safety of its users.**	**25**	
a) Improves identified fatality and serious injury sites	0-20	
b) Improves other identified crash types (less than serious injury)	0-12	
c) Improves identified hazardous conditions other than crash sites	0-10	
d) Improves safety for a wide range of users	0-10	
e) Utilizes data-driven safety analysis tools to predict the safety impacts of highway projects (if applicable)	0-5	
2. Asset Improvement **Improvement of the Transportation Network.**	**20**	
a) Improves condition factor of one or more elements of bridge or culvert within National Bridge Inventory System (NBIS)	0-10	
b) Improves structural capacity and surface condition, which extends the useful life of the asset	0-10	
c) Included in a paved or unpaved surface management system	0-5	
3. Recreation and Economic **Development, utilization, protection, and administration of the Federal Lands and its resources. (Show on map)**	**20**	
a) Federal high-use recreation site or Federal economic generator: (Scale by categories for each FLMA) — High Use / Medium Use / Low Use or High Economic Impact / Medium Impact / Low Impact	5-10 3-5 0-3	
b) Federal Land area accessed: Over 100,000 acres / 25,000 - 100,000 acres / Under 25,000	5-10 3-5 0-3	
c) Supports community economic goals/needs	0-5	
4. Mobility **Mobility of users and continuity of the transportation network serving the Federal Lands and its dependent communities.**	**15**	
a) Need identified in transportation plan, Federal Land Management Agency (FLMA) Plan, State plan, or County Comprehensive plan, or route is connected to a designated route on the FLMA inventory for the Federal Lands Transportation Program (FLTP)	0-10	
b) Fills missing link in network, removes travel restriction, bottleneck, size/load limit, supports federal land related freight	0-10	
c) Sole access to area or major traffic generator (destination, resource extraction)	0-5	
d) Reduces travel time and congestion, increases comfort and convenience or improves mode choices	0-5	
5. Sustainability and Environmental Quality **Protection and enhancement of the environment associated with the Federal Lands and its resources.**	**10**	
a) Supports or advances environmental goals of the FLMA and/or Local Agency	0-2	
b) Enhances wildlife connectivity or aquatic organism passage	0-2	
c) Enhances water quality, riparian function, wetlands function	0-2	
d) Uses design, materials or techniques that will exceed the minimum environmental requirements or mitigates an existing environmental problem in the area	0-2	
e) Contributes to improved environmental quality (i.e. GHG reductions) and reduces VMT	0-2	
6. Readiness and Support **Project readiness, local support, financial support, capacity, and project delivery.**	**10**	
a) Project Support, agency priorities and previous federal investment	0-10	
b) Applicant's share of project costs, type of funds, availability of funds and certainty of funds	0-10	
c) Project readiness, project delivery schedule (environmental compliance, design ROW)	0-10	
Total Available Points	**100**	

2019 Idaho Federal Lands Access Program

Proposal ID #: *(For WFL Use Only)* ID-FY19-

(To be completed jointly by Federal Land Manager and State/County/Local/Tribal Government)

Project Name	
Route Name/Number	
Federal Land(s) Accessed (Show on Map)	
Agency (ies) with Title to Road, Bridge, Trail or Transit System	
Agency (ies) with Title to Enhancement Facility	
Agency (ies) with Maintenance Responsibility for Road, Bridge, Trail or Transit System	
Agency (ies) with Maintenance Responsibility for Enhancement Facility	
Type of Proposal	☐ Capital Improvements ☐ Planning ☐ Enhancement ☐ Research ☐ Transit ☐ Safety Only
Key Items of Work (check all that apply)	☐ Paving ☐ Earthwork ☐ Major Concrete Structures ☐ Bridges ☐ Major Culverts ☐ Road Base or Surface Course ☐ Roadside Safety Structures ☐ Planning Study ☐ Bicycle/Pedestrian Facilities ☐ Safety Enhancements ☐ Transit Facilities or Operations ☐ Ancillary Parking Areas, Pullouts/Interpretive Sites ☐ Major Drainage Improvements ☐ Other **(specify)** _____
Proposed Work Summary	
Primary Visitor Destinations (Show on Map)	
High Use Federal Recreation Sites and/ or Federal Economic Generators (Show on Map)	

Project Termini (Location)		**Mile Posts**	**Latitude** (Decimal Degrees)	**Longitude** (Decimal Degrees)
	Begin			
	End			
	Nearest Town		**Fed Congressional District**	

Estimated Total Project Costs			
Funds Requested from Federal Lands Access Program			
Project Length (miles)		**County**	
Required Local Match (7.34%)		**From**	
Other Funding Contributions to Project		**From**	

Acres of Federal Land Accessed by the Project

Functional Classification of the Roadway (Show official designations of route)	☐ National Highway System ☐ Major Collector ☐ Local Road ☐ Arterial ☐ 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	
Average Daily Traffic (ADT) on Highway							
Seasonal Average Daily Traffic (peak season) (SADT) on Highway							
% Trucks							
% Federal Land Related							
Comments							

		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.

Detailed Description of Proposed Capital Improvement or Enhancement: 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.

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.

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?

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.

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?

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

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

☐ System Transportation Plan	
☐ Federal Land Management Plan	
☐ Regional Transportation Plan	
☐ County Transportation System Plan	
☐ Tribal Transportation Plan	
Would the proposal require modification or amendments to any of these plans?	

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

	Yes	No	Unknown	Comments
Wetlands	☐	☐	☐	
Threatened & endangered Species	☐	☐	☐	
Other Fish & Wildlife Habitat	☐	☐	☐	
Wildlife Movement Corridors	☐	☐	☐	
Wild & Scenic River	☐	☐	☐	
Non-Attainment Air Quality Areas	☐	☐	☐	
Cultural/Archeological/Historic Sites	☐	☐	☐	
Public Parks	☐	☐	☐	
Wildlife Refuge	☐	☐	☐	
Hazardous Materials	☐	☐	☐	
Stream Encroachments	☐	☐	☐	

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?

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. Will this proposal be your agency's priority and will staff resources be dedicated to assure completion?

The lead agency for project delivery: The lead agency for project delivery will usually be the WFLHD. Project delivery consists of federal environmental compliance, design, construction contract advertisement, and construction contract administration. However the lead agency and participating agencies roles will be considered during proposal evaluation. Decisions regarding lead and participating agency roles will be based on the type of project, project complexity, and how the work is proposed to be delivered. The TAG may approach the project applicants during proposal evaluation to discuss project delivery. The WFLHD will still be responsible for stewardship and oversight of the project to assure compliance with federal requirements.

****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.

****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.

Cost Estimate for Capital Improvements and Enhancement 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		Square Feet	
	Traffic Control		Lump Sum	
	Utility Relocation		Lump Sum	

Use table on the next page for additional items.

			Sub-Total	
	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	
			Total Estimated Construction Cost	
			Estimated Preliminary Engineering Costs (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	
	Estimated Right of Way		Acres	
			Total Estimated Preliminary Engineering Costs	
			Estimated Construction Engineering Costs (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	
			Estimated Construction Engineering Costs	
			Total Project Costs	

Cost Estimate for Capital Improvements and Enhancement Projects (Cont.)

Add items as needed. **Use Current Unit Prices.**

		Quantity	Item	Unit Price	Unit	Total
+	-					
					Sub-Total	

Comments:	

Cost Estimate for Transit Projects

Add items as needed. **Use Current Unit Prices.**

		Quantity	Item	Unit Price	Unit	Total
+	-					
					Total Project Costs	

Comments:	

Cost Estimate for Planning and Research Projects

Add items as needed. Use Current Unit Prices.

		Quantity	Item	Unit Price	Unit	Total
+	-					
					Total Project Costs	

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.

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?

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. Provide crash data in tables and/or maps showing accident locations.

b) How would the proposed project improve unsafe conditions at identified crash sites?

c) How does the proposed project address potentially unsafe locations with conditions such as inadequate sight distance, roadside hazards, poor vertical/horizontal alignment, hazardous intersections, inadequate lane and shoulders widths, etc? How does the proposed project address areas where recreation use may create traffic conflicts with local or through traffic?

d) How 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? If applicable, have data-driven safety analysis tools been used and what were the outcomes? Is the project identified in a strategic safety plan?

2. ASSET IMPROVEMENT

Improvement of the transportation Network.

a) If the project includes a bridge or culvert, how will the project extend the useful service life? Would the proposal improve the condition factor of one or more elements of bridge or culvert within National Bridge Inventory System (NBIS)?

b) How will the project improve the structural capacity of the roadway and extend the useful life of the asset?

c) Is the roadway included in a paved or unpaved surface management system? 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?

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?

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? How would the proposal support federal land related freight?

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?

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.

If applicable, describe how the project:

a) Contributes to the environmental goals and objectives of the Federal Land Management Agency and/or other applicable land management plans.

b) Enhances wildlife connectivity, wildlife habitat and/or aquatic organism passage.

c) Enhances water quality, riparian and/or wetland function.

d) Uses design, materials or techniques that would exceed the minimum environmental requirements and/or mitigates an existing environmental problem.

e) Promotes sustainable practices (e.g. reduces greenhouse gas or vehicle miles traveled).

6. READINESS AND SUPPORT

Project readiness, local support, financial support, capacity and project delivery.

a) List project support, describe how funding this proposal fits with agency priorities and describe the previous federal investment, if known.

b) Describe the applicant's share of project costs, type of funds, availability of funds and certainty of funds.

c) Describe the project readiness, and the preferred project delivery schedule (with the knowledge that construction funding for project will be programmed in an out-year).

2019 Idaho Federal Lands Access Program
JOINT ENDORSEMENT - This project is supported and endorsed by

(add agency endorsements as needed)

Project Name	
Federal Land Agency (ies)	
Federal Land Unit Manager's Name	
Title	
Electronic Signature	
Date	
Email Address	
Telephone	
Point of Contact	
Title	
Email Address	
Telephone	

State, County, Local, or Tribal Government	
Agency Official's Name	
Title	
Electronic Signature	
Date	
Email Address	
Telephone	
Point of Contact	
Title	
Email Address	
Telephone	

****Signatures (electronic signatures are acceptable) are required for BOTH the Federal Land Management Agency being accessed and the State, County, Local or Tribal Government.*