
I. Call to Order

II. Employee of the Month

III. Community Outreach

IV. Comments from Grand Teton National Park, Town of Jackson, Teton County, and Public

V. Action Items

V.A. Consent Agenda

V.A.1. Approval of the Minutes – April 16, 2025 Board Meeting

V.A.2. Equipment Purchase – M-B Companies (2) MB2 Plow Truck/Carriers

V.A.3. Equipment Purchase – Eagle & Myslik Inc. (2) Overaasen RS400 Performance Line Runway Sweepers

V.A.4. Equipment Purchase – Eagle & Myslik Inc. (26) Cassettes (Snow Removal Brushes)

V.A.5. New Vehicle Purchase – KIG Vehicle Concepts LLC Ford Transit

V.A.6. Equipment Purchase – VLCM VMS Recording Server

V.A.7. Resolution 2025-01: Region 8 Hazard Mitigation Plan Acceptance

V.A.8. Jedediah's Price Adjustments

V.A.9. Woolpert 20th Amendment – Backup AWOS Design, Bidding, and Construction Administration/Management

V.A.10. Resolution 2025-02: AIP 84

V.A.11. Knife River Notice of Award and Contract Schedules II, III, and IV of Phase 2 of the Deice Pad Project

V.A.12. Resolution 2025-03: FY25-26 Establishment of Fees and Charges

V.B. Financial Reports

V.C. Woolpert 18th Amendment – Electric Vehicle Charging Stations Design, Bidding, and Construction Administration/Management

V.D. DOT CFI Grant – Subaward Agreement with Town of Jackson

V.E. Woolpert 19th Amendment - Aviation Safety Facility Conceptual Planning Study

V.F. HB Workplaces Agreement – Administration and FBO Building Furniture Purchase

VI. Director's Comments

VI.A. Activity Reports

VI.B. Operations/Security/FBO Updates

VII. Board Comments

VIII. Adjourn



MINUTES OF THE JACKSON HOLE AIRPORT BOARD MEETING

DATE: April 16, 2025

BOARD PRESENT: Melissa Turley was present in person in the Airport Board Room; Rob Wallace, Bob McLaurin, Ed Liebrecht, and Valerie Brown attended the meeting through the Webex Platform.

OTHER PRESENT: Jim Elwood, Michelle Anderson, Dustin Havel, Anna Valsing, Jordyn McDougall, Kevin Dunnigan, Tony Cross, Jamie Miles, Aimee Crook, Jac Stelly, Chance Grimmett, Alton George, Taylor Gemmel, Apinya Wright, Bryce Beatty, Jesse Bradberry, and Gina Van Slyke, Jackson Hole Airport; Arne Jorgenson and Alyson Sperry, Town of Jackson; and Dan Reimer, Airport Attorney. Other individuals not individually documented were present in person or watched the meeting through the Webex Platform.

I. CALL TO ORDER: Vice President Turley called the Board Meeting to order at 9:03 AM.

II. EMPLOYEE OF THE MONTH: Havel recognized Scott Weiher as the April Employee of the Month.

III. COMMUNITY OUTREACH: Dunnigan provided updates on recent airport community outreach activities. He said that the airport welcomed local Belle Fralin, who flew in from Italy after competing in the World Special Olympics, where she won a bronze medal competing in the snowshoeing event.

Dunnigan advised that the Jackson Hole Airport had achieved DarkSky Place certification, making it the first airport in the world to receive this accolade.

IV. COMMENTS FROM GRAND TETON NATIONAL PARK, TOWN OF JACKSON, TETON COUNTY, AND THE PUBLIC: Chip Jenkins, superintendent of Grand Teton National Park, recognized the airport and Grand Teton National Park (the 'Park') positive working relationship. He noted Jeremy Barnum's departure and stated he would be the airport's point of contact until Barnum's position is filled.

Mayor Arne Jorgensen addressed the Board and provided updates on the Town of Jackson.

V. ACTION ITEMS:

A. CONSENT AGENDA

1. Approval of the Minutes
 - a. March 17, 2025, Special Meeting
 - b. April 7, 2025, Budget Workshop
2. 2025 Seal Coat & Mark Project Contract – American Road Maintenance
3. USGS Agreement for Groundwater Monitoring

Brown asked that item A3 be removed from the consent agenda.



JACKSON HOLE AIRPORT

P.O. Box 159 • Jackson, WY 83001 • 307.733.7695 • Fax: 307.733.9270

James P. Elwood, AAE, Executive Director

Brown moved to approve each of the consent agenda items A1 through A2. Liebrecht seconded the motion, which passed unanimously.

Brown asked if item A3 includes PFAS monitoring. Havel stated that the USGS Agreement for Groundwater Monitoring does not include PFAS sampling; however, the airport is conducting PFAS monitoring through a different contract.

Brown moved to approve the consent agenda item A3. McLaurin seconded the motion, which passed unanimously.

B. FINANCIAL REPORTS: Anderson presented the financial reports for March 2025 for the Board's acceptance. She advised that income was above budgeted levels and expenses were below budgeted.

Brown moved acceptance of the financial reports for March 2025. Liebrecht seconded the motion, which passed unanimously.

C. FY2025- 2026 BUDGET: Elwood introduced the Board's established vision: "To be recognized as a leader delivering a positive and unique guest experience, an unwavering commitment to environmental stewardship, and a culture based on people helping people."

Anderson presented the Fiscal Year 2025/2026 budget for approval. She stated that the airport's budget includes three enterprise centers: Fuel Farm, JAC Operations, Fixed Based Operator (FBO), and six cost centers: airfield, landside, terminal, other buildings and grounds, environmental, and community outreach. She advised that the balance of net reserves at the end of the Fiscal Year 2025/2026 across all three enterprises is \$5,084,113.

Brown stated for the record that she would like airport staff to continue working towards breaking even after the bond payment for the Operation Enterprise Center.

Liebrecht moved adoption of the Fiscal Year 2025/2026 budget in the form presented. Brown seconded the motion, which passed unanimously.

D. KNIFE RIVER CONTRACT FOR SCHEDULE I AND VII OF PHASE 2 OF THE DEICE PAD PROJECT: Havel presented for the Board's approval the Contract and Notice to Proceed for Schedules I and VII of Phase 2 of the Deice Pad Project (the 'Project'). He stated that at the March 2025 Special Board Meeting, the Board approved the Notice of Award for this work. He advised that since the award, Knife River has provided the required Payment and Performance Bonds along with their current Certificate of Insurance; the Board is now being asked to approve the Contract. He said that Schedules I and VII will need to be completed in May/June to minimize operational impacts on the Teton Interagency Helitack.

Havel noted that the total cost of these Contracts is \$4,497,887.50. He advised that the Project is funded by a combination of FAA AIP Apportionment Funding and WYDOT match grant funding (AIP Apportionment, ~\$3.1M; WYDOT Match Grant, ~\$246,000). He said



Schedule VII is not eligible for federal reimbursement and will be funded by airport cash reserves (Airport Reserves, ~\$1.5M).

Brown moved approval of the Contract with Knife River Corporation for Schedule I and VII of Phase 2 of the Deice Pad Project in the amount of \$4,497,887.50, in the form presented, and issuance of a Notice to Proceed. Liebzeit seconded the motion, which passed unanimously.

VI. DIRECTOR COMMENTS: Elwood presented the activity reports. He said general aviation (GA) operations increased by 2.24% and commercial operations increased by 18.3% compared to March 2024. He advised that year-to-day GA operations were up 8.89%, and commercial operations were up 10.9%. Elwood noted that the year-to-date load factor is 73.36%.

Crook provided a Security update, Elwood provided an FBO update, and Havel provided an Operations update.

Alton George presented an overview of a recent Mutual Aid, Mass Casualty Incident (MCI) Exercise hosted by the JAC Operations team. He shared that the exercise included participants from Jackson Hole Fire/EMS and Grand Teton National Park.

VII. BOARD COMMENTS: The Board advised that the next meeting is on June 18, 2025.

VIII. ADJOURNMENT: Brown motioned to adjourn the meeting at 10:44 AM. Liebzeit seconded the motion, which passed unanimously.

Rob Wallace, President

Ed Liebzeit, Secretary



JACKSON HOLE AIRPORT

P.O. Box 159 • Jackson, WY 83001 • 307.733.7695 • Fax: 307.733.9270

James P. Elwood, AAE, Executive Director

May 14, 2025

Jackson Hole Airport
Tom Whitaker
1250 E Airport Rd
Jackson WY, 83001

Dear Mr. Whitaker,

M-B Companies is pleased to submit our quotation for MB2 Plow Truck/Carrier under the Sourcewell Contract 111522, to the Jackson Hole Airport for consideration. The equipment is to be manufactured to the same specifications as are included on the pricing sheet which references the build. Please be advised this includes plow controls but not any integration of the Overaasen broom (if the MB2 is bought separately).

Price for MB2 unit: **\$ 620,899.56**

Price for each additional unit: **\$ 620,899.56**

General

- Prices listed are in US dollars and valid until June 30, 2025.
- Delivery 500 days after receipt of purchase order.
- Warranty: Chassis, One year, Engines, Two years and Transmission, 3 years.
- Terms: Net 30 days after shipment from M-B facility.
- Shipping: F.O.B Jackson Hole, WY 83001
- Not included: State or Federal taxes

Thank you for this opportunity, if you have any questions, please contact myself at 920-242-4134 or email at jessie.carr@aebi-schmidt.com.

Respectfully,

Jessie Carr

Jessie Carr
Regional Sales Manager
M-B Companies, Inc.

11/8/2022

Quotation For:

Customer	Jackson Hole Airport	Date	5/14/2025
Address	1250 Airport Rd	Quotation #:	Sourcewell 111522
City, State, Zip Code	Jackson, Wy 83001	Customer ID:	
Point of Contact	Tom Whitaker	Quotation valid until:	6/30/2025
Phone and Email Address		Prepared by:	Jessie Carr

Comments or Special Instructions:

Delivery charges will be figured based on end user location and current ship rates.

Startup and Training charges will be included at end user location

Final quote to end user will include this information.

PRODUCT CODE	DESCRIPTION	QTY	UNIT LIST PRICE	EXT. AMOUNT
MB2	Multi Tasking Snow Removal Vehicle with plow. The MB2 custom cab forward tractor is the most aggressive and maneuverable heavy duty snow removal chassis available for airports today. The versatile MB2 can be equipped with a variety of front plows, tow brooms, underbody scrapers, dump bodies, spreaders, and de-icing equipment as desired. It has a 6 speed automatic transmission, and the right side of its drive engine enclosure rotates upward to allow full access for maintenance and engine repair. The tapered spring suspension allows for a smoother ride and increased driver control.	1	\$ 529,181.00	\$ 529,181.00
<i>Bulleted Items are Included or are features of the Base Unit</i>				

- Tractor type custom chassis with four wheel/power divider 4 x 4 drive
- Designed for airport plows, tow brooms, underbody scrapers, dump bodies, spreaders, de-icing and other as desired
- Standard 158 inch wheel base with sharp steering axle cramp angles efficiently provide small turning circles
- Butterfly type hood engine enclosure, opens with power assist for maintenance and repair access
- 496 HP electronic controlled turbocharged T4F EPA emission certified diesel engine is standard, includes ether start
- Allison RDS 4000, 6 speed transmission
- M-B front "Nose Box" single speed drop box produces low speed torque as well as speeds up to 45 MPH
- M-B 29,000 pound front drive / steer axle with locking differential.
- Dana 23,000 pound rear drive axle with locking differential.
- ABS air brake control system (4-channel) with automatic traction control
- Dual 75 gallon fuel tanks for drive engine, for up to 12 hours of operation
- 445/65R22.5 LR L traction tread front and rear tires
- Integrated hydraulic controls for plow and other attachments.
- Air ride cab mounts with driver and passenger seats with adjustable lumbar support
- Panoramic view. All flat glass for easy and local replacement. Forward slope windshield
- Four windshield wipers with three motor system, for reduced linkage issues and provides better snow removal
- Standard features include FMVSS compliant lighting, side light bars, heated windshield, cab heater, heated power mirrors, power windows, cab mounted FAA approved strobe
- Operator friendly, cab integrated microprocessor CAN bus controls with MDC (Monitor, Diagnose, Control)) color screen display for chassis and equipment, with CAN joystick for attachment operation
- Chassis side 5th wheel hitch and 9,000 pounds of steel ballast
- **P5014-S-D Airport Reversible Plow:** 14 foot plow length, Straight 50 inch plow height, DIN flat face hitch, steel cutting edge, two heavy duty single casters reversible left and right up to 32 degrees.
- 1 yr warranty included in base unit.
- Consult M-B prior to order to confirm choice of plow, engine, and other options.

	SUBTOTAL	\$ 529,181.00
	OTHER	
Price for base unit:	TOTAL	\$ 529,181.00

OPTIONS

Chassis Options			
Four wheel steering with 27,000 pound rear drive/steer axle	1	\$ 22,003.00	\$ 22,003.00
Engine oil pan heater, pad type		\$ 776.00	\$ -
Engine block heater, immersion type	1	\$ 537.00	\$ 537.00
Battery trickle charger, 1.5 amp	1	\$ 622.00	\$ 622.00
Battery charger, 20 amp		\$ 610.00	\$ -
Battery heater, pad type		\$ 1,146.00	\$ -
Remote battery jump start lugs	1	\$ 384.00	\$ 384.00
Remote air fill port	1	\$ 232.00	\$ 232.00
Hydraulic oil tank heater, pad type		\$ 652.00	\$ -
Fuel heater, immersion tank type	1	\$ 776.00	\$ 776.00
Coolant filter	1	\$ 234.00	\$ 234.00
Eight inch reflective stripe	1	\$ 918.00	\$ 918.00
Numbers and lettering on unit	1	\$ 674.00	\$ 674.00
Rear bumper chevron striping		\$ 385.00	\$ -
Rustproofing: under floor, fenders and battery box	1	\$ 925.00	\$ 925.00
Rear mounted pintle hook		\$ 256.00	\$ -
Spare chassis tire and wheel	1	\$ 2,682.00	\$ 2,682.00
Chassis Cab Options			
Air Conditioning	1	\$ 4,043.00	\$ 4,043.00
Deluge System (Requires side door wipers)	1	\$ 2,298.00	\$ 2,298.00
Side door window wipers	1	\$ 617.00	\$ 617.00
Heated option for side door window wipers	1	\$ 408.00	\$ 408.00
Heated option for windshield wipers	1	\$ 597.00	\$ 597.00
Radio, AM/FM with weather band and CD player	1	\$ 697.00	\$ 697.00
Rear view camera system, color (Includes rear facing LED flood lights)	1	\$ 927.00	\$ 927.00
Golight Strkyer remote spot light on cab, (1)		\$ 505.00	\$ -
HID lights on cab light bar, flood, (2)	1	\$ 1,966.00	\$ 1,966.00
HID lights on cab light bar, trapezoid, (2)		\$ 1,829.00	\$ -
HID lights on cab light bar, spot, (2)		\$ 1,843.00	\$ -
LED lights on cab light bar, flood, (2)	1	\$ 1,158.00	\$ 1,158.00
LED lights on cab light bar, trapezoid, (2)	1	\$ 1,085.00	\$ 1,085.00
LED lights on cab light bar, spot, (2)		\$ 1,093.00	\$ -
Rear facing LED flood lights, (2)	1	\$ 411.00	\$ 411.00
Amber snow plow lights on cab light bar, (2)		\$ 565.00	\$ -
Fire extinguisher, 2A:10BC, 5 lb. with mounting bracket	1	\$ 288.00	\$ 288.00
Fire extinguisher, 10A:40BC, 10 lb. with mounting bracket		\$ 350.00	\$ -
Reversible Plow Options:			
Flared end moldboard in place of straight end moldboard	1	\$ 2,943.00	\$ 2,943.00
Plow trip moldboard		\$ 2,362.00	\$ -
Hands free hitch	1	\$ 1,608.00	\$ 1,608.00
Reversible Plow Width Options:			
16 foot plow in place of 14 foot plow		\$ 1,426.00	\$ -
18 foot plow in place of 14 foot plow		\$ 2,092.00	\$ -
20 foot plow in place of 14 foot plow		\$ 2,759.00	\$ -
22 foot plow in place of 14 foot plow		\$ 3,424.00	\$ -
24 foot plow in place of 14 foot plow	1	\$ 4,090.00	\$ 4,090.00

Plow Cutting Edges			
Poly cutting edge in place of steel cutting edge, 14 foot		\$ 1,148.00	\$ -
Poly cutting edge in place of steel cutting edge, 16 foot		\$ 1,568.00	\$ -
Poly cutting edge in place of steel cutting edge, 18 foot		\$ 1,688.00	\$ -
Poly cutting edge in place of steel cutting edge, 20 foot		\$ 1,807.00	\$ -
Poly cutting edge in place of steel cutting edge, 22 foot		\$ 1,926.00	\$ -
Poly cutting edge in place of steel cutting edge, 24foot		\$ 2,045.00	\$ -
Kueper cutting edge in place of steel cutting edge, 14 foot		\$ 2,334.00	\$ -
Kueper cutting edge in place of steel cutting edge, 16 foot		\$ 2,839.00	\$ -
Kueper cutting edge in place of steel cutting edge, 18 foot		\$ 4,261.00	\$ -
Kueper cutting edge in place of steel cutting edge, 20 foot		\$ 4,663.00	\$ -
Kueper cutting edge in place of steel cutting edge, 22 foot		\$ 5,065.00	\$ -
Kueper cutting edge in place of steel cutting edge, 24 foot		\$ 5,466.00	\$ -
Carbide cutting edge in place of steel cutting edge, 14 foot		\$ 1,722.00	\$ -
Carbide cutting edge in place of steel cutting edge, 16 foot		\$ 1,881.00	\$ -
Carbide cutting edge in place of steel cutting edge, 18 foot		\$ 2,061.00	\$ -
Carbide cutting edge in place of steel cutting edge, 20 foot		\$ 2,220.00	\$ -
Carbide cutting edge in place of steel cutting edge, 22 foot		\$ 2,381.00	\$ -
Carbide cutting edge in place of steel cutting edge, 24 foot		\$ 2,542.00	\$ -
Tungsten carbide inserted rubber (JOMA 6000) cutting edge in place of steel cutting edge, 14 foot		\$ 2,824.00	\$ -
Tungsten carbide inserted rubber (JOMA 6000) cutting edge in place of steel cutting edge, 16 foot		\$ 4,303.00	\$ -
Tungsten carbide inserted rubber (JOMA 6000) cutting edge in place of steel cutting edge, 18 foot		\$ 4,760.00	\$ -
Tungsten carbide inserted rubber (JOMA 6000) cutting edge in place of steel cutting edge, 20 foot		\$ 5,217.00	\$ -
Tungsten carbide inserted rubber (JOMA 6000) cutting edge in place of steel cutting edge, 22 foot		\$ 5,673.00	\$ -
Tungsten carbide inserted rubber (JOMA 6000) cutting edge in place of steel cutting edge, 24 foot	1	\$ 6,131.00	\$ 6,131.00
Plow Spare Parts			
Caster tire and wheel		\$ 1,043.00	\$ -
Caster tire, wheel, hub, bearings, axle and nuts		\$ 1,271.00	\$ -
Caster tire and wheel, foam filled		\$ 1,126.00	\$ -
Caster tire, wheel, hub, bearings, axle and nuts, foam filled	1	\$ 1,355.00	\$ 1,355.00
P3UB Optional Underbody Scraper			
P3UB Underbody Scraper, 12 foot, 3 function, Steel cutting edge	1	\$ 24,514.00	\$ 24,514.00
Options Subtotal			\$ 85,123.00
Total from Base unit			\$ 529,181.00
Total Unit Price			\$ 614,304.00
Discount off Total Unit Price, exclusive of freight, Quantity 3+ units; deduct: 2%		3%	\$ 19,565.58
			\$ 594,738.42
<u>Delivery Starting Point</u>	Chilton, WI 53014		
<u>Delivery Ending Point</u>	City, State, Zip Code		
Delivery price determined by calculated mileage between points (Yahoo Maps) and current shipping rates			
	1360	\$ 21.00	\$ 28,560.00
TOTAL			\$ 623,298.42

List Price

Contact: Steve Mueller
201 MB Lane
Chilton, WI 53014
Phone (920) 898-1077 Fax (920) 849-2629

Eagle & Myslik Inc.

2869 South Shoshone Englewood, CO 80110
141 Sanborn Road Tilton, NH 03276



June 2, 2025

Attention: Mr. Tom Whitaker
Maintenance & Equipment Manager
Jackson Hole Airport
307.413.7943
Thomas.whitaker@jhairport.org

Sourcewell Contract Number:111522-TEA
SKU/Item Number: OVRRS400

Quote Number: GF14052025

Øveraasen RS400 Performance Line Runway Sweeper

Price	Each	Quantity 2
	\$661,690 USD	1,323,380 USD

RS 400 Performance Line Airport Sweeper

Including:

- Central Lubrication System
- Hydraulic oil tank heating 110 Volt
- Engine Heater, 110 Volt
- Battery Charger, 110 Volt
- Spare Wheel main axle
- Spare brush caster wheel
- Fleet cloud, 12 months
- Fleet cloud hardware
- Rear view camera
- SIB core and cassettes

Technical:

- Volvo TAD 1183VE
- 430 HP
- T4 Final
- 18' clearing width at 32°
- 40mph max clearing speed
- 0-720rpm broom with 23,500 CFM air blower – highest in industry
- 150L hydraulic tank
- 1 000L diesel tank

Telephone (866) 241-3264

“Your Airfield Solutions Partner”

- Steerable rear axle
- 24V electrical system

Additional Information

Delivery: Delivery is completely “turnkey”. Pricing includes all freight/customs/offloading and onsite set-up of machine with complete inspection by Øveraasen factory trained Eagle & Myslik technicians. Please note if any additional tariffs are placed on Norway that affect this order those prices will be shared and costs covered by the airport.

Training: One (1) week of complete onsite training for operators and technicians is included in delivery pricing. All training can be adjusted to meet Jackson Hole Airport’s required shift coverage and any additional “train the trainer” programs.

Warranty: 1 year warranty, to add additional years please add 2% for every addition year.

Current lead-time: 26 weeks but will be confirmed upon order

Payment Terms: 1/3 at time of order, 1/3 prior to shipment, and 1/3 after final SAT. These terms can be adjusted, however they are currently in place to assist with the industry leading delivery times.

Pricing: Please note above pricing does not include any applicable Federal or State Sales Taxes and is valid until 31/12/2025. These prices are based on the exchange rate USD 1/NOK 10,4. With changes of more than 2%, we reserve the right to adjust the prices accordingly.

Thank you for providing Eagle & Myslik with this opportunity. Should you have any further questions please do not hesitate to contact us.

Sincerely,

Gabe Florez
Western Territory Manager
Eagle & Myslik Inc.



Eagle & Myslik Inc.

SPECIALIZING IN SNOW, ICE & FOD CONTROL EQUIPMENT

2869 South Shoshone
Englewood, CO, 80110
Ph. 303-697-9692

Date: 22 May 2024
Quotation#: JM05222024-2
Customer ID: Jackson Hole Airpo

Quotation For: Tom Whitaker
Jackson Hole Airport
307-413-7943
thomas.whitaker@jhairport.org

Quotation valid until: 6/22/2025
Prepared by: Joe McKeown

SALESPERSON	P.O. NUMBER	SHIP DATE	SHIP VIA	F.O.B. POINT	TERMS
GF		TBD	TBD	Destination	30 Days

ITEM NUMBER	DESCRIPTION	Price ea.	Qty	Ext Price
1	SIB00303K53 18/R28/P	\$5,784.00	26	\$150,384.00
2	Freight is included in price Please note if product becomes subject to tarrifs this cost will be shared and paid for by customer This is for 1 full container of Cassettes that will contain a total of 26 sets. These will work in both old and new cores.			
Please add 3% processing fee if using credit card for purchase.				
TOTAL				\$150,384.00

Should you have any questions regarding this quotation please contact me.

Thank you very much for the opportunity,

Sincerely,

Gabe Flores

919-836-6744

gabef@eagle-myslik.com

**4x4 12-15 PASSENGER VAN
SPECIFICATIONS AND BID SHEET
Jackson Hole Airport**

The Jackson Hole Airport Board intends to purchase one (1) 4x4 12-15 Passenger Van that meets the specifications identified below.

Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	A. Four Wheel Drive or AWD
Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	B. Extended Length
Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	C. Automatic Transmission
Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	D. Color to be Standard Production White
Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	E. Vinyl / Rubberized Flooring
Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	F. Leather/Upgraded Interior
Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	G. 12 to 15 Passenger Seating
Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	H. High Roof

SPECIFICATIONS AND COST:

Dealer/Bidder Name: KIG Vehicle Concepts LLC

Dealer/Bidder Address: 14650 SW 93rd Court Miami FL 33176 USA

Dealer/Bidder Phone: (202)-746 3049

Make: FORD **Model:** Transit 350 HR AWD
3.5L AT 15 passenger Van **Year:** 2025

Warranty Information: 3 years or 36,000 miles whichever is earlier.

Total price for vehicle including delivery to Jackson Hole Airport: US\$ 78,956.33

Quantity of Vehicles Available for Bid Price: 1

Guaranteed delivery date to Jackson Hole Airport: 180 Days After Contract Award

Signature: _____

Bidder must attach complete vehicle specification sheet to this bid sheet

PREPARED FOR

JACKSON HOLE AIRPORT



PREPARED BY

KIG Vehicle Concepts LLC
14650 SW 93rd Court Miami FL 33176
CAGE: 6CRF1
SAM UEI: LGKMOVUF53PG3

15 PASSENGER VAN

INTRODUCTION

KIG Vehicle Concepts and its affiliates (collectively, “Team KIG”) are pleased to provide this proposal in response to RFQ issued by Jackson Hole Airport.

POINT OF CONTACT

For the purposes of enquiry, with respect to the content of this document, all questions should be directed to:

Muzammil Kazi

KIG Vehicle Concepts LLC

14650 SW 93rd Court, Miami, FL 33176

Cell: (+1) 202-746-3049

Email: muzammil.kazi@kigvehicleconcepts.com

PROJECT PLAN

A project plan will be used to monitor, document and contain all details necessary to supervise the project and be aware of key events such as vehicle delivery, inspection, transfer, and sale. Team KIGVC will ensure specific specifications are obtained and assembled for each vehicle in this solicitation. Mr. Muzammil Kazi will provide oversight for all order processing, logistics, shipment scheduling, and inspection scheduling activities on this procurement as the appointed Program Manager. All vehicles will be thoroughly inspected before customer delivery by Mr. Kazi and his team to ensure all vehicles pass the KIGVC pre-delivery inspection. Furthermore, team KIGVC will conduct weekly status meetings with all concerned parties to address any issues or updates on this procurement for action.

TECHNICAL SOLUTION

Team KIGVC brings comprehensive and demonstrated technical and management experience in all facets of inspection, procurement, preparation, and delivery, ensuring the successful completion of this project and its planned initiatives. We are fully engaged with this procurement process and are familiar with the need to ensure local spare part availability. This enables our team to monitor progress on procurements and identify issues before problems occur.

Team KIGVC has vast experience in the automotive industry. Please see our past performances to review our level of experience. Our experienced team have a detailed knowledge of the requirements of the vehicles. In our own current and past contracts, we procured vehicles compliant to the end-user country, based on the availability of service centres and spare parts.

OFFERED VEHICLE TECHNICAL SPECIFICATIONS

***New 2025 LHD Ford Transit 350 3.5L V6 RWD
Gasoline Automatic Transmission Dual Rear
Wheel High Roof 15 Passenger Van***



POWER & HANDLING

- Engine: 3.5L V6
- Transmission: 10 Speed Automatic
- Steering - Power Rack and Pinion
- Suspension, Rear - Leaf Springs, Heavy-Duty Gas Shock Absorbers
- Fuel Tank - Capless Fuel Fill, 25 Gallons
- Electric Power-Assisted Steering (EPAS)
- Parking Brake - Mechanical
- Side-Wind Stabilization
- Suspension, Front - Independent Macpherson-Strut, Stabilizer Bar
- Tilt/Telescoping Steering Wheel
- Power Equipment Group (Power locks and windows) with Remote Keyless Entry

SAFETY

- Advancetrac9 With Roll Stability Control™ (RSC9)
- Hill Start Assist
- Airbags - Driver and Passenger
- Door Locks, Autolocking Drive Away with Crash Unlocking
- Securilock Passive Anti-Theft System {PATS} with Engine Immobilizer
- Brakes - 4 Brakes - 4-wheel Anti-lock Disc Brakes
- Safety Canopy8 System with Side-Curtain Airbags
- Tire Pressure Monitoring System {TPMS}
- Rear View Camera With Trailer Hitch Assist

EXTERIOR

- Audio, Antenna - Fender Mounted
- Body Side Moldings – Carbon Black

INTERIOR

- Front/Rear Aux A/C and Heater (Driver Controlled)
- Horn - Single-Note Electric
- Headliner - Cloth Full Length
- Glove Box (Locking)
- Interior Lighting
- Post-Collision Braking
- Lane-Keeping System - Includes Lane-Keeping Alert and Driver Alert
- A-Pillar Assist Handles
- USB Ports - 5 Amps
- Automatic Rain-Sensing Windshield Wipers
- Forward Collision Warning
- Headlamp Courtesy Delay
- Full Rear Compartment Lighting
- Am/Fm Stereo with 4" Display, Bluetooth, and Dual USB Ports
- Air Conditioning
- Inside Rearview Mirror
- Medium Center Console
- Pre-Collision Assist with Automatic Emergency Braking (AEB)
- Floor Covering, Vinyl, Front & Rear
- Instrumentation - Tachometer, Fuel Level, and Coolant Temperature
- Lighting - Front Dome Lamp with Map Lights and Theater-Dimming
- Two Auxiliary 12-Volt Powerpoints - One Is Located in the Instrument Panel and One in the

- | | |
|--|---|
| <ul style="list-style-type: none"> ➤ 50/50 Hinged Rear Door, 180-Degree Opening ➤ Sliding Passenger-Side Door ➤ Front License Plate Bracket ➤ Auto High-Beam Headlamps ➤ Mirrors – Short-Arm — Power-Adjusting, Manual-Folding ➤ Roof Marker Lamp ➤ Rear Recovery Tow Hook ➤ Halogen Headlamps with Autolamp ➤ Keyless-Entry Keypad ➤ Windows – All-Around, Fixed ➤ Windows - Tinted Glass ➤ 16-Inch Heavy-Duty Silver Steel-Wheel with Exposed Lug Nuts (DRW) ➤ Full-Size Spare Tire and Wheel With 3-Ton Jack | <ul style="list-style-type: none"> Center Console Sun Visors - with Illuminated Vanity Mirror (Driver and Passenger) ➤ B-Pillar Assist Handle (passenger-Side) ➤ Rearview Mirror (When Equipped with Rear Glass) ➤ Telematics Essentials ➤ Cruise Control. Includes Adjustable Speed Limiting Device (ASLD) ➤ Leather Seats. ➤ 15-Passenger Seating. 1st Row: 2 Seats, 2nd Row: 3 Seats, 3rd Row: 3 Seats, 4th Row: 3 Seats, 5th Row: 4 Seats. Standard with Extended Length Passenger Van |
|--|---|

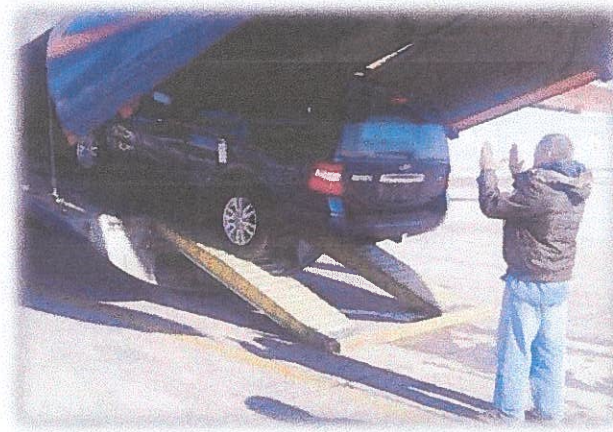


and risk management capacity in all areas of your operation, KIGVC can reduce loss, ensure operational goals are met and at the same time, maintain efficient and streamlined delivery times.

Shipping & Logistics Plan:

Team KIGVC understands its responsibility for all shipping costs associated with the delivery of these vehicles. All proposed vehicles undergo stringent manufacturers' quality control after production.

Our shipping and logistics plan takes into consideration export clearance and paperwork, insurance, ocean-freight, destination clearance, inland trucking, and final delivery to the end-user.

**Team KIGVC Logistics Capabilities:**

Clients look to Team KIGVC to deliver complex projects in challenging locations and environments around the world. Team KIGVC project management expertise comes to the forefront in each phase of every project including initiation, planning/development, execution/production, monitoring and control, and ultimately in closure and completion.

Team KIGVC has extensive experience with dedicated freight forwarders who have helped establish valuable processes and contacts to ensure effective implementation. Team KIGVC personnel and offices worldwide ensure timely completion of projects by all vendors/suppliers. Team KIGVC has exceptional logistics and supply chain management using tested processes to meet compliance, quality, and schedule requirements within each task order.

Team KIGVC has an established logistical operation approach. We are fully able to arrange pick-up and transport of vehicles as needed. We offer prices ex-factory, ex-works UAE, or FOB destination. Team KIGVC client's demand a variety of procedures for moving vehicles as needed. We offer a several different shipping methods, to include airfreight, land freight, sea freight, rail, and a combination. All vehicles are insured during transportation.

QUALITY ASSURANCE

Team KIGVC routinely issues QA/QC plans for USG contracts and will apply similar measures to this project. Team KIGVC will be led by Program Manager Muzammil Kazi who will provide leadership and is responsible for preparing and executing all deliverables. Mr. Kazi will coordinate all contractor support with designated representatives and monitor all tasks to ensure that mission requirements are tracked and on schedule.

Mr. Kazi will meet with his team and the end user throughout the period of each key event to ensure delivery and performance while adhering to schedule and cost control. Team KIGVC technical and management processes employed during execution will, as necessary, respond to customer-directed changes and deliver the highest performance and quality level standards for customer satisfaction, schedule adherence, and cost control.

Procurement:

Team KIGVC will use our highly trained and qualified procurement staff to expedite task order purchasing. Attention to detail in compliance, quality and lead times ensures product criterion and delivery schedules are met.

Customer Feedback:

Customer feedback provides us with insights into the quality of our service from a customer perspective and, hence, it is the most significant of the performance metrics we collect, assess, and track. We value and take action on customer feedback – both solicited and unsolicited. To ensure that we obtain the most comprehensive feedback from our customers, we apply a variety of mechanisms to solicit and collect such feedback:

- Customer Follow-up
- Customer Surveys

Supply chain Logistics:

From experience, Team KIGVC has built a team of professionals providing efficient supply chain management and turnkey procurement solutions in many austere areas overseas. Team KIGVC has identified the intricacies associated with cargo movement and provides an indigenous, proven network of support. KIGVC calls upon our staff to expedite delivery without losing precise control over cargo movement.

In-country relationships:

Team KIGVC has fostered direct relationships with terminal handling crews, authorized dealers, and has 24 hour emergency communications with its freight forwarders. These key relationships enable KIGVC to track freight, monitor damage and mitigate prospective risk.

Control and flexibility:

Team KIGVC key staff members expedite project, and supply chain management in-person rather than from a desk. This provides our customers with first-hand knowledge of the movement of

their products. KIGVC provides comprehensive pre-shipment inspections at the dealer facility to minimize risk.

Over the past three years, Team KIGVC has executed more than 70 projects awarded by the U.S. Government. This includes projects for vehicle procurement including complete supply chain management and delivery logistics for more than vehicles worldwide. Team KIGVC will comply with the proposed delivery and performance schedule, taking into consideration all existing commercial and governmental business commitments. Team KIGVC has achieved a consistently high rate of success in meeting the period of performance on every project it has been awarded to date and has an excellent record of performance, integrity and business ethics.

Team KIGVC has the necessary organization, experience, technical skills, financial strength and the ability to access further resources when necessary including production control procedures, property control systems, quality assurance measures, and safety programs applicable to materials to be produced and services to be performed by us. Our technical teams have executed many similar task orders over the past three years and possess the necessary skills and experience to ensure an effective and prompt delivery of all the requirements of this project.

Furthermore, Team KIGVC has the necessary capabilities, facilities, equipment, and other resources that are critical in meeting the requirements of this project and is otherwise qualified and eligible to receive an award under applicable laws and regulations.

Finally, Team KIGVC recognizes the importance and urgency of the procurement and delivery schedule under this solicitation and is committed to meeting the required schedule. Upon award, we will work with the customer to develop an expedited delivery schedule to exceed customer requirements. Team KIGVC has an established track record of exceeding customer requirements and can re-allocate significant resources to fast-track out of cycle delivery orders that meet the customer's urgent requirements under this solicitation.

Logistics & Supply Chain Management:

Team KIGVC has logistics experience covering all major components of logistics supply chain management including but not limited to:

- Enhanced Freight Forwarding, Carrier networks, and Consignment Tracking
- Storage and Warehousing facilities
- Documentation tailored for each local region/province

These supply chain components are augmented by in-country, on-the-ground inspection and survey personnel and our network of teaming partners. KIGVC logistics advantage is experience; relevant, recent experience in the difficult business environments in which our clients operate. KIGVC comprehensive services were developed specifically to meet the challenges governments and organizations face in logistics and supply-chain management, in those areas of the world that are most complex: conflict zones, unstable regions and remote outposts.

By supporting our logistics and supply-chain management services with an in-house intelligence

CURRENT & PAST PROJECTS

Over the past three years, the KIGVC team has funded and executed a number of projects awarded by the United States government. The KIGVC team has the necessary organization, experience, technical skills, and the ability to secure additional resources as needed (including, where applicable, such items as production control procedures, systems control of properties, product and service assurance measurements to be carried out by the KIGVC team. Our technical teams have carried out numerous orders for similar tasks over the past five years and have the skills and experience necessary to ensure efficient and timely delivery of all the requirements of this project.



The KIGVC team has the capacity, facilities, equipment and other resources to meet the requirements of this project and is otherwise qualified and eligible to receive an award under applicable laws and regulations. The KIGVC team has not had any contract terminated, in whole or in part, for default during the past three (3) years and no contract which is currently in the process of being terminated. Point of Contact references for all Team KIGVC contracts are available upon request.

Please see below for a few of Team KIGVC current and past vehicle contracts.

Arkansas Department of Parks, Heritage & Tourism

A. Company Name (Division/Team Member): KIG Vehicle Concepts, LLC

B. Contract Specifics:

Purchase Order Number:	4502151937	4502151944
Dollar Amount of Projects:	US \$ 55,304.85	US \$ 141,223.62
Status:	Completed	

C. Project Description: The contract includes the procurement and delivery of 6 vehicles to Federal Aviation Administration in Alaska.

1. 1 unit of Dodge RAM 1500 Tradesman Crew Cab, 4x4 short bed
2. 2 units of Ford Expedition XL STX 4x4 SUV

Team KIGVC technical experts determined the specific vehicle and equipment's that would be compliant with the end-user / destination country laws, regulations, climate, and spare part availability. Team KIGVC established relationships and deliver the vehicle within the allotted Period of Performance.

Federal Aviation Administration (FAA), Alaska

A. Company Name (Division/Team Member): KIG Vehicle Concepts, LLC

B. Contract Specifics:

1. Contract Number: 697DCK-22-P-00206
2. Dollar Amount of Project: US \$ 359,038.09
3. Status: Completed

C. Project Description: The contract includes the procurement and delivery of 6 vehicles to Federal Aviation Administration in Alaska.

3. 3 units of Ford F150 Crew Cab
4. 1 unit of Ford F250 Crew Cab
5. 1 unit of Ford Expedition SUV, and
6. 1 unit of Jeep Cherokee SUV

Team KIGVC technical experts determined the specific vehicle and equipment's that would be compliant with the end-user / destination country laws, regulations, climate, and spare part availability. Team KIGVC established relationships and deliver the vehicle within the allotted Period of Performance.

Tyndall Air Force Base, Florida

A. Company Name (Division/Team Member): KIG Vehicle Concepts, LLC

B. Contract Specifics:

1. Contract Number: FA481924P0022
2. Dollar Amount of Project: US \$ 63,681.06
3. Status: Completed

C. Project Description: The contract includes the procurement and delivery of 1 unit of Ford F250 XL Super Cab to the Tyndall Air Force Base Florida. Team KIGVC technical experts determined the specific vehicle and equipment's that would be compliant with the end-user / destination country laws, regulations, climate, and spare part availability. Team KIGVC established relationships and deliver the vehicle within the allotted Period of Performance.

City of Mobile, Alabama

A. Company Name (Division/Team Member): KIG Vehicle Concepts, LLC

B. Contract Specifics:

Contract Number:	21011589	22008928	22008929	22008930
Dollar Amount of Projects:	US \$ 35,361.00	US \$ 72,719.14	US \$ 67,040.42	US \$ 67,040.42
Status:	Completed			

C. Project Description: The contract includes procuring and delivering 1 unit of Toyota Camry Sedan & 3 units of Chevy Tahoe SUV vehicles to the City of Mobile, Alabama. The contract included procurement efforts, logistics, and coordination with the end user. Team KIGVC technical experts determined the specific vehicle and equipment's that would be compliant with the end-user / destination country laws, regulations, climate, and spare part availability. Team KIGVC established relationships and deliver the vehicle within the allotted Period of Performance.

UTVs for Marine Corps University, Virginia

A. Company Name (Division/Team Member): KIG Vehicle Concepts, LLC

B. Contract Specifics:

1. Contract Number: M0026422P0144
2. Dollar Amount of Project: US \$ 76,041.20
3. Status: Completed

C. Project Description: The contract includes the procurement and delivery of 2 units of John

Deere XUV835R Premium HVAC Cab Crossover Utility Vehicle delivered to the Marine Corps University, Quantico, Virginia. Team KIGVC technical experts determined the specific vehicle and equipment's that would be compliant with the end-user / destination country laws, regulations, climate, and spare part availability. Team KIGVC established relationships and deliver the vehicle within the allotted Period of Performance.

Vehicles for US Embassy Tegucigalpa - Honduras

A. Company Name (Division/Team Member): KIG Vehicle Concepts, LLC

B. Contract Specifics:

1. Contract Number: 19H08024P0893
2. Dollar Amount of Project: US \$ 140,119.14
3. Status: Completed

C. Project Description: The contract includes the procurement and delivery of 2 units of LHD Jeep Grand Cherokee Altitude 3.6L V6 4x4 Gasoline Automatic Transmission SUV Vehicles. Team KIGVC technical experts determined the specific vehicle and equipment's that would be compliant with the end-user / destination country laws, regulations, climate, and spare part availability. Team KIGVC established relationships and deliver the vehicles within the allotted Period of Performance.

UTVs for US Embassy Port-au-Prince, Haiti

A. Company Name (Division/Team Member): KIG Vehicle Concepts, LLC

B. Contract Specifics:

1. Contract Number: 19HA7023P1118
2. Dollar Amount of Project: US \$ 138,613.38
3. Status: Completed

C. Project Description: The contract includes the procurement and delivery of 2 units of Polaris Expeditions Utility Vehicles. Team KIGVC technical experts determined the specific vehicle and equipment's that would be compliant with the end-user / destination country laws, regulations, climate, and spare part availability. Team KIGVC established relationships and deliver the vehicle within the allotted Period of Performance.

U.S. Embassy Panama

A. Company Name (Division/Team Member): KIG Vehicle Concepts, LLC

B. Contract Specifics:



*KIG Vehicle Concepts LLC Proprietary
2025 12-15 Passenger Van Bid
Vehicle for Jackson Hole Airport*

Bid

1. Contract Number: 19PM0720P0496
2. Dollar Amount of Project: US \$ 158,135.00
3. Status: Completed

C. Project Description: The contract includes the procurement and delivery of 4 units of Nissan Sentra Sedan, 1 each unit of Nissan Pathfinder SUV and Nissan Urvan Panel Van delivered to the US Embassy Panama. The contract included procurement efforts, logistics, and coordination with the end user for paperwork, Government exemptions, and delivery. Team KIG technical experts determined the specific vehicle and equipment's that would be compliant with the end-user / destination country laws, regulations, climate, and spare part availability. Team KIG established relationships within Panama and helped to pave the way for a smooth transition of products into country, with successful turnover of vehicle within the allotted Period of Performance.

D. Point of Contact:

Name: Valerie Laboy / Contracting Officer

Email: LaboyVA@state.gov



VLCM
852 E Arrowhead Ln
Salt Lake City, Utah 84107
United States
(P) 8012629277

Quotation (Open)	
Date	Expiration Date
Jun 02, 2025 02:46 PM MDT	07/02/2025
Modified Date	
Jun 06, 2025 08:36 AM MDT	
Quote #	
466009 - rev 1 of 1	
Description	
CTO HPE DL380 Gen11 12LFF NC CTO Servers	
SalesRep	
Hardman, Brandis (P) 801-262-9277 ext. 1859	
Customer Contact	
Wells, Andrew (P) 307-734-9121 andrew.wells@jhairport.org	

Customer

Jackson Hole Airport (C00163)
Wells, Andrew
1250 E Airport Rd.
PO Box 159
Jackson, WY 83001
United States
(P) 307-733-7682

Bill To

Jackson Hole Airport
1250 E Airport Rd.
PO Box 159
Jackson, WY 83001
United States

Ship To

Jackson Hole Airport
Wells, Andrew
1250 E Airport Rd.
PO Box 159
Jackson, WY 83001
United States

#	Description	Part #	Qty	Unit Price	Total
1	HPE DL380 Gen11 12LFF NC CTO Svr	P52533-B21	5	\$1,899.50	\$9,497.50
2	HPE DL380 Gen11 12LFF NC CTO Svr	P52533-B21#ABA	5	\$0.00	\$0.00
3	Intel - Xeon - 6526Y - 2.8GHz - Total Threads: 32 - 20 GT/s - FCLGA4677 - Smart Cache - 37.5MB Cache Memory - Server Vertical Segment - 4TB RAM Supported - DRAM - Channel Qty: 8 - 5200 MT/s	P67080-B21	10	\$1,789.19	\$17,891.90
4	HPE 32GB (1x32GB) Dual Rank x8 DDR5-5600 CAS-46-45-45 EC8 Registered Smart Memory Kit	P64706-B21	10	\$309.35	\$3,093.50
5	HPE DL380 GEN11 2LFF PRIM RISER CAGE KIT	P48823-B21	5	\$159.22	\$796.10
6	HPE 960GB SATA 6G Read Intensive LFF LPC Multi Vendor SSD - P47808-B21 - HPE 960 GB, SATA, read intensive, solid state, large form factor in Low Profile Converter, multi-vendor drive with 3-year warranty	P47808-B21	10	\$328.89	\$3,288.90
7	HPE 24TB SAS 7.2K LFF LP ISE MV HDD	P68583-B21	60	\$906.73	\$54,403.80
8	P68583-B21 - 24TB - SAS	P68583-B21#0D1	60	\$0.00	\$0.00
9	HPE ProLiant DL380 Gen11 2U x8/x16/x8 Secondary Riser Kit	P48802-B21	5	\$86.63	\$433.15
10	NVIDIA A16 64GB PCIe NonCEC Accelerator	R8T26C	5	\$4,122.51	\$20,612.55
11	HPE 96W Smart Storage Lithium-ion Battery with 145mm Cable Kit - P01366-B21	P01366-B21	5	\$38.64	\$193.20
12	HPE DL360 Gen11 Stg Cntrl Enable Cbl Kit	P48918-B21	5	\$13.39	\$66.95
13	HPE MR416i-o Gen11 SPDM Storage Cntrlr	P47781-B21	5	\$931.80	\$4,659.00
14	Broadcom BCM57414 Ethernet 10/25Gb 2port SFP28 OCP3 Adapter for HPE - P10115-B21	P10115-B21	5	\$192.85	\$964.25
15	HPE 1000W FS Ti Ht Plg PS Kit	P03178-B21	10	\$198.98	\$1,989.80
16	HP 6 foot, 10 AMP, Nema 5-15P to IEC320-C13 US Power Cord (Plugs Server to Wall - NEMA)	AF556A	10	\$9.21	\$92.10
17	HPE iLO Advanced 1-server License with 3yr Support on iLO Licensed Features	BD505A	5	\$322.96	\$1,614.80
18	MS WS25 16C Std FIO Npi WW SW	P77095-B21	5	\$1,117.78	\$5,588.90
19	Microsoft Windows Server 2025 16-core Standard Additional License WW SW	P77104-B21	5	\$1,162.71	\$5,813.55
20	HPE CMP CLOUD MGMT SRV FIO ENABLEMENT	S1A05A	5	\$0.94	\$4.70
21	HPE DL300 Gen10+ GPU 8p Keyed Cbl Kit	P39102-B21	5	\$18.25	\$91.25
22	HPE DL360 Gen11 CPU1/OC2 x8 Enable Kit	P51911-B21	5	\$23.71	\$118.55
23	HPE DL380 Gen11 LFF Front TM Cbl Kit	P56995-B21	5	\$65.71	\$328.55

24 HPE ProLiant DL380/DL560 Gen11 2U High Performance Fan Kit	P48820-B21	5	\$265.73	\$1,328.65
25 HPE ProLiant DL380/DL560 Gen11 2U High Performance Heat Sink Kit	P48818-B21	10	\$78.21	\$782.10
26 HPE DL3XX Gen11 Easy Install Rail 3 Kit	P52341-B21	5	\$58.12	\$290.60
27 HPE GreenLake COM En 3y Up ProLiant aaS	R7A11AAE	5	\$361.53	\$1,807.65
28 HPE 3Y TC Essential SVC HPE MS WS25 Std-16C ROK/FIO Support - For Part # P77095-B21(4)	HU4A6A3	5	\$1,335.52	\$6,677.60
29 HPE DL380 Gen11 Support - For Part # P52533-B21(4)	HU4A6A300DK	5	\$2,743.77	\$13,718.85
30 HPE MS WS25 Std-16C Add 16C Support - For Part # P77104-B21(4)	HU4A6A3011R	5	\$732.82	\$3,664.10

(List Price: \$426,584.00)

Disclaimer: Due to potential tariffs and other market-driven factors, pricing may change without notice. VLCM remains committed to transparency and will work with our vendors to hold pricing steady whenever possible. Any necessary changes will be communicated clearly and in advance when feasible.

Subtotal: \$159,812.55
Tax (.0000%): \$0.00
Shipping: \$0.00
Total: \$159,812.55

720 Usable Terabytes of Raid 10 Storage at \$221.96 per Terabyte

Customer Acknowledgment and Agreement
The purchase and use of goods, services, or other offerings are subject to applicable terms and conditions, including the vendor's privacy policies and usage agreements. These documents may vary by vendor and product type. Customers can request copies of the relevant terms and policies from the VLCM Sales Team at any time.

This proposal is also subject to acceptance of VLCM's standard terms and conditions, which are available for review at www.vlcmtech.com/terms. Please note that VLCM may charge a convenience fee for credit card transactions.

**RESOLUTION NO. 2025-01
OF THE
JACKSON HOLE AIRPORT BOARD
ADOPTING THE 2025 WYOMING REGION 8 HAZARD MITIGATION PLAN
June 18, 2025**

The Jackson Hole Airport Board (the "Board"), a body corporate, organized under the laws of Wyoming, finds that:

WHEREAS, the Board recognizes the threat that natural hazards pose to people and property within our community; and

WHEREAS, undertaking hazard mitigation actions will reduce the potential for harm to people and property from future hazard occurrences; and

WHEREAS, an adopted Hazard Mitigation Plan is required as a condition of future funding for mitigation projects under multiple Federal Emergency Management Agency (FEMA) pre- and post- disaster mitigation grant programs; and

WHEREAS, the Jackson Hole Airport resides within the Planning Area, and fully participated in the mitigation planning process to prepare this Hazard Mitigation Plan;

NOW, THEREFORE, it is resolved by the Board, in open and public meeting as follows:

1. The Board hereby adopts the Wyoming Region 8 Hazard Mitigation Plan, as an official plan; and

2. The Board will submit this Adoption Resolution to the Wyoming Office of Homeland Security and FEMA Region VIII to enable the Plan's final approval. Subsequent plan updates following the approval period for this plan will require separate adoption resolutions at or before the end of the next five year update cycle.

Adopted by the Board in open and public meeting this 18th day of June 2025.

JACKSON HOLE AIRPORT BOARD

By: _____
Rob Wallace, President

ATTEST

By: _____
Ed Liebrecht, Secretary

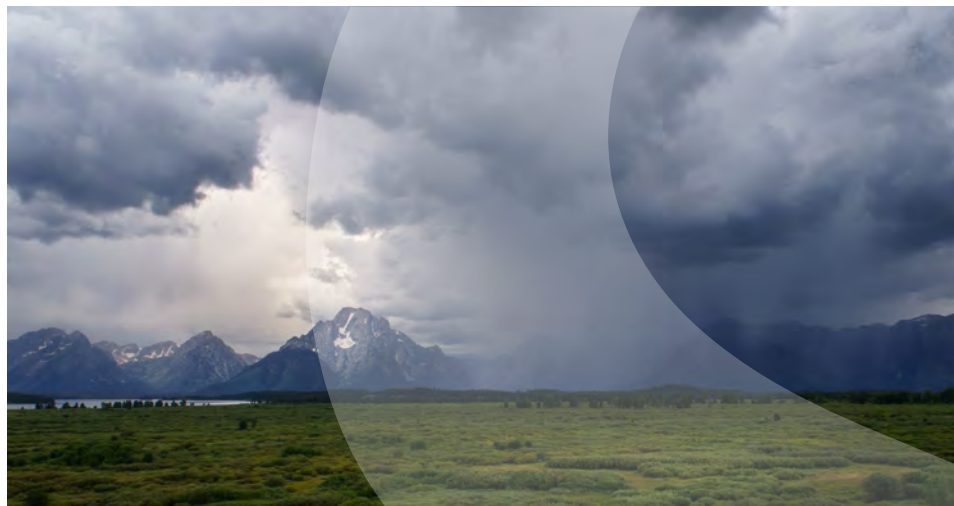


Wyoming Region 8 Regional Hazard Mitigation Plan

for Teton County



2025-2030



28/756



Table of Contents

1	Introduction	1-1
1.1	Purpose.....	1-1
1.2	Background and Scope.....	1-1
1.3	Plan Organization	1-2
1.4	Multi-Jurisdictional Planning.....	1-2
2	Community Profile	2-1
2.1	Geography and Climate.....	2-1
2.2	Population.....	2-4
2.3	Changes in Development	2-5
2.3.1	Development Since 2019 Regional HMP	2-7
2.3.2	Major Projects Since 2019 Regional HMP.....	2-7
2.3.3	Future Development.....	2-8
2.4	Economy.....	2-12
2.5	Capability Summary	2-13
2.5.1	Regulatory Mitigation Capabilities	2-14
2.5.2	Administrative/Technical Resources.....	2-17
2.5.3	Financial capabilities	2-19
2.5.4	Education and Outreach Capabilities.....	2-20
2.5.5	Opportunities for Enhancement	2-22
3	Planning Process.....	3-1
3.1	Background on Mitigation Planning in Region 8.....	3-1
3.2	Government Participation.....	3-1
3.3	The 10-Step Planning Process.....	3-2
3.3.1	Phase 1: Organize Resources.....	3-4
3.3.2	Phase 2: Assess Risks.....	3-12
3.3.3	Phase 3: Develop the Mitigation Plan.....	3-12
3.3.4	Phase 4: Implement the Plan and Monitor Progress	3-13
4	Hazard Identification and Risk Assessment (HIRA).....	4-1
4.1	Hazard Identification.....	4-1
4.1.1	Results and Methodology.....	4-1
4.1.2	Disaster Declaration History.....	4-6
4.1.3	Assets Summary	4-7
4.1.4	Social Vulnerability and Community Resilience	4-12
4.2	Hazard Profiles	4-14
4.2.1	Avalanche	4-14
4.2.2	Dam/Levee Incident	4-22

4.2.3	Drought.....	4-34
4.2.4	Earthquake.....	4-42
4.2.5	Flood	4-56
4.2.6	Landslide.....	4-70
4.2.7	Severe Winter Storm.....	4-88
4.2.8	High Winds (Including Tornado).....	4-96
4.2.9	Wildfire.....	4-104
4.2.10	Severe Summer Weather	4-121
5	Mitigation Strategy.....	5-1
5.1	Mitigation Strategy: Overview	5-1
5.2	Mitigation Goals	5-1
5.3	Identification and Analysis of Mitigation Actions	5-2
5.3.1	Prioritization Process.....	5-2
5.4	Mitigation Action Plan.....	5-3
5.4.1	Progress on Previous Mitigation Actions.....	5-3
5.4.2	2025 Mitigation Actions	5-10
6	Adoption, Implementation, and Maintenance	6-1
6.1	Formal Plan Adoption and Responsible Parties	6-1
6.2	Implementation of Mitigation Actions	6-1
6.3	Integration into Existing Plans and Procedures.....	6-2
6.4	Plan Maintenance and Evaluation Process.....	6-3
6.5	Continuing Public Participation.....	6-4

Figures

Figure 2-1	Wyoming Region 8 Planning Area Map.....	2-3
Figure 2-2	Zoning Map with Areas of Likely Growth	2-10
Figure 2-3	WUI Map	2-11
Figure 3-1	Public Survey Results – Mitigation Action Category Preferences	3-9
Figure 4-1	FEMA Lifeline Categories.....	4-8
Figure 4-2	Critical Facilities Overview Map.....	4-10
Figure 4-3	Region 8 Overall Social Vulnerability	4-13
Figure 4-4	Region 8 Community Resilience Rating.....	4-14
Figure 4-5	Snowslide Possibilities of Jackson Quadrangle Teton County, Wyoming	4-16
Figure 4-6	Teton County Dams.....	4-25
Figure 4-7	Teton County Areas Protected by levee	4-31
Figure 4-8	Teton County Drought History and Intensity, 2000 - 2023.....	4-37
Figure 4-9	Drought Conditions- March 7, 2024	4-38
Figure 4-10	Grand Teton Annual Visitation 1929 - 2021.....	4-40
Figure 4-11	Quaternary Faults in Teton County	4-43
Figure 4-12	Faults and Epicenters.....	4-47
Figure 4-13	Estimated Earthquake Impacts on Persons and Household	4-49

Figure 4-14	Teton County Peak Ground Acceleration.....	4-51
Figure 4-15	Estimated Building Damage by Occupancy	4-52
Figure 4-16	Expected Utility System Damage in Region 8.....	4-54
Figure 4-17	Teton County/Region 8 FEMA Flood Hazards.....	4-58
Figure 4-18	Jackson FEMA Flood Hazards	4-59
Figure 4-19	Flat Creek Watershed Improvement District FEMA Flood hazards	4-60
Figure 4-20	Wyoming Landslide Classifications.....	4-73
Figure 4-21	Wyoming Region 8 Landslide Susceptibility	4-74
Figure 4-22	Landslide Susceptibility in Jackson	4-75
Figure 4-23	Preliminary Landslide Susceptibility Map of Jackson Hole	4-76
Figure 4-24	Region 8 Historic Landslides.....	4-78
Figure 4-25	Jackson Historic Landslides.....	4-79
Figure 4-26	National Weather Service Wind-Chill Chart.....	4-91
Figure 4-27	Teton County Tornado Events 1950-2022	4-98
Figure 4-28	Teton County Wind Events 1950-2022	4-99
Figure 4-29	Wind Zones in the United States.....	4-100
Figure 4-30	Teton County Wildfire Risk.....	4-106
Figure 4-31	Town of Jackson Wildfire Risk	4-107
Figure 4-32	Flat Creek Watershed Improvement District Wildfire Risk	4-108
Figure 4-33	Jackson Hole Airport District Wildfire Risk.....	4-109
Figure 4-34	Teton County Past Wildfire Occurrences, 2000-2024	4-111
Figure 4-35	Projections of future evapotranspiration.....	4-113
Figure 4-36	NWS Heat Index and Potential for Health Effects	4-123
Figure 4-37	Teton County Hail Events 1950-2022.....	4-124

Tables

Table 2-1	Region 8 Land Ownership	2-4
Table 2-2	Region 8 Population Distribution	2-4
Table 2-3	Region 8 Population Change 2010-2022.....	2-4
Table 2-4	Region 8 Demographic Profile.....	2-4
Table 2-5	Region 8 Economic Profile.....	2-12
Table 2-6	Teton County Regulatory Capability Assessment	2-14
Table 2-7	NFIP Status in Teton County	2-16
Table 2-8	Administrative and Technical Resources	2-17
Table 2-9	Financial Capabilities	2-19
Table 2-10	Education and Outreach Capabilities.....	2-20
Table 3-1	Mitigation Planning Process Used to Develop the Regional Hazard Mitigation Plan.....	3-3
Table 3-2	HMPC Members and Stakeholders by County	3-5
Table 3-3	Schedule of HMPC Meetings.....	3-7
Table 3-4	Schedule of Other Stakeholder Meetings.....	3-11
Table 4-1	Region 8 Overall Hazard Significance Summary Table	4-2
Table 4-2	Region 8 Overall Hazard Significance Summary by Jurisdiction	4-3
Table 4-3	Federally Declared Disasters in Planning Area.....	4-6
Table 4-4	Region 8 Total Lifeline Facilities by Jurisdiction and Community Lifeline	4-9
Table 4-5	Asset Inventory – Special Districts.....	4-11
Table 4-6	Region 8 Total Property Exposure by Jurisdiction.....	4-12
Table 4-7	R-Scale Scoring.....	4-17
Table 4-8	D-Scale Scoring.....	4-18
Table 4-9	Avalanche Fatalities in Teton County, 1964-2023	4-18
Table 4-10	Risk Summary by Jurisdiction: Avalanche	4-21

Table 4-11	Dams in Teton County	4-26
Table 4-12	Teton County Parcels at Risk to FEMA Area Protected by Levee Flood Hazard	4-32
Table 4-13	Critical Facilities at Risk to Area Protected by Levee Flood Hazard by Jurisdiction	4-33
Table 4-14	RISK SUMMARY BY JURISDICTION: Dam /Levee Incident	4-34
Table 4-15	US Drought Monitor Classifications.....	4-36
Table 4-16	Teton County Weeks in Drought by Intensity, 2000 - 2023	4-36
Table 4-17	Teton County/Town of Jackson Agricultural Overview	4-39
Table 4-18	Risk Summary by Jurisdiction: Drought	4-41
Table 4-19	Modified Mercalli Intensity (MMI) Scale.....	4-44
Table 4-20	Earthquakes with a Magnitude greater than 4.1, 1959-2024.....	4-45
Table 4-21	Estimated 2500-Year Probabilistic Earthquake Impact on Persons and Households	4-50
Table 4-22	Region 8 economic impacts, 2,500-year probabilistic earthquake scenario.....	4-53
Table 4-23	Risk Summary by Jurisdiction: Earthquake.....	4-55
Table 4-24	Teton County NCEI Flood Events, 1998 - 2023.....	4-61
Table 4-25	Flood Vulnerable Population Estimate in Region 8	4-64
Table 4-26	Region 8 Parcels at risk to FEMA and HAZUS 1% flood hazards by jurisdiction.....	4-65
Table 4-27	Region 8 Parcels at risk to FEMA 0.2% flood hazards by jurisdiction	4-65
Table 4-28	Region 8 Parcels at risk to FEMA Area Protected by Levee flood hazards by jurisdiction.....	4-66
Table 4-29	NFIP Policy and Insurance Claim Data for Region 8	4-67
Table 4-30	Critical Facilities at Risk to 1% Annual Chance Flood Hazard (FEMA & HAZUS) by Jurisdiction.....	4-68
Table 4-31	Critical Facilities at Risk to 0.2% Annual Chance Flood Hazard (FEMA) by Jurisdiction.....	4-68
Table 4-32	Critical Facilities at Risk to Areas Protected by Levee Flood Hazard (FEMA) by Jurisdiction.....	4-69
Table 4-33	Risk Summary by Jurisdiction: Flood	4-70
Table 4-34	Landslide Classification.....	4-71
Table 4-35	Landslides of Note in Wyoming Region 8.....	4-79
Table 4-36	Teton County Population at Risk to Landslide Susceptibility Summary	4-82
Table 4-37	Teton County Parcels at Risk to Landslide Susceptibility Summary.....	4-84
Table 4-38	Critical Facilities at Risk to Highest Landslide Susceptibility by Jurisdiction	4-85
Table 4-39	Critical Facilities at Risk to Moderately High Landslide Susceptibility by Jurisdiction.....	4-86
Table 4-40	Critical Facilities at Risk to Moderate Landslide Susceptibility by Jurisdiction.....	4-86
Table 4-41	Critical Facilities at Risk in Historic Landslide Areas by Jurisdiction	4-86
Table 4-42	Risk Summary by Jurisdiction: Landslide.....	4-88
Table 4-43	NWS Winter Weather Alert Categories	4-90
Table 4-44	Winter Weather Events Summary, 1996-2023.....	4-92
Table 4-45	Winter Weather Watches, Warnings, and Advisories for Teton County, 2005 - March 2024	4-92
Table 4-46	Risk Summary by Jurisdiction: Severe Winter Storm.....	4-95
Table 4-47	Beaufort Wind Scale	4-96
Table 4-48	The Fujita Scale and Enhanced Fujita Scale	4-97
Table 4-49	Summary of Losses by Hazard in Teton County, 1970-2023.....	4-101
Table 4-50	Risk Summary by Jurisdiction: High Winds.....	4-104
Table 4-51	Fire Size Classification.....	4-110
Table 4-52	Population Risk to Wildfire Hazards	4-113
Table 4-53	Teton County at Risk to Highest Wildfire Risk by Jurisdiction and County	4-115
Table 4-54	Teton County at Risk to High Wildfire Risk by Jurisdiction and County	4-115
Table 4-55	Teton County at Risk to Medium Wildfire Risk by Jurisdiction and County.....	4-116

Table 4-56	Wildfire Hazard Exposure	4-117
Table 4-57	Critical Facilities at Risk to Highest Wildfire	4-118
Table 4-58	Critical Facilities at Risk to High Wildfire.....	4-119
Table 4-59	Critical Facilities at Risk to Medium Wildfire.....	4-119
Table 4-60	Risk Summary by Jurisdiction: Wildfire.....	4-121
Table 4-61	Common Hailstone Measurements	4-125
Table 4-62	Summary of Historic summer weather Events and Losses.....	4-126
Table 4-63	Risk Summary by Jurisdiction: Severe Summer Weather	4-130
Table 5-1	Completed and Deleted Actions.....	5-4
Table 5-2	Summary of Actions by Jurisdiction	5-11
Table 5-3.	Teton County Hazard Mitigation Actions	5-13

1 Introduction

1.1 Purpose

This plan is the 5-year update of the Wyoming Region 8 Hazard Mitigation Plan (HMP). The revision was completed in 2024 and will be effective for 2025-2030. Wyoming Region 8 (Region) has prepared this HMP to guide hazard mitigation planning to better protect the people and property of the Region from the effects of hazard events. The encompassing and participating jurisdictions include Teton County and the Town of Jackson, Teton Conservation District, Flat Creek Watershed Improvement District, and the Jackson Hole Airport. The purpose of this HMP is to identify policies, actions, and strategies that will help to reduce risk and prevent future losses. Hazard mitigation is best realized when community leaders, businesses, citizens, and other stakeholders join together to undertake a process of learning about hazards that can affect their area and use this knowledge to prioritize needs and develop a strategy for reducing damage. Hazard mitigation is most effective when it is based on a comprehensive long-term plan developed prior to a disaster or hazard event and considers both previous occurrences and future conditions.

This plan demonstrates the Region's commitment to reducing risks from hazards and serves as a tool to help decision-makers direct mitigation activities and resources. This plan was developed to ensure that Wyoming Region 8 and the participating jurisdictions qualify for federal disaster assistance, particularly from the Federal Emergency Management Agency (FEMA). This includes access to Hazard Mitigation Assistance (HMA) grants, such as the Hazard Mitigation Grant Program (HMGP), Flood Mitigation Assistance (FMA), and the Building Resilient Infrastructure and Communities (BRIC) program. Additionally, the plan aims to strengthen the participating jurisdictions' resilience to disasters and demonstrates the Region's commitment to reducing risks from hazards and serves as a tool to help decision-makers direct mitigation activities and resources.

1.2 Background and Scope

Each year in the United States, disasters take the lives of hundreds of people and injure thousands more. Nationwide, taxpayers pay billions of dollars annually to help communities, organizations, businesses, and individuals recover from disasters. However, this financial support only covers part of the total cost, as additional expenses incurred by insurance companies and non-governmental organizations are not reimbursed by taxpayers. Many disasters are predictable, and much of the damage caused by these events can be alleviated or even eliminated in advance.

Hazard mitigation is defined by FEMA as "any sustained action taken to reduce or eliminate long-term risk to human life and property from a hazard event." The results of a three-year, congressionally mandated independent study to assess future savings from mitigation activities provides evidence that mitigation activities are highly cost-effective. On average, each dollar spent on mitigation saves society an average of \$6 in avoided future losses in addition to saving lives and preventing injuries (Natural Hazard Mitigation Saves, 2019 Report).

Hazard mitigation planning is the process through which hazards that threaten communities are identified, likely impacts of those hazards are determined, mitigation goals are set, and appropriate strategies to lessen impacts are developed, prioritized, and implemented. This plan documents the planning region's hazard mitigation planning process, identifies relevant hazards and risks, and identifies the strategies that each participating jurisdiction will use to decrease vulnerability and increase resiliency and sustainability.

This plan was prepared pursuant to the requirements of the Disaster Mitigation Act of 2000 (Public Law 106-390) and the implementing regulations set forth by the Interim Final Rule published in the Federal Register on February 26, 2002 (44 CFR §201.6) and finalized on

October 31, 2007 and updated in 2012 (hereafter, these requirements and regulations will be referred to collectively as the Disaster Mitigation Act (DMA 2000). On April 19, 2022 FEMA updated the State and Local Mitigation Policy Guides (policies). On April 19, 2023 they went into effect. This means that all state and local plans must meet the updated requirements. While the DMA 2000 emphasized the need for mitigation plans and more coordinated mitigation planning and implementation efforts, the regulations established the requirements that local hazard mitigation plans must meet in order for a local jurisdiction to be eligible for certain federal disaster assistance and hazard mitigation funding under the Robert T. Stafford Disaster Relief and Emergency Act (Public Law 93-288). Because the planning area is subject to many kinds of hazards, access to these programs is vital.

Information in this plan will be used to help guide and coordinate mitigation activities and decisions for local land use policy in the future. Proactive mitigation planning will help reduce the cost of disaster response and recovery to communities and property owners by protecting critical community facilities, reducing liability exposure, and minimizing overall community impacts and disruption. The jurisdictions in the planning area have been affected by hazards in the past and are committed to reducing future disaster impacts and maintaining eligibility for federal funding.

1.3 Plan Organization

The Wyoming Region 8 Regional Hazard Mitigation Plan is organized in alignment with the DMA 2000 planning requirements and the FEMA plan review crosswalk:

- Chapter 1: Introduction
- Chapter 2: Community Profile
- Chapter 3: Planning Process
- Chapter 4: Risk Assessment
- Chapter 5: Mitigation Strategy
- Chapter 6: Plan Adoption, Implementation, and Maintenance
- Appendices

1.4 Multi-Jurisdictional Planning

This plan covers Wyoming Region 8, which is one of eight homeland security planning regions designated by the Wyoming Office of Homeland Security (WOHS). Teton County is the only county within Region 8 and The Town of Jackson is the only incorporated community within Teton County. These two jurisdictions participated in and adopted the original Plan in 2004, and the pursuant updates in 2012, 2016, and 2020. Consistent with the 2020 update, this Plan includes the Teton Conservation District as a participating entity, with the Flat Creek Watershed Improvement District (FCWID) and the Jackson Airport Board (Airport) joining as new participating entities. Participation from Teton County, the Town of Jackson, the Teton Conservation District, the FCWID, and Airport took place in several ways, including:

- Providing key staff to participate in the Local Emergency Planning Committee (LEPC) meetings which served as the Hazard Mitigation Planning Committee (HMPC) for this update;
- Issuing news releases to staff and community members throughout the planning process;
- Posting project and community engagement information on websites, newsletters, and other outlets;
- Identifying actions taken on mitigation actions from the 2020 plan update;
- Providing information through a plan update guide on existing capabilities, hazard concerns, and related plans and documents;

- Providing data for GIS mapping and other risk assessment tasks;
- Providing contacts from which to obtain critical information;
- Providing feedback on plan drafts; and
- Adopting the plan once FEMA approval has been obtained.

Chapter 3 contains additional details on the planning process used to prepare the update of this plan in 2024.

2 Community Profile

This section provides a brief overview of the geography of the planning area. Additional geographic profiles of the participating jurisdictions are provided in the county annexes.

2.1 Geography and Climate

Wyoming Region 8 is comprised of Teton County in the northwest corner of Wyoming, covering an area of 4,216 square miles (10,920 km²). It is renowned for its mountain scenery, including the Teton Range, which gives the county its name. The county is home to two national parks: Grand Teton National Park in its entirety and 40.4% of Yellowstone National Park's total area.

The county seat and the only incorporated town in Teton County is Jackson, which serves as a gateway to both national parks. Other communities in the county include Alta, Hoback, Kelly, Teton Village, and Wilson. The region's economy is primarily supported by tourism, with millions of visitors drawn to the area each year for outdoor activities such as hiking, skiing, fishing, and wildlife viewing.

Geographically, Teton County is characterized by mountainous terrain and geologically active features. The highest point in the county is Grand Teton at 13,775 feet (4,199 m), while the lowest areas are around 6,000 feet (1,829 m) in elevation. The Snake River is the major waterway flowing through the county.

The climate in Teton County is characterized by long, cold winters with deep snow and short, dry, cool summers. Average winter temperatures can drop below 0°F (-18°C), while summer daytime temperatures typically range from 70-80°F (21-27°C). The area receives an average of 150-400 inches (381-1,016 cm) of snowfall annually, depending on elevation.

U.S. Highway 89 is a critical north-south corridor running through Teton County, serving as the main route for travelers heading to Grand Teton National Park from both the southern and northern directions. It intersects with U.S. Highway 191, another important route that provides access to the parks and supports local traffic. Wyoming Highway 22 connects Jackson with Teton Pass, serving as a key commuter route for Idaho residents and offering scenic access to recreational areas. Similarly, Wyoming Highway 390 leads to Teton Village, a well-known destination for skiing and outdoor activities. Additionally, U.S. Highway 26 traverse Togwotee Pass, connecting the Jackson area to central Wyoming. This route is essential for year-round travel, providing access through mountainous terrain and serving as a critical transportation link for tourism, commerce, and emergency services in the region.

Public transportation in Teton County is primarily provided by the START Bus, which operates routes throughout Jackson and surrounding areas. The service is free within Jackson but requires fares for routes to Teton Village and other nearby locations such as Star Valley and Teton County, Idaho. During the summer months, the Alltrans Shuttle Service provides transportation to Idaho and Utah, including some airports. There is currently no public transit service connecting Jackson to Grand Teton or Yellowstone National Parks. Numerous private companies offer guided tours in the parks in both winter and summer.

The Jackson Hole Airport (JAC), located within Grand Teton National Park, is the primary airport serving Teton County and is a key entry point for tourists. Jackson Hole Airport is among the busiest airports in Wyoming. Additionally, Idaho Falls Regional Airport (IDA) and Salt Lake City International Airport (SLC) offer alternative access, with shuttle services available to Jackson. Highway 22 is not designed to fully accommodate the needs of both local residents and the seasonal influx of tourists in Teton County. While it serves as a vital commuter route, particularly for residents traveling from Idaho, it is not equipped to handle the substantial traffic demands during peak tourism season. The infrastructure limitations of Highway 22 can

lead to congestion and delays, impacting both everyday travel and the overall efficiency of the transportation network during high-demand periods. This system also helps manage traffic challenges in a rapidly growing area.

As of the 2020 census, Teton County had a population of 23,331. The county is notable for its high property values and wealth concentration, which has led to challenges in maintaining affordable housing for lower and middle-income residents. Additionally, the county is known for its commitment to preserving its natural and cultural heritage, with over 97% of its land under federal or state ownership.

A base map of the planning region is illustrated in Figure 2-1. Details of land type and ownership can be found in Table 2-1.

Figure 2-1 Wyoming Region 8 Planning Area Map

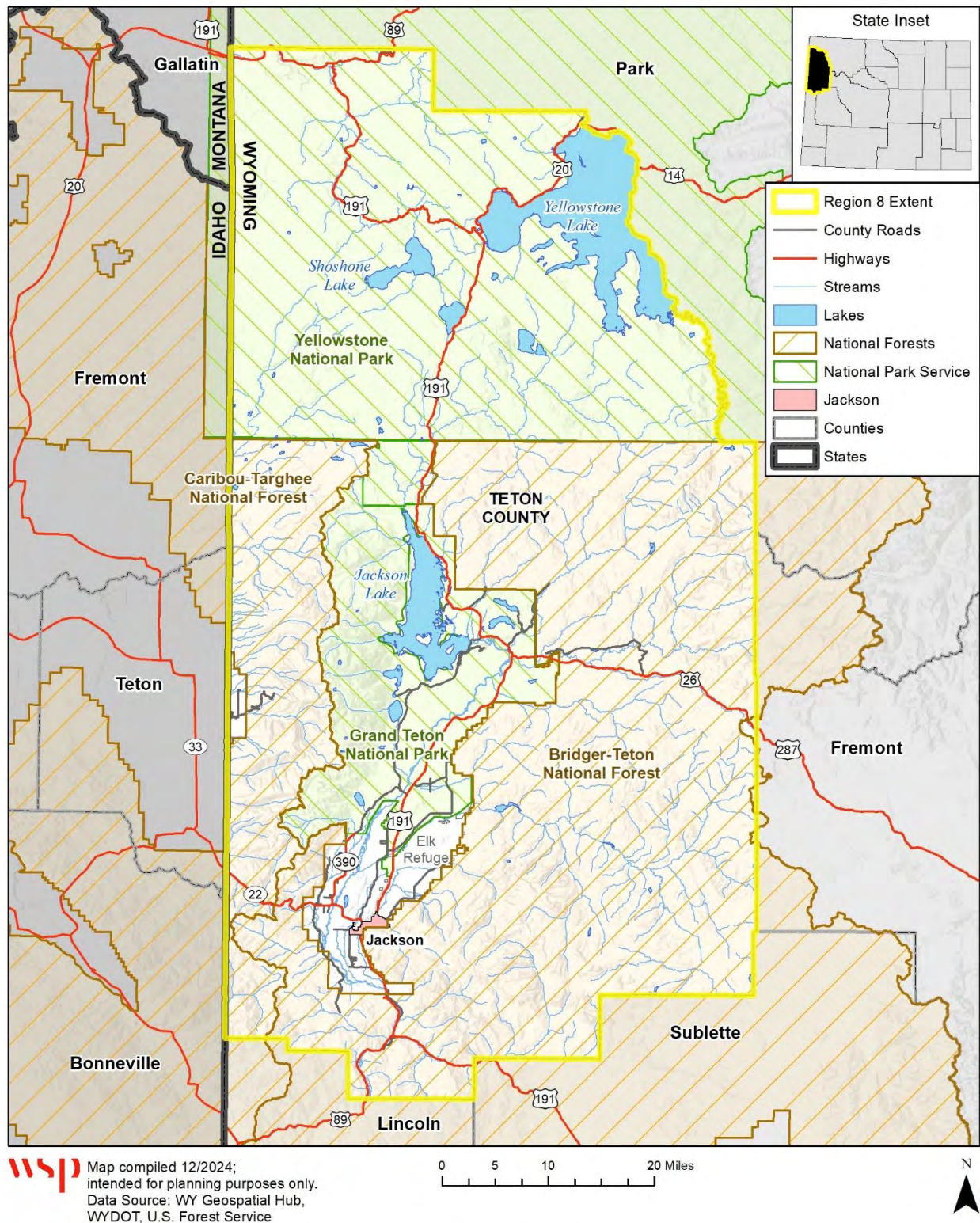


Table 2-1 Region 8 Land Ownership

LAND OWNERSHIP	ACREAGE	PERCENTAGE
Bureau of Land Management	2,452	0.09%
Bureau of Reclamation	9,279	0.34%
Fish and Wildlife Service	24,869	0.92%
Forest Service	1,363,299	50.45%
National Park Service	1,222,302	45.23%
City, County, Private, Other	80,009	2.96%
Total	2,702,208	--

Source: Teton County, ArcGIS Living Atlas of the World – USA Federal Lands, WSP GIS Analysis

2.2 Population

Table 2-2 describes the population distribution and change for the Region. Table 2-3 shows how the region's population has changed since the 2010 Census. As a whole, the Region increased in population by just under 10%, well above the state's overall growth of 3%.

Table 2-2 Region 8 Population Distribution

JURISDICTION	2020 CENSUS POPULATION	2022 ACS ESTIMATED POPULATION	% OF REGION TOTAL
Teton County	23,331	23,346	100
Region 8 Total	23,331	23,346	---

Source: US Census Bureau Decennial Census, ACS 5-Year Estimates 2022

Table 2-3 Region 8 Population Change 2010-2022

JURISDICTION	2010 CENSUS	2015	2022	% CHANGE
Teton County	21,294	22,311	23,346	9.64%
Region 8 Total	21,294	22,311	23,346	9.64%

Source: US Census Bureau Decennial Census, ACS 5-Year Estimates 2015 and 2022

Table 2-4 Region 8 Demographic Profile

CHARACTERISTIC	REGION 8
Population estimate	23,346
AGE AND SEX	
Median Age	39.9
Percent of population under 18	17.6%
Percent of population 65 and over	16.6%
Percent of population male	51.9%
Percent of population female	48.1%
Race and Ethnicity	
White alone	79.7%
Black or African American alone	0.6%
American Indian alone	0.1%
Asian alone	1.3%

CHARACTERISTIC	REGION 8
Native Hawaiian & Other Pacific Islander alone	0.1%
Some other race alone	2.3%
Two or more races	0.6%
Hispanic or Latino (of any race)	15.2%
Education	
High school graduate or higher, age 25 years+	96.0%
Bachelor's degree or higher, age 25 years+	60.3%
Vulnerable Populations	
Percent of population under 5 years old	4.1%
Percent of population 85 years and older	1.2%
Percent of population that speak English less than "very well"	7.1%
Percent of population with disabilities	5.7%
Percent of population without health insurance	11.9%
Percent of population in poverty	6.9%
Percent of population in deep poverty (<1/2 federal poverty level)	2.6%
Percent of population over 65 and in poverty	1.3%

Source: U.S. Census Bureau, American Community Survey, 2022 5-Year Estimates

*Hispanic or Latino is considered an ethnicity, not a race. People who identify as Hispanic or Latino can belong to one or more races. Therefore, the total percentage can be greater than 100%.

2.3 Changes in Development

Despite its limited available land and annual influx of visitors, the county works hard to manage growth in a manner that maintains its western heritage and supports the natural resources that contribute to the local economy and provide quality of life for its residents. The Jackson/Teton County Comprehensive Plan, adopted in 2020 as a joint Town/County project after a five-year public engagement process, sets a combined vision for both government entities based on the following three common values.

- **Ecosystem Stewardship:** Protect the ecosystem's health, including native species, water, and climate, by preserving critical habitat, minimizing the impact of development on wildlife and water quality, and reducing local contributions to climate change. The goal is to preserve the environment for future generations, recognizing its importance for community well-being.
- **Growth Management:** Direct growth to areas with minimal environmental impact, using existing infrastructure to avoid habitat loss and maintain community character. Focus on balancing development needs with ecological preservation.
- **Quality of Life:** Promote diverse housing, economic opportunities for all, and alternative transportation. Ensure access to essential services, healthy living environments, and support individual and community well-being.

These values are analyzed annually in an "Indicator Report" to determine whether growth and development that is occurring is happening in a manner and in the locations that align with the stated values. The Indicator Report measures change and growth utilizing several metrics, the most important of which have become known as the 60/40 and 65% goals, which are described in more detail below.

The Comprehensive Plan sets a goal for 60% of all growth to occur within "Complete Neighborhoods," meaning areas with existing development and services. This target supports the community's three core values. Ecosystem Stewardship is upheld by directing development away from wildlife habitats, scenic areas, and open spaces. Growth Management is achieved by focusing development where infrastructure and services are already available. Quality of Life is enhanced by placing homes near jobs, services, and community spaces, which promotes energy efficiency and fosters a stronger sense of community.

The plan also sets a 65% target for local workforce residency. This goal supports Ecosystem Stewardship by reducing emissions and wildlife-vehicle collisions from commuting. It advances Growth Management by ensuring that housing demand is met locally rather than shifting development to other areas of the ecosystem. Finally, it enhances Quality of Life by enabling local workers to live in Jackson or nearby Complete Neighborhoods, where they can contribute to the community by volunteering, supporting local businesses, raising families, responding to emergencies, and engaging in civic life.

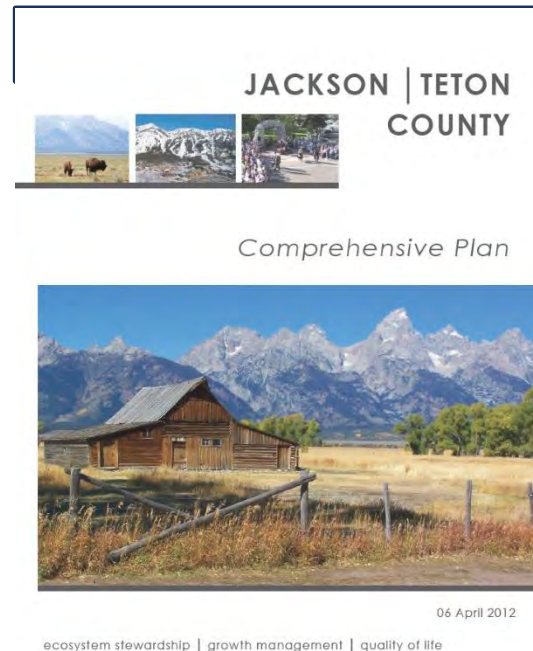
The following statistics are provided in the 2023 Annual Indicator Report.

Ecosystem Stewardship

- The community has prioritized preserving its ecosystem, with 97% of Teton County being public land. Since 2012, there has been a net gain of 515 acres conserved compared to developed land in rural areas.
- Greenhouse gas emissions have not decreased below 2012 levels, indicating that more action is needed to meet sustainability goals.

Growth Management

- The community's goal is to direct growth out of rural areas of habitat, scenery, and open space and into complete neighborhoods of infrastructure, amenities, and vitality.
- The goal is to direct at least 60% of growth into Complete Neighborhoods. In 2022, this goal was not met for the first time since 2017, with less than 60% of growth occurring in these areas. This is because 2022 also saw the lowest amount of residential growth since 2017. This drop is not expected to be the start of a new downward trend, with 2023 beginning with a very strong uptick in new development.
- The location of growth potential (defined as buildout minus what is already built) forecasts where future growth will occur based on remaining allowances. The community has also set a policy not to increase buildout – the maximum amount of development permitted throughout the community. Through various measures and initiatives, the community has successfully increased the allowed number of potential residential units by 2,034 since 2012. Those 2,034 units are considered the remaining "pool" of incentive units, to be utilized for needs such as workforce housing.



Workforce Housing

- There remains a significant shortage of workforce housing, despite efforts leading to 82% of units permitted being designated for workforce or affordable housing.
- The number of units in the workforce housing pipeline has reached an all-time high, with 395 units permitted, reflecting a shift towards creating more affordable options within Complete Neighborhoods.

Housing Affordability Challenges

- Home prices have surged by 48% per year since 2019, making ownership increasingly unaffordable relative to median income levels.
- Rents have also increased by 5% per year, further straining affordability for residents.

Economic Trends

- Per capita income has been growing at over 5% per year since 2008, but the pandemic has exacerbated disparities in housing affordability due to shifts in job types and income distribution.
- The community's wealth growth has been significant since 2002, highlighting an ongoing trend that impacts housing and economic conditions.

In summary, while there have been successes in conservation and directing growth into Complete Neighborhoods, challenges remain, particularly in housing affordability and greenhouse gas emissions. The community's ongoing efforts in workforce housing and ecosystem stewardship are critical as they work towards achieving their long-term vision and sustainability goals.

2.3.1 Development Since 2019 Regional HMP

- In the Town of Jackson, development has been focused on the redevelopment of existing properties and infill of a few vacant or underutilized areas.
- There has been a modest increase in residential development in hillside neighborhoods and steeper lots as the remaining lots are being developed.
- No known hazard problems have occurred with these developments, which are primarily single-family homes.
- Some redevelopment has occurred along Flat Creek (within the Town of Jackson and Flat Creek Watershed Improvement District), the primary flood hazard zone, but with either a 25-foot or 50-foot development setback from the creek, much of this hazard has been mitigated. Additionally, Flat Creek has not presented a significant flood hazard risk, apart from frazil ice in the winter.
- New development in the unincorporated areas and Teton Conservation District is restricted by limited private land and has not noticeably increased or decreased hazard vulnerability since the last plan was approved.
- No changes in development have occurred in hazard prone areas impacting the Jackson Hole Airport.

2.3.2 Major Projects Since 2019 Regional HMP

- The Growth Management Program was triggered in 2016 when residential growth exceeded 5% since the adoption of the Comprehensive Plan in 2012. The Growth Management Program (GMP) was a quantitative review program required by the

Comprehensive Plan at 5% residential growth. It was intended to use data presented in the Annual Indicator Report and other sources to evaluate whether the community was meeting the goals outlined in the Comprehensive Plan. The CMP also provided an opportunity to pause and assess whether the community's vision, values, principles, or policies had changed, allowing for adjustments to the implementation strategies accordingly. The update to the Comprehensive Plan was adopted in 2020.

- The 2024 Housing Supply Plan was prepared by the Housing Department to analyze progress meeting goals in the Housing Action Plan and Comprehensive Plan as well as identify corrective actions and new projects. It was approved on March 4, 2024.
- The Town of Jackson rezoned the Town Square Character District to align with the desired future character outlined in the Comprehensive Plan. Although the plan was completed in 2020, it has not yet been fully implemented.

Major projects that are upcoming or underway include:

- The County is updating the Natural Resources Regulations, which protect water bodies, wetlands, and wildlife habitat from the impacts of development. The community's goal is that only 40% of new development occurs in wildlife habitat. Achieving this goal will help protect the area's natural resources; however, there will still be a need for new development to minimize and mitigate its impacts. A draft update was released on September 5, 2024.
- The Town Parking Management Study will create a complete parking strategy that balances the community's goals for land use, transportation, and Town operations. It implements the Integrated Transportation Plan and the 2012 Comprehensive Plan and updates the 2003 Downtown Parking Study. As of 2024, phases one and two have been complete (*Commercial and Residential Areas Outside of the Downtown Core* and *Downtown Core (Downtown Parking Management Plan)*, respectively). Phases three and four remain (*Corridor Parking (Regional Corridor Parking Management Plan)* and *Communitywide TDM Scoping (Communitywide TDM Plan)*, respectively).

2.3.3 Future Development

Strong future growth in both commercial and residential development, particularly affordable housing, is anticipated over the next 10 years. This growth will be concentrated in downtown commercial zones, highway commercial zones, and high-density residential areas. Additionally, development is expected in the Northern South Park area, which is in Teton County but directly adjacent to the Town of Jackson.

The zoning map, Figure 2-2 below, indicates where growth is most likely to occur, particularly in the purple, pink, and red zones. The Town does not have extensive areas of 100-year or 500-year floodplain that is undeveloped, so new development in such areas is not expected to be significant. However, there are some opportunities for redevelopment or remodeling of homes and businesses within those zones. Wildfire remains a concern, with a number of properties, mostly single-family residences, located in the Wildland-Urban Interface (WUI). Some of these properties are vacant, while others may be redeveloped, as shown on the WUI map, Figure 2-3. The HMPC noted that preliminary presentations on the proposed expansion of the Wildland-Urban Interface (WUI) have been given to the County Commission and Town Council. However, no formal votes have been taken or approvals granted as this stage.

In the Town of Jackson, development in the last 5 years has been focused on redevelopment of existing properties and infill of a few vacant/underutilized properties. Residential development has gradually increased in hillside neighborhoods and on steeper lots as the final parcels are being developed. To date, these developments, mostly consisting of single-family homes, have

not encounters significant hazard-related issues. Some redevelopment has occurred along Flat Creek, which is considered the primary flood hazard zone in the area. However, with established 25-foot or 50-foot setbacks from the creek, much of the associate flood risk has been mitigated. Additionally, Flat Creek has not been identified as a high flood risk area, aside from occasional issues with frazzle ice during the winter months.

Projected future growth and development in the Town of Jackson is expected to be strong, particularly in both commercial and residential sectors, with a focus on affordable housing over the next 10 years. This growth will be concentrated in the downtown commercial zones, highway commercial zones, and high-density residential zones. Additionally, development is planned for the Northern South Park area, which is technically in Teton County, but it is directly adjacent to the Town of Jackson. The zoning map below highlights the primary growth areas in purple, pink, and red zones.

In terms of hazard areas and vulnerability, the Town does not have extensive areas within the 100-year or 500-year floodplain. Therefore, new development is not anticipated to occur in these floodplains. However, there may be some new opportunities for redevelopment or remodeling of homes and businesses within these zones. Wildfire risk remains a concern, as several properties, mostly single-family homes, are located in the Wildland-Urban Interface (WUI). Some of these properties are vacant, while others are redeveloped, as indicated in the WUI map below. Thus, while the planning area expects continued growth, special attention will be needed in the WUI and potential redevelopment area within the floodplains to mitigate hazards and vulnerability.

Figure 2-2 Zoning Map with Areas of Likely Growth



Figure 2-3 WUI Map



2.4 Economy

According to the U.S. Census Bureau, Region 8 has a dynamic economic profile. Approximately 20% of its workforce is involved in the arts, entertainment, recreation, and accommodation industry, followed by 18% in the educational services, health care assistance, and social assistance industry, and 15% in the retail trade industry. Additionally, 46% are in management, business, science, and arts occupations, while 24% are in service occupations.

The region experienced a 32% increase in total paid employees from 2000 to 2020, followed by an additional 7% increase between 2020 and 2022. Starting from a 2.3% unemployment rate in 2000, the region experienced a gradual decrease to 2.1% in 2008. The impact of the Great Recession briefly pushed the rate to 8.3%. The rate of unemployment then steadily fell following the Great Recession, hitting 2.8% in 2018, before spiking due to COVID-19 to 5.9%. It has since fallen to 1.6%, roughly half of the national average.

The region's median household income stands at \$108,279, well above the national average of \$75,149. Approximately 6.9% of the population falls below the poverty line, well below the national average of 12.5%.

Table 2-5 Region 8 Economic Profile

CHARACTERISTIC	REGION 8
Employment	
Total employment	15,156
Unemployment rate	1.6%
Per capita income	\$76,296
Population % change, 2010-2020	9.6%
Persons in poverty	6.9%
Families in poverty	3.8%
Employers	
Total employer establishments	2,370
Total annual payroll	\$1,227,465,000
Total employment	19,880
Employment growth, 2020-2022	8.3%
Employment By Industry	
Agriculture, forestry, fishing and hunting, and mining	2.7%
Construction	8.5%
Manufacturing	1.5%
Wholesale trade	1.3%
Retail trade	15.1%
Transportation and warehousing, and utilities	2.7%
Information	3.0%
Finance and insurance, and real estate and rental and leasing	7.1%
Professional, scientific, and management, and administrative and waste management services	13.5%
Educational services, and health care and social assistance	17.5%
Arts, entertainment, and recreation, and accommodation and food services	19.8%
Other services, except public administration	5.3%

CHARACTERISTIC	REGION 8
Public administration	2.2%
Employment By Occupation	
Management, business, science, and arts occupations	46.1%
Service occupations	23.7%
Sales and office occupations	17.9%
Natural resources, construction, and maintenance occupations	5.8%
Production, transportation, and material moving occupations	6.4%
Class of Worker	
Private wage and salary workers	77.2%
Government workers	13.0%
Self-employed in own not incorporated business workers	9.8%
Unpaid family workers	0.0%
Household Income	
Less than \$10,000	1.9%
\$10,000 to \$14,999	2.1%
\$15,000 to \$24,999	5.9%
\$25,000 to \$34,999	3.2%
\$35,000 to \$49,999	5.2%
\$50,000 to \$74,999	14.8%
\$75,000 to \$99,999	13.4%
\$100,000 to \$149,999	19.3%
\$150,000 to \$199,999	11.7%
\$200,000 or more	22.4%
Median household income	\$108,279
Median monthly mortgage cost	\$2,597
Median monthly rent (1-bedroom)	\$2,628
Mean Annual Household Earnings by Source	
Labor earnings	87.0%
Social security	25.2%
Retirement income	17.7%
Supplemental security income	0.0%
Cash public assistance income	1.7%
Food stamp/SNAP	0.8%

Source: U.S. Census Bureau American Community Survey 2022 5-Year Estimates, 2022: ECNSVY Business Patterns County Business Patterns, Teton County Housing Department

2.5 Capability Summary

As part of this regional plan development, a mitigation capability assessment was conducted by Teton County and the Town of Jackson. Existing plans, policies, and procedures that contribute to reducing hazard losses were evaluated. Combining the risk assessment with the mitigation capability assessment provided a clearer understanding of the region's overall vulnerability to disasters, allowing the goals, objectives, and actions of the plan to be more accurately focused.

To conduct this assessment, a matrix was created to inventory common mitigation activities. Policies and programs that were either in place or could be implemented, if appropriate, were identified. A comprehensive review of current policies, regulations, plans, projects, and programs was then undertaken to determine their contributions to reducing hazard-related losses.

2.5.1 Regulatory Mitigation Capabilities

Table 2-6 provides an assessment of Teton County's regulatory mitigation capabilities, based on input collected from the HMPC via data collection guides and information contained on county and municipal websites.

Table 2-6 Teton County Regulatory Capability Assessment

Capability Type	Teton County	Town of Jackson	Flat Creek Watershed Improvement District	Jackson Hole Airport Board	Teton Conservation District
Plans					
Capital Improvements Plan	Yes	Yes	No	Yes	N/A
Climate Change Adaptation Plan	No	No	No	N/A	N/A
Community Wildfire Protection Plan	Yes	Yes	N/A	N/A	Yes
Comprehensive/Master Plan	Yes	Yes	No	Yes	N/A
Continuity of Operations Plan	No	No	No	Yes	N/A
Economic Development Plan	No	No	N/A	N/A	N/A
Land Use Plan	Yes	Yes	N/A	N/A	Yes
Local Emergency Operations Plan	Yes	Yes	Yes	N/A	No
Stormwater Management Plan	In process	In process	No	Yes	Yes
Transportation Plan	Yes	Yes	N/A	N/A	N/A
All Hazards Recovery Plan	Yes	Yes	No	Yes	N/A
Substantial Damage Plan	No	No	No	N/A	N/A
Land Use Planning and Ordinances					
Acquisition of land for open space and public recreation use	Yes	Yes	Yes	N/A	N/A
Building code	Yes	Yes	N/A	N/A	N/A
Flood insurance rate maps	Yes	Yes	N/A	N/A	N/A
Floodplain ordinance	Yes	Yes	N/A	N/A	N/A
Natural hazard specific ordinance (stormwater, steep slope, wildfire)	Yes	Yes	N/A	N/A	N/A
Subdivision ordinance	Yes	Yes	Yes	N/A	N/A
Zoning ordinance	Yes	Yes	Yes	N/A	N/A

Source: Data provided by jurisdictions

- The Town and County **Capital Improvements Plans** are updated annually and can be utilized to implement mitigation projects. The Jackson Hole Airport Board Capital Improvements Plan is also updated annually as part of the budget process.

- The Town and County lack a formal **Climate Change Adaptation Plan**, but the Town incorporated adaptation into its 2024 **Sustainability Plan**. The Jackson Hole Airport Board is working on a **NetZero Plan** with the Federal Aviation Administration (FAA).
- The **Teton Conservation District's (TCD's) Flat Creek Watershed Management Plan** outlines strategies for managing water quality and habitat within the Flat Creek Watershed. Incorporating it into the assessment highlights efforts to mitigate flooding, improve water management, and preserve natural resources through land use policies and environmental regulations.
- The **Teton County Water Quality Master Plan** is a comprehensive plan guiding water quality protection through regulatory measures, including stormwater management, pollution control, and development standards. Including it in the assessment empathizes the county's commitment to sustainable water resource management and environmental health.
- The **Hazards Materials Emergency Response Plan** details emergency response procedures for hazardous materials incidents, including containment, evacuation protocols, and interagency coordination. Including it emphasizes Teton County's preparedness and capacity to manage chemical hazards, reducing public health and environmental risks.
- The **Community Wildfire Protection Plan (CWPP)** for the Town/County is due for an update in 2024/2025 and will include mitigation actions. The Teton Conservation District's CWPP, first created in 2005 and updated in 2014, will be revised by summer 2024. The Jackson Hole Airport Board has an **Airport Emergency Plan** for wildfire incidents on or in close proximity to the airport. The Airport Emergency Plan also addresses continuity of operations and emergency operations procedures.
- **Continuity of Operations Plans** are developed by individual departments; there is no overarching plan for the Town or County.
- The Flat Creek Watershed Improvement District's Emergency Operations Plan (EOP) addresses flooding hazards and was last updated in November 2021, with a new update underway.
- The **Land Use Plan** and **Land Development Regulations (LDRs)** for Jackson and the County govern zoning, development, and natural resource protection. The Airport Board's 2014 **Focus Master Plan** and **Airport Layout Plans** includes land use planning. Teton Conservation District's **Strategic** and **Long-Range Plan** outlines resource allocation and a vision for hazard mitigation.
- The Teton Conservation District leads efforts on the **Teton County Water Quality Management Plan**, mapping water resource sensitivity and vulnerability. The Town's LDRs include stormwater management provisions. The Airport Board incorporates stormwater management into its **Spill Prevention, Control, and Countermeasures Plan**.
- The Town and County **Transportation Plan**, last updated in September 2015, outlines transportation-related strategies. The Airport Board includes emergency transportation in its **Airport Emergency Plan**.
- The joint Town/County **All-Hazards Recovery Plan**, updated in 2022, emphasizes the integration of mitigation into recovery.

The Town of Jackson has comprehensive zoning and subdivision regulations covering land use, density, design, parking, landscaping, and development on steep slopes. Development is generally prohibited on slopes over 25%, and a Conditional Use Permit is required for slopes over 10%. Geotechnical reports are required for development on steep or historically unstable slopes, though updates to hazardous slope regulations have been passed by the Council.

The Fire Department enforces portions of the Wildland-Urban Interface (WUI) code for development in WUI areas, and the Engineering Department oversees floodplain and steep slope regulations. The Building Department enforces the adopted building codes, with plans to update to the 2024 versions, while the Fire and Engineering Departments handle specific responsibilities.

The list of building codes adopted by the Town is outlined below, with plans to adopt the updated 2024 versions of the same codes. The Building Department enforces these codes, with the exception of specific responsibilities handled by the Fire Department and Engineering Department. The Jackson Hole Airport Board follows Town/County building codes.

Current Adopted Codes

- 2021 International Energy Conservation Code
- National Electrical
- Fire/EMS- Electrical Division.
- 2024 International Building Code
- International Fire Code and International Wild land- Urban Interface
- 2024 International Fuel Gas Code
- 2024 International Mechanical Code
- 2024 International Plumbing Code
- 2024 International Residential Code

International Residential Code – Climatic and Geographic Design Criteria

- Flood Hazards - 1989
- Frost Line Depth - 34 inches
- Ground snow load - 93 pounds per square feet
- Ice Shield Underlayment Required - Yes
- Mean Annual Temp - 38 degrees
- Seismic Design Category - D
- Termite - None to Slight
- Weathering - Severe
- Wind Speed - 115 mph
- Winter Design Temperature - 30 degrees

NFIP Participation and Continued Compliance

Teton County and the Town of Jackson have adopted the minimum floodplain management criteria set by the National Flood Insurance Program (NFIP) through local regulations, along with the most recent effective Flood Insurance Rate Map (FIRM). In addition, both the County and Town implement and enforce local floodplain management regulations, which govern development within Special Flood Hazard Areas (SFHAs). This enforcement includes a permitting process to ensure compliance with established standards. Table 2-7 includes information on each jurisdiction's compliance with the NFIP.

Table 2-7 NFIP Status in Teton County

Jurisdiction	Date Joined	Effective Map Date	Floodplain Administrator
Teton County	05/04/89	09/16/15	County Engineer
Town of Jackson	05/04/89	09/16/15	Town Engineer

Source: NFIP Community Status Book, Town and County Floodplain Regulations

All substantial improvements and substantial damage reconstructions following an event must comply with current regulations set forth by the County and Town. In special flood hazard areas, new construction and substantial improvements must be anchored to prevent flotation or movement from flood forces, utilize flood-resistant materials, and be designed to minimize flood damage. Critical systems, including electrical, plumbing, and HVAC, must be designed to prevent water infiltration. Additionally, water supply and sewage systems must be protected from floodwater, and on-site waste disposal systems must be designed to avoid impairment or contamination during flooding. These standards ensure compliance with NFIP requirements.

2.5.2 Administrative/Technical Resources

Table 2-8 identifies the administrative and technical resources available to the County and Town.

Table 2-8 Administrative and Technical Resources

CAPABILITY TYPE	TETON COUNTY	TOWN OF JACKSON	FLAT CREEK WATERSHED IMPROVEMENT DISTRICT	JACKSON HOLE AIRPORT BOARD	TETON CONSERVATION DISTRICT
Administrative					
Building Official	Yes	Yes	Yes	Yes	N/A
Civil Engineer	Yes	Yes	Yes	Yes	N/A
Community Planner	Yes	Yes	Yes	N/A	N/A
Emergency Manager	Yes	Yes	Yes	Yes	N/A
Floodplain Administrator	Yes	Yes	Yes	N/A	N/A
GIS Coordinator	Yes	No	Yes	Yes	Yes
Planning Commission	Yes	Yes	Yes	N/A	N/A
Technical					
Grant writing	Yes	Yes	Yes	Yes	Yes
Hazard data and information	Yes	Yes	Yes	Yes	Yes
GIS analysis	Yes	No	Yes	N/A	Yes
Mutual aid agreements	Yes	Yes	Yes	Yes	No

Source: Data provided by jurisdictions

- Both the County **Building Official** and **Civil Engineer** for the Town and County states that staffing is sufficient to enforce regulations, though formal training in hazards and mitigation is lacking. Coordination between agencies is good with room for improvement.
- The Jackson Hole Airport Board Facilities Director acts as their **Building Official** and **Emergency Manager**. The Facilities Director feels there is good coordination between agency and staff. The Director believes staff are well-trained on hazards and mitigation, with sufficient personnel to enforce regulations.

- The Jackson Hole Airport Board contracts a **civil engineer** and **GIS coordinator**.
- The Town and County's **Emergency Management**, staffed by two people, faces challenges in keeping up with plan updates, grant administration, and maintaining response readiness. They have started creating an internal hazard database, with plans to expand this capability with a new County **GIS Coordinator** that started in March 2024.
- Teton Conservation District regularly uses **GIS** datasets to inform mitigation activities for vegetation, water, air, and soil.
- The County utilizes the towns **grant writing** staff, and the Town of Jackson has contracted grant writer services that can support the County. The county utilizes the new Wyoming Grants Management Office and the Technical Assistance Center at Montana State University. Teton Conservation District is finalizing a grant for winter ice flooding and supports grant writing for Western States Wildland Urban Interface grants, as well as providing grants and technical assistance for wildfire, flooding, and erosion control mitigation. The Jackson Hole Airport Board has the staff for day-to-day operations, but grants could provide additional support, though pursuing them diverts time and resources.
- The County participates in the **Wyoming Inter-County Mutual Aid Agreement** (WICMAA) and established an interstate **mutual aid agreement** with Teton County, Idaho, in 2023. They also have sheltering agreements with the American Red Cross, PAWS of Jackson Hole, and Teton County Voluntary Organizations Active in Disasters. The Town falls under each of these agreements, except for WICMAA.

Teton County Emergency Management

Teton County Emergency Management is a division of Teton County government. Its mission is to empower the whole community, including the county's visitors, to become more disaster-resilient through the coordination of disaster prevention, protection, response, recovery, and mitigation between a multitude of partners, both public and private. They are the clearinghouse for the Teton County/Town of Jackson whole community emergency planning efforts, which consists of several governmental emergency and mitigation plans, including this updated HMP. As such, Teton County Emergency Management is the local source for emergency planning and support, including these additional services:

- Training & Exercises
- Grant Assistance & Administration
- Emergency Operations Center Management
- Alert, Warning, and Notification (AWNs) System Coordination



In 2015, both Teton County and the Town of Jackson adopted resolutions to designate Teton County Emergency Management as the local homeland security program for both the county and the town to meet Wyoming state statutes, with the appointed Teton County Emergency Management Coordinator serving as the lead for Emergency Management efforts in both jurisdictions. Rich Ochs currently serves as the Teton County Emergency Management Coordinator, and as the local lead for this plan update.

Local Emergency Planning Committee and Planning Meetings

The Teton County Local Emergency (LEPC) has membership from a broad cross-section of the community including health care, public works, emergency services, elected officials, media, all levels of government, and the schools. The National Park Service (Grand Teton National Park) and Bridger-Teton National Forest have representatives on the LEPC and attended LEPC meetings where the update was discussed. The times, dates, and agendas of the LEPC meetings are posted on the County's website and legal ads with all the LEPC meetings for the year are posted semiannually.



2.5.3 Financial capabilities

Table 2-9 identifies the County and Town financial tools or resources that the jurisdictions have access to or are eligible to use and could potentially be used to help fund mitigation activities.

Table 2-9 Financial Capabilities

CAPABILITY TYPE	TETON COUNTY	TOWN OF JACKSON	FLAT CREEK WATERSHED IMPROVEMENT DISTRICT	JACKSON HOLE AIRPORT BOARD	TETON CONSERVATION DISTRICT
Capital improvements project funding	Yes	Yes	Yes	Yes	N/A
Community Development Block Grant	Yes	Yes	No	N/A	N/A
Federal funding programs (non- FEMA)	Yes	Yes	No	Yes	Yes
Fees for water, sewer, gas, or electric services	No	Yes	No	N/A	N/A
Impact fees for new development	Yes	Yes	No	Yes	N/A
State funding programs	No	Yes	No	Yes	Yes
Stormwater utility fee	No	No	No	N/A	N/A
FEMA funding	Yes	Yes	Yes	Yes	Yes

Source: Data provided by jurisdictions

- County and Town **Capital Improvements Project** funding has supported both past and future mitigation actions. The Jackson Hole Airport Board has used these funds for drainage improvements, as well as stormwater detention and filtration systems.
- Community Development Block Grants** have been used in the past and could be utilized in the future for both Jackson and the County, but their use depends on approval from the State Land and Investments Board.
- Federal **non-FEMA funding**, particularly through USDA and land management agency grants, has supported wildfire mitigation efforts in the Town and County. The Jackson Hole Airport Board has received Airport Improvement Program and Bipartisan Infrastructure Law funding. Teton Conservation District commonly couples Natural Resources

Conservation Service (NRCS) funding with private land projects for erosion control, such as NRCS Emergency Watershed Program funds used for post-fire erosion management.

- While the Town of Jackson does have **fees for water and sewer** services, they are not specifically used for mitigation. The Lower Valley Energy Cooperative supplies gas and electric.
- County and Town **impact fees** for new development are directed toward housing mitigation, though it is unclear if any portion goes toward hazard mitigation. Impact fees from the Jackson Hole Airport Board We go towards improvements.
- Energy Mitigation Funds are collected as fees by the Planning & Buildings department for large-scale building construction projects to offset their environmental impact. These funds are later used to upgrade government facilities, making them more energy-efficient and reducing their overall carbon footprint.
- **FEMA funding** has primarily been used for writing mitigation plans. The County and Town have not successfully applied for FEMA mitigation grants, though some districts, like the Flat Creek Watershed Improvement District, have. FEMA funding for the Jackson Hole Airport Board is currently only used for disaster relief.
- The **Specific Purpose Excise Tax (SPET)** is a voter-approved sales tax of one cent per dollar spent by residents and visitors. Its purpose is to fund specific community projects without increase the overall tax rate. SPET will potentially have mitigation elements as part of construction.
- The Teton Conservation District regularly leverages **state funds** for hazard mitigation, including the Wyoming Water Development Office's Small Water Project Program, and plans to continue this practice. The town actively utilizes both state and federal funding sources, drawing on these resources for current projects as well as past initiatives.
- The Flat Creek Watershed Improvement District has the latitude (through state statute-defined parameters) to impose member assessments that can be put toward funding mitigation activities. This has taken place in the past and is a mechanism the district is currently using.
- A recommendation to establish a stormwater utility fund will be included in the Town's **Stormwater Management Program**. While such fun is not currently in place, a creation seems inevitable to support sustainable stormwater management and infrastructure improvements.

2.5.4 Education and Outreach Capabilities

Table 2-10 shows the education and outreach mitigation capabilities the County and jurisdictions have in place.

Table 2-10 Education and Outreach Capabilities

CAPABILITY TYPE	TETON COUNTY	TOWN OF JACKSON	FLAT CREEK WATERSHED IMPROVEMENT DISTRICT	JACKSON HOLE AIRPORT BOARD	TETON CONSERVATION DISTRICT
Community newsletters	Yes	Yes	No	Yes	Yes
Hazard awareness campaigns	Yes	Yes	No	Yes	Yes
Local news	Yes	Yes	No	Yes	Yes
Organizations that represent/advocate	Yes	Yes	No	N/A	N/A

CAPABILITY TYPE	TETON COUNTY	TOWN OF JACKSON	FLAT CREEK WATERSHED IMPROVEMENT DISTRICT	JACKSON HOLE AIRPORT BOARD	TETON CONSERVATION DISTRICT
for/interact with underserved and vulnerable communities					
Social media	Yes	Yes	No	Yes	Yes
Public Alert, Warning, and Notification systems	Yes	Yes	No	No	No
Other	No	No	Yes	No	No

Source: Data provided by jurisdictions

- The Town and County produce **electronic newsletters**, with the County's featuring an emergency management topic monthly. Teton Conservation District sends bi-weekly water updates, including flood and drought information, to approximately 150 email addresses, and a quarterly newsletter on natural resources to about 500 recipients, including hazard mitigation information when relevant.
- The Jackson Hole Airport Board has two staff members managing public relations across various platforms.
- Teton County is recognized as **StormReady** and serves as a **WeatherReady** Nation ambassador with the National Weather Service.
- Town and County Emergency Management shares monthly preparedness topics through ads, radio spots, social media, and press releases, and **conducts outreach** at local events. The Jackson Hole Airport Board participates in various **public awareness events**. Teton Conservation District administers a Wildfire Risk Reduction Program that includes **education and outreach**. It also leads the Teton Area Wildfire Protection Coalition, which features an educational component.
- The area has one daily print **newspaper**, the Jackson Hole News and Guide, and a longer-form **weekly publication**. Several local **online news providers** and several **radio stations**—Jackson Hole Radio Network (KMTN, KZJH, KJAX, and KSGT), Jackson Hole Community Radio (KHOL), Wyoming Public Media (KUWJ), and K-LOVE (KMLT)—serve the community. Spectrum provides cable television to some areas of the County but does not have a public access channel or local programming. Teton Conservation District maintains close contacts with Buckrail and the JH News and Guide for hazard mitigation stories.
- The Teton County Voluntary Organizations Active in Disaster consists of **local nonprofits** and houses of worship focused on disaster assistance, particularly for underserved communities. The Teton County Systems of Care is another nonprofit consortium providing various human services.
- The Town and County manage their own **social media** accounts, with many departments operating separate platforms. Teton Conservation District uses social media to communicate about all its programs. The Flat Creek Watershed Improvement District shares information through its website.
- Teton County Emergency Management oversees the Teton_WY Alerts system, powered by Everbridge, which provides **emergency notifications** and lower-priority preparedness messages via phone, text, email, and TTY.

2.5.5 Opportunities for Enhancement

Based on the capabilities assessment Teton County, the districts, and the Town of Jackson have several existing mechanisms in place to mitigate hazards. However, there are opportunities to expand or improve policies, programs, and fiscal capabilities to further protect the community. One key area for improvement is enhancing GIS capabilities within both the Town and County. Being able to effectively map and share hazard data with the public will be a crucial educational tool. The public must understand the hazards present in the area and how they relate to where they live and work. While the plan itself may not be widely read by the general public, mapping and making the data easily accessible online will bring the mitigation plan to life and improve public awareness.

Additionally, future improvements may involve providing more training for staff members on hazard mitigation and grant funding in partnership with the County and Conservation District. These training opportunities will equip staff with the knowledge to better integrate hazard information and mitigation projects into their departments, resulting in more informed personnel who can effectively communicate risks to the public. Other opportunities for enhancement are outlined below.

Teton County

- Consider developing a Substantial Damage Plan to guide safe, sustainable rebuilding after disasters, including levee failures, for the 3,117 residents living behind the 24.5 miles of levees along the Snake and Gros Ventre Rivers, which protect \$7.7 billion in property value.
- Consider drafting a Regional Evacuation Plan to prepare strategies for managing evacuations which exceed the day-to-day capabilities of various agencies and normal route capacity.
- Consider implementing a seismic retrofitting program for critical facilities to address the projected damage to 9,768 buildings—approximately 72.9% of the total building stock—during a significant earthquake, including the potential destruction of 365 buildings.
- Explore options for upgrading stormwater management regulations to improve drainage infrastructure, including culverts, ditches, and storm drains, aimed at managing runoff from spring snowmelt and heavy rainstorms in the unincorporated County.
- Explore implementing water conservation programs that educate the community about efficient water use policies, addressing the impacts of climate change on snowpack and water availability.

Town of Jackson

- Consider employing a GIS coordinator to analyze spatial data and create detailed hazard maps, identifying areas at high risk for natural hazards, which will inform effective hazard mitigation planning.
- Consider developing a retrofitting program to reinforce older structures, particularly in downtown and older residential areas, to enhance resilience against seismic activity, prioritizing critical infrastructure such as schools, hospitals, fire stations, and government buildings due to the Town's proximity to the proximity to the Teton fault.
- Consider developing and maintaining clear evacuation plans and routes, complete with proper signage and emergency notifications, to ensure residents can evacuate safely in case of wildfire, given the Town's reliance on key transportation routes like Highway 89 and Highway 22.

Flat Creek Watershed Improvement District

- Explore options for upgrading stormwater management regulations, including permeable pavements and green infrastructure, to reduce the impact of winter flooding in the planning area.

Jackson Hole Airport Board

- Explore the possibility of employing or contracting a full-time grant writer to research and identify funding sources at local, state, and federal levels, as well as private foundations, to support specific projects related to hazard mitigation, climate resilience, and community development.

Teton Conservation District

- Explore ongoing investment in community workshops and programs focused on drought-resistant landscaping and fuel reduction strategies to educate residents on mitigating wildfire risks due to prolonged drought.
- Consider hiring or contracting a Spanish Translator to ensure that key messaging about local natural hazard issues is effectively communicated to Spanish-speaking residents. It is important to direct this messaging through outlets and channels that are specifically accessed by Spanish speakers in the community to increase awareness and address potential barriers.

3 Planning Process

Requirements §201.6(b) and §201.6(c)(1): An open public involvement process is essential to the development of an effective plan. In order to develop a more comprehensive approach to reducing the effects of natural disasters, the planning process shall include:

- 1) An opportunity for the public to comment on the plan during the drafting stage and prior to plan approval;*
- 2) An opportunity for neighboring communities, local and regional agencies involved in hazard mitigation activities, and agencies that have the authority to regulate development, as well as businesses, academia, and other private and nonprofit interests to be involved in the planning process; and*
- 3) Review and incorporation, if appropriate, of existing plans, studies, reports, and technical information.*

[The plan shall document] the planning process used to develop the plan, including how it was prepared, who was involved in the process, and how the public was involved.

3.1 Background on Mitigation Planning in Region 8

Teton County has a long history with hazard mitigation planning, beginning with the first plan developed in 2004, as well as the updates in 2010, 2016, and 2020 consistent with the five-year update requirement.

Regional Planning. In Wyoming, the Wyoming Office of Homeland Security (WOHS) utilizes a regional support structure to assist the counties with all aspects of emergency management, including planning. In 2016, the WOHS began the process of initiating the development of regional hazard mitigation plans statewide. While most of the regions comprise two to three counties, Region 8 includes only Teton County. This initiative recognized that the process of facilitating and developing or updating multi-jurisdictional hazard mitigation plans compliant with the Disaster Mitigation Act of 2000 is often beyond local capabilities and expertise. Instead of each county hiring consultants, the WOHS took the lead in procuring and funding a professional hazard mitigation planning consultant through a competitive bid process. WSP USA Environment and Infrastructure Inc. (WSP) was selected in 2019 to provide assistance to the State and planning regions under a five-year contract; the Region 8 planning effort began in early 2024.

3.2 Government Participation

Prior to initiating the development of this regional hazard mitigation plan's update in 2024, a substantial coordination effort took place to ensure the participation of all appropriate entities within Region 8. Teton County has an Emergency Management Coordinator (EMC), who was designated as the primary point of contact and lead coordinator for the plan update. The county EMC then contacted each of the former participating jurisdictions, as well as potentially eligible special districts, offering them the opportunity to participate in the 2024 update of the Region 8 Hazard Mitigation Plan.

Teton County and the Town of Jackson participated in and adopted the original HMP in 2004, as well as the prior three updates. Consistent with the 2020 update, this plan includes the Teton Conservation District as a participating entity. Additionally, following outreach to multiple special districts, the 2024 update added the Jackson Hole Airport Board (Airport) and Flat Creek Watershed Improvement District as participating entities. The DMA planning

regulations and associated FEMA guidance stress that each local government seeking FEMA approval of their mitigation plan must participate in the planning effort in the following ways:

- Participate in the process as part of the Hazard Mitigation Planning Committee (HMPC);
- Detail areas within the planning area where the risk differs from that facing the entire area;
- Identify specific projects to be eligible for funding; and
- Have the governing board formally adopt the plan.

For the Region 8 Multi-Hazard Mitigation Plan's HMPC, "participation" meant:

- Attending and participating in HMPC meetings and workshops;
- Establishing or reconvening a local steering committee;
- Providing available data requested by the HMPC coordinator and WSP;
- Providing and updating the hazard profile and vulnerability details specific to jurisdictions;
- Developing, updating and providing input on the local mitigation strategy (action items and progress);
- Advertising and assisting with the public input process;
- Reviewing and commenting on plan drafts; and
- Coordinating the formal adoption of the plan by the governing boards.

Documentation of participation is included in Appendix A in the form of meeting sign in sheets, meeting summaries, and more.

Teton County Emergency Management worked in concert with the WOHS hazard mitigation planning consultant - WSP. As the planning consultant, WSP's role was to:

- Provide guidance on a planning organization for the entire planning area representative of the participants;
- Ensure the plan meets all the DMA requirements as established by federal regulations, following FEMA's most recent planning guidance;
- Facilitate the entire planning process;
- Identify the data requirements that the participating jurisdictions could provide, and conduct the research and documentation necessary to augment that data;
- Develop and help facilitate the public input process;
- Produce the draft and final plan documents; and
- Ensure acceptance and approval of the final Plan by WOHS and FEMA Region VIII

3.3 The 10-Step Planning Process

WSP established the planning process for the Region 8 plan using the DMA planning requirements and FEMA's associated guidance. This guidance is structured around a four-step process:

1. Organize the Planning Process Resources
2. Assess Risks
3. Develop a Mitigation Strategy
4. Adopt and Implement the Plan

Into this four-phase process, WSP integrated a more detailed 10-step planning process used for FEMA's Community Rating System (CRS) and Flood Mitigation Assistance (FMA) programs. Thus, the modified 10-step process used for this plan meets the requirements of FEMA's Hazard Mitigation Assistance (HMA) grant programs, the CRS program, and flood control projects authorized by the U.S. Army Corps of Engineers. FEMA's Local Mitigation Planning Handbook (updated in May 2023) recommends a nine-task process within the four-phase

process. Table 3-1 summarizes the four-step DMA process, the detailed CRS planning steps and work plan used to develop the plan, the nine handbook planning tasks from FEMA's 2013 Local Mitigation Planning Handbook, and where the results are captured in the Plan. The sections that follow describe each planning step in more detail.

Table 3-1 Mitigation Planning Process Used to Develop the Regional Hazard Mitigation Plan

FEMA 4 STEP GUIDANCE	COMMUNITY RATING SYSTEM (CRS) PLANNING STEPS (ACTIVITY 510) AND WSP WORK PLAN STEPS	FEMA LOCAL MITIGATION PLANNING HANDBOOK TASKS (44 CFR PART 201)	LOCATION IN PLAN
Step 1: Organize the Planning Process Resources	Step 1. Organize Resources	1: Determine the Planning Area and Resources	Chapters 1, 2 and 3
		2: Build the Planning Team 44 CFR 201.6(c)(1)	Chapter 3, Section 3.3.1
	Step 2. Involve the Public	3: Create an Outreach Strategy 44 CFR 201.6(b)(1)	Chapter 3, Section 3.3.1
	Step 3. Coordinate with Other Agencies	4: Review Community Capabilities 44 CFR 201.6(b)(2) & (3)	Chapter 3, Section 3.3.1
Step 2: Assess Risks	Step 4. Assess the Hazard	5: Conduct a Risk Assessment 44 CFR 201.6(c)(2)(i) 44 CFR 201.6(c)(2)(ii) & (iii)	Chapter 4
	Step 5. Assess the Problem		Chapter 4
Step 3: Develop a Mitigation Strategy	Step 6. Set Goals	6: Develop a Mitigation Strategy 44 CFR 201.6(c)(3)(i); 44 CFR 201.6(c)(3)(ii); and 44 CFR 201.6(c)(3)(iii)	Chapter 5, Section 5.2
	Step 7. Review Possible Activities		Chapter 5, Section 5.3
	Step 8. Draft an Action Plan		Chapter 5, Section 5.4
Step 4: Adopt and Implement the Plan	Step 9. Adopt the Plan	7: Review and Adopt the Plan	Chapter 6
	Step 10. Implement, Evaluate, Revise	8: Keep the Plan Current	Chapter 6
		9: Create a Safe and Resilient Community 44 CFR 201.6(c)(4)	Chapter 6

3.3.1 Phase 1: Organize Resources

Planning Step 1: Organize the Planning Effort

With the jurisdiction's commitment to develop a Regional Plan, WSP worked with WOHS and the County EMC to establish the framework and organization for the process. Organizational efforts were initiated to inform and educate the plan participants of the purpose of and need for a regional hazard mitigation plan. During the update of this Regional Plan, the planning process was directed through a regional planning committee composed of Teton County Emergency Management (TCEM), as well as participating jurisdictions. For this update, the Teton County Local Emergency Planning Committee (LEPC) served as the Planning Team or Hazard Mitigation Planning Committee (HMPC). In addition to planning for chemical emergencies, Teton County's LEPC is a whole-community group that helps with the development and review of Teton County's canon of emergency plans including the Emergency Operations Plan, All-Hazards Recovery Plan, Integrated Preparedness Plan, Hazard Mitigation Plan, Hazardous Materials Emergency Response Plan, and Threat and Hazard Identification Risk Assessment. The LEPC has membership from a broad cross-section of the community including health care, public works, emergency services, elected officials, media, all levels of government, and the schools.

The planning consultant held an initial coordination call in November 2023 to discuss the organizational aspects of the planning process with TCEM. Participants on this call included the county EMC, WSP and the Wyoming Office of Homeland Security. Using FEMA's planning guidance, representative participants for the Region's HMPC base membership was established, with additional invitations extended as appropriate to other federal, state, and local stakeholders and the public throughout the planning process. The county EMC, with assistance from WSP, identified key county, municipal and other local government and stakeholder representatives. Letters of invitation were emailed to invite them to participate as members of the HMPC, and to attend a series of planning meetings. The list of agencies and individuals invited to participate on the HMPC is provided in Table 3-2. Those listed in the table attended at least one of the meetings. More details with documentation of participation and full meeting minutes included are in Appendix A.

Table 3-2 HMPC Members and Stakeholders by County

TETON COUNTY			
JURISDICTIONS AND STAKEHOLDERS	TITLE	REPRESENTATIVES	ATTENDED PLANNING MEETINGS
Teton County	Facilities Maintenance Manager	Josiah Nash	X
	Search and Rescue Coordinator	Mike Estes	X
	Public Information Officer	Kristen Waters	X
	Emergency Management Coordinator	Rich Ochs	X
	Chief Deputy Coroner	Russell Nelson	X
	Radio Coordinator	Quentin Johnston	X
	Emergency Management Program Specialist	Anna Day	X
	Community Health Manager / PIO	Rachel Wheeler	X
	GIS Administrator	Jansen Lyons	X
	Public Health Response Coordinator	McKinnley Cox	X
	Director of Planning and Building	Chris Neubecker	X
	Sheriff's Office- Dispatch Manager	Riclyn Betsinger	X
	Administrator	Jodie Pond	
	Sustainability Coordinator	Erik Kimball	X
Town of Jackson	Town Manager	Tyler Sinclair	X
	Town Engineer	Brian Lenz	X
	Public Works Director	Floren Poliseo	X
	Ecosystems Stewardship Administrator	Tanya Anderson	X
	Assistant Public Works Director	Johnny Ziem	X
	Jackson Police Department Lieutenant	Russ Ruschill	X
	Community Engagement Specialist	Susan Scarlata	X
Teton Conservation District	Land Resource Specialist	Robb Sgroi	X
	Water Resources Specialist	David Lee	X
	Executive Director	Carlin Girard	X
Flat Creek Watershed Improvement District	Chairman of the Board	Sandy Buckstaff	X
Jackson Hole Airport	Chief Operations Officer	Dustin Havel	X
	Operations Director	Alton George	X

TETON COUNTY			
Jackson Hole Fire/EMS	Interim Assistant Chief	Brian Coe	X
	Wildland Fire Prevention Specialist	Bobbi Clauson	X
	Interim Chief	Mike Moyer	X
	Administrative Assistant	Shannon Burns	X
Housing, Health, and Vulnerable populations and Non-Profits Stakeholders	Good Samaritan Mission - CEO	Wayne Richardson	X
	Teton County Voluntary Organizations Active in Disasters (VOAD) - Chairman	Rev. David Bott	X
	One22 Community Resource Center	Carey Stanley	X
	American Red Cross of Wyoming	Mary Lou Klene	X
	American Red Cross of Wyoming	Dee Buckstaff	
	Presbyterian Church of Jackson Hole	Michael Schrotz	X
	Jackson Hole Lions Club	Michael Schrotz	X
	Whole Food Rescue	Shel Hills	X
	Teton County VOAD - Secretary	Karen Walker	X
	PAWS Animal Welfare Group	Sam Diaz	X
Other Stakeholders (Neighboring jurisdictions, State and Federal Agencies, Lifeline providers)	Fremont County- Assistant EM Coordinator	Andrea Ladd	X
	Fremont County- EM Coordinator	Milan Vinich	X
	Jackson Hole Radio-Manager	Scott Anderson	X
	National Park Service- Emergency Services Coordinator	Levi Yardley	X
	Wyoming Office of Homeland Security- Grants/Finance Section Chief	Ashley Paulsrud	X
	Teton Outpatient Services- Administrator	Phil Ramsey	X
	Teton Village Water & Sewer	Alan Svalberg	X
	Integrated Solid Waste and Recycling	Becky Kieffer	
	Teton County School District - Executive Director of Communications and District Services	Charlotte Reynolds	X

During the plan development process, communication amongst the LEPC occurred through a combination of face-to-face meetings, monthly conference calls, web-based meetings, phone calls, and email correspondence. Targeted input for each participating jurisdiction was collected with a Plan Update Guide (PUG) and Mitigation Action Tracker that was developed by WSP but distributed through the county EMC.

Following the initial kickoff webinar on January 18, 2024, two primary planning workshops with the HMPC were held during the plan's development during March and June 2024. The full schedule of Planning Team Meetings is provided in Table 3-3 below. The bi-monthly (held on odd-numbered months) LEPC meetings were used as additional check-ins on the planning effort and in several cases attended by the WSP planning consultants to provide an update on progress or coordination on planning items. In addition, monthly conference calls were held with the EMC and WSP to discuss the process including upcoming milestones and information needs. The sign-in sheets and agendas for each of the meetings are included in Appendix A.

Table 3-3 Schedule of HMPC Meetings

MEETING AND TOPIC	DATE	MEETING TYPE	LOCATION
Initial Coordination Call	11/20/23	Virtual	
HMP Update Kickoff and LEPC Meeting	1/18/24	Hybrid	Teton County EOC
HIRA Overview LEPC Meeting	3/21/24	Hybrid	Teton County EOC
Mitigation Goals Update and Action Status/LEPC Meeting	5/16/24	Hybrid	Teton County EOC
Mitigation Strategy Workshop Meeting	6/11/24	Hybrid	Teton County Library
July LEPC Meeting - check in meeting	7/18/24	Hybrid	Teton County EOC
September LEPC Meeting - check in on draft plan	9/19/24	Hybrid	Teton County EOC

During the kickoff meeting, WSP presented information on the scope and purpose of the plan update, participation requirements of HMPC members, and the proposed project work plan and schedule. Plans for public involvement (Step 2) and coordination with other agencies and departments (Step 3) were discussed. The HMPC reviewed the hazard identification information for the Region and refined the list of identified hazards to mirror that of the Wyoming Hazard Mitigation Plan.

In follow-up to the meeting, WSP provided a Geographic Information Systems (GIS) data needs worksheet, a Plan Update Guide to facilitate the collection of information needed to support the plan update, and a summary of the conference call/webinar. The WSP Plan Update Guide helped to facilitate the collection of information needed to support the plan update, such as data on historic hazard events, values at risk, and current capabilities. Participating jurisdictions completed and returned the worksheets in the Plan Collection Guide to Teton County's EMC and WSP. WSP integrated this information into the plan, supporting the update of Chapters 2 and 4.

In some cases, HMPC meetings were supplemented with additional meetings, emails, and telephone discussions to further engage stakeholders in the process. During the planning process the EMC regularly engaged participating jurisdictions and County departments for additional discussions on the planning effort in addition to stakeholders described in Planning Step 3 below.

Planning Step 2: Involve the Public

The 2024 planning process informed and involved the public early in the process. In some cases, the LEPC meetings included members of the public, such as Community Emergency Response Team members. Public outreach included press releases, social media notices, and a survey. Social media was commonly used to share information related to hazards, and to inform the public on ways to share input on the plan update process. A project backgrounder was developed to share with the public and interested stakeholders.

2024 Public Survey

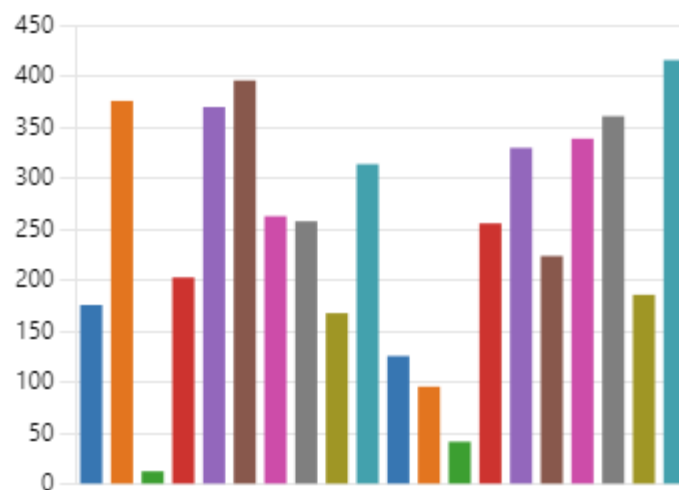
During the regional planning process and drafting stage, a public survey was developed as a tool to gather public input to inform the update process. The survey was for the public to provide feedback on topics related to hazard concerns and reducing hazard impacts. The survey provided an opportunity for public input during the planning process prior to finalization of the plan update. The survey gathered public feedback on concerns about wildfires, floods, winter storms and other hazards, and solicited input on strategies to reduce their impacts. The survey was released as an online tool in early March and closed on April 12, 2024. The county EMC emailed the link to the public survey to the LEPC, asking them to share it with the public, or post it to their social media page. The survey was also distributed through a Town of Jackson employee email group and an all employee group for Teton County. Additionally, a Teton_WY Alerts powered by Everbridge notification was sent to over 15,000 subscribers on March 8, 2024 informing them of the plan update and requesting they fill out an online survey to provide plan feedback. In addition the survey was emailed to the County Voluntary Organizations Active in Disasters (VOAD) group.

A total of 622 public responses were received across the entire region. The results of the survey are summarized here, captured in Appendix A, and were shared with the LEPC to inform the planning process. The highest rated hazards in Region 8 were wildfire, severe winter weather, and avalanche.

Figure 3-1 displays the results from Question 4, which reads: *The following types of mitigation actions may be considered in this plan. Please indicate all the types of mitigation actions that you think should have the highest priority in Wyoming Region 8 Hazard Mitigation Plan. These results will be considered during the planning process.* The results indicated wildfire defensible space promotion and assistance as the most important mitigation action category. Other high rated actions included generators for critical facilities, wildfire fuels treatment projects, and critical facilities protection. Excerpts of responses to two open ended questions were provided to the CPTs during the mitigation strategy workshops: “Do you have information on specific hazard issues/problem areas that you would like the planning committee to consider?” and “Please comment on any other pre-disaster strategies that the planning committee should consider for reducing future losses caused by natural disasters”. Additional results of the survey are included in Appendix A, Planning Process Documentation.

Figure 3-1 Public Survey Results – Mitigation Action Category Preferences

Expanded indoor/outdoor warning	176
Wildfire/Grass fire fuels treatment projects	376
Tornado safe rooms	13
Continued participation in the National Flood Insurance Program	203
Critical facilities protection (water, public safety, shelters)	370
Generators for critical facilities	396
Planning/Zoning to avoid impacts to future development	263
Public Education/Awareness on hazards	258
Stormwater drainage improvements	168
Forest health/watershed protection	314
Flood mitigation for residential properties	126
Education and discounts on Flood Insurance	96
Flood prone property buyout	42
Water conservation	256
Evacuation route development	330
Dam safety	224
Transportation lifeline resiliency (including rockfall/landslide or avalanche mitigation)	339
Utility lifeline resiliency (including strengthening power line infrastructure from wind impacts)	361
Landslide hazard mitigation	186
Wildfire defensible space promotion and assistance	416



Question 6 of the Public Survey said *please comment on any other pre-disaster strategies that the planning committee should consider for reducing future losses caused by natural disasters*. Some common themes among responses are noted below:

- “Because we have so many newcomers to the valley, education on risks and mitigation is vital.”
- “Encourage new development to be resilient (designed for future conditions, efficient, built away from flood zones and WUI, landscaped for resilience)”.
- “Cannot emphasize the wildfire hazard reduction enough here- needs to be much more particular in more rural areas of the county and in Wilson”.
- “Expanding all roadways in and out of Jackson to four lanes, including 22, Teton Pass, & the Village Road. Our current infrastructure cannot safely or efficiently accommodate the population.”
- “Plan for if the Snake River Bridge is compromised; tunnel under Teton Pass; traffic safety; lack of egress”.
- “Planning for evacuation transportation for residents who will not be able to leave if this is not provided. Some accommodation for pets should be included or people will not go.”
- “The lives you save through this planning process may be all of ours. Thank you.”

The above comments were shared with the LEPC during the mitigation strategy update process for consideration.

Prior to finalizing the update, a draft of the regional plan was made available to the public for review and comment. The plan was placed on the Wyoming OHS's web page, and the counties used social media, a press release and email blasts to announce the public comment period. An online feedback form was provided to collect specific comments. Four persons viewed the comment form and left comments, which were shared with the HMPC prior to completion of the final plan. Multiple of these comments concerned the county's plans and abilities concerning evacuations, particularly with wildfire, wishing to ensure there is adequate planning and redundancy in the event of a widespread evacuation. This concern is supported by multiple mitigation actions identified in Chapter 5. These comments were shared with the HMPC and resulted in minimal changes in the final plan, as these comments are largely addressed by other planning efforts being undertaken by the County. The full comments can be viewed in Appendix A for consideration in future plan updates.

Planning Step 3: Coordinate with Other Departments and Agencies

Early in the planning process, the HMPC determined that data collection, mitigation strategy development, and plan approval would be greatly enhanced by inviting state and federal agencies and organizations to participate in the process. Neighboring communities and regional agencies involved in hazard mitigation activities (such as the Conservation District and federal land management agencies), agencies that have the authority to regulate development (local governments), as well as other interests, businesses, academia and other private and non-profit interests, were also invited to provide feedback. Other interests included community lifeline/infrastructure such as rural electric cooperatives and industry representatives. Based on their involvement in hazard mitigation activities or their role in land stewardship in the Region, representatives from several state and federal agencies and local businesses were included in the HMPC in 2024 and are noted in Table 3-2. The National Park Service and the Bridger-Teton National Forest had representatives on the LEPC and attended LEPC meetings where the update was discussed.

Nonprofits and community-organizations that represent socially vulnerable populations, public health, and housing were specifically invited to participate in the plan update process. Some organizations, such as the Red Cross, the Teton County School District and St John's

Medical Center were already members of the LEPC. Outreach on the planning effort in an effort to reach socially vulnerable populations was also done through the Teton Volunteer Organizations Active in Disasters (VOAD), which met on a quarterly basis and provided a forum for discussing related concerns.

Many of these stakeholders participated in planning meetings or were provided an opportunity to review the draft plan before it was finalized. Some of the State and Federal agencies which were invited to participate in the process attended meetings, provided data and information for the plan update, or provided feedback.

Stakeholder Engagement and Feedback

As noted, standing quarterly meetings of the VOAD were used to engage additional stakeholders in the planning effort. In February, the meeting featured a presentation by the new CEO of the Good Samaritan Mission, who provided an update to the Local Emergency Planning Committee (LEPC) on their efforts to strengthen disaster relief support, including plans to expand kitchen and laundry facilities at their shelter and community center. WSP gave a brief overview of the planning process, emphasizing the importance of involving the group and outreach to vulnerable populations. Following the meeting

The April VOAD meeting revisited key points from the February session, stressing the need to enhance emergency notifications to better reach underserved communities, such as Spanish-speaking populations.

The VOAD raised several questions for the teams to explore further regarding vulnerable populations within the planning area. Undocumented individuals, who often work with the Good Samaritan Mission, are particularly vulnerable due to unstable housing and employment conditions. The Good Samaritan Mission also identified additional non-profit organizations in Teton County that support these communities and can play a role in engaging them in the planning process.

An invite to the June HMPC meeting was extended to certain VOAD members and housing agencies/advocacy groups. Other meetings were used to connect with stakeholders and note the plan update effort. These are show in the table below. The Teton Flood Stakeholder Meeting was another opportunity to connect with stakeholders and help inform the planning effort the status of hazards related to flooding and dams. At the meeting, the National Weather Service reported no major flood concerns but noted that conditions depend on the rate of snowmelt. The Safety of Dams Inspection for five dams was also completed, with no issues identified and minimal risk of property damage downstream. The Wyoming Office of the State Engineer Dam Safety division was contacted early in the planning process to provide insight on available dam inundation mapping. This coordination helped inform the dam failure hazard section in Chapter 4 and resulted in clarification on what could and could not be divulged in the public facing HMP document.

Additional coordination and email questionnaires occurred with the Teton Housing Authority and the Teton County floodplain manager.

Table 3-4 Schedule of Other Stakeholder Meetings

MEETING NAME	DATE
VOAD Meeting	2/21/24
VOAD Meeting	4/17/24
Teton Flood Stakeholder Meeting	5/14/24

Other Community Planning Efforts and Hazard Mitigation Activities

Coordination with other community planning efforts is an important aspect of mitigation planning. Hazard mitigation planning involves identifying existing policies, tools, and actions that will reduce a community's risk and vulnerability from natural hazards. The County and Town of Jackson use a variety of comprehensive planning mechanisms, such as master plans and ordinances, to guide growth and development. Integrating existing planning efforts and mitigation policies and action strategies into these plans establishes a credible and comprehensive HMP that ties into and supports other community programs. The development of this plan incorporated information from the following existing plans, studies, reports, and initiatives as well as other relevant data from neighboring communities and other jurisdictions.

- County comprehensive plan – informed capabilities assessment, growth and development trends
- Community Wildfire Protection Plan – informed risk assessment, capabilities, mitigation strategies
- Wyoming Hazard Mitigation Plan (2020)-informed risk assessment, goals update.

Other documents were reviewed and cited, as appropriate, during the collection of data to support Planning Steps 4 and 5, which include the hazard identification, vulnerability assessment, and capability assessment.

The HMP has also been incorporated by reference in other County and Town planning documents. This is detailed in Section 6.3 Incorporation into Existing Plans and Procedures.

3.3.2 Phase 2: Assess Risks

Planning Steps 4 and 5: Identify the Hazards and Assess the Risks

WSP led the HMPC in the effort to identify and document all the hazards that have impacted or could impact the planning area. The existing hazard mitigation plan, and Wyoming Hazard Mitigation Plan provided a basis for many of the hazard profiles. Where data permitted, Geographic Information Systems (GIS) was used to display, analyze, and quantify hazards and vulnerabilities. Sophisticated analyses for flood, landslide and wildfire hazards were performed by WSP that included an analysis of flood risk based on the Digital Flood Insurance Rate Maps (DFIRMs), where available. A more detailed description of the risk assessment process and the results are included in Chapter 4 Risk Assessment.

Also included in the 2025 plan is an updated capability assessment to review and document the planning area's current capabilities to mitigate risk and vulnerability from natural hazards. By collecting information about existing government programs, policies, regulations, ordinances, and emergency plans, the HMPC can assess those activities and measures already in place that contribute to mitigating some of the risks and vulnerabilities identified. The results of this assessment are captured in Chapter 2.

3.3.3 Phase 3: Develop the Mitigation Plan

Planning Steps 6 and 7: Set Goals and Review Possible Activities

WSP facilitated discussion sessions with the HMPC that described the purpose and the process of updating planning goals, a comprehensive range of mitigation alternatives, and a method of selecting and defending recommended mitigation actions using a series of selection criteria. This process was used to update and enhance the mitigation action plan, which is the essence of the planning process and one of the most important outcomes of this effort. The action plan

and the process used to identify and prioritize mitigation actions is described in greater detail in Chapter 5 Mitigation Strategy.

Planning Step 8: Draft an Action Plan

Based on input from the HMPC regarding the draft risk assessment and the goals and activities identified in Planning Steps 6 and 7, WSP produced a complete first draft of the Regional Plan. This complete draft was shared for HMPC review and comment; HMPC comments were integrated into the second draft, which was advertised and distributed to collect public input and comments. Other agencies, including Wyoming Safety of Dams Program in the State Engineer's Office, and neighboring county emergency managers (Fremont, Lincoln, Park and Sublette in WY, and Teton, Fremont, and Bonneville counties in Idaho) were invited to comment on this draft as well. WSP integrated comments and issues from the public, as appropriate, along with additional internal review comments, and produced a final draft for the Wyoming Office of Homeland Security and FEMA Region VIII to review and approve, contingent upon final adoption by the governing boards of each participating jurisdiction.

3.3.4 Phase 4: Implement the Plan and Monitor Progress

Planning Step 9: Adopt the Plan

To secure buy-in and officially implement the plan, the plan was adopted by the governing boards of each participating jurisdiction. As the adoption process takes place after FEMA's review and approval of the plan, copies of the adoption resolution will be included electronically in Appendix B Records of Adoption.

Planning Step 10: Implement, Evaluate, and Revise the Plan

The true worth of any mitigation plan is in the effectiveness of its implementation. Each recommended action includes key descriptors, such as a lead manager and possible funding sources, to help initiate implementation. Progress on the implementation of specific actions identified in the plan is captured in the mitigation action plan summary table in Chapter 5 Mitigation Strategy. An overall implementation strategy is described in Chapter 6 Plan Adoption, Implementation and Maintenance.

Finally, there are numerous organizations within the Region 8 planning area whose goals and interests interface with hazard mitigation. Coordination with these other planning efforts, as addressed in Planning Step 3, is important to the ongoing success of this plan and mitigation in Region 8 and is addressed further in Chapter 6. A plan update and maintenance schedule and a strategy for continued public involvement are also included in Chapter 6.

4 Hazard Identification and Risk Assessment (HIRA)

As defined by the Federal Emergency Management Agency (FEMA), risk is a combination of hazard, vulnerability, and exposure. “It is the impact that a hazard would have on people, services, facilities, and structures in a community and refers to the likelihood of a hazard event resulting in an adverse condition that causes injury or damage.”

The risk assessment process identifies and profiles relevant hazards and assesses the exposure of lives, property, and infrastructure to these hazards. The process allows for a better understanding of a jurisdiction’s potential risk to hazards and provides a framework for developing and prioritizing mitigation actions to reduce risk from future hazard events.

This risk assessment builds upon the methodology described in the 2023 FEMA Local Mitigation Planning Handbook, which recommends a five-step process for conducting a risk assessment:

1. Identify Hazards
2. Describe Hazards
3. Identify Community Assets
4. Analyze Risks
5. Summarize Vulnerability

Data collected through this process has been incorporated into the following sections of this chapter:

Section 4.1 Hazard Identification identifies the hazards that threaten the planning area and describes why some hazards have been omitted from further consideration.

Section 4.2 Hazard Profiles discusses the threat to the planning area and describes previous occurrences of hazard events, the likelihood of future occurrences, and the Region’s vulnerability to particular hazard events.

4.1 Hazard Identification

Requirement §201.6(c)(2)(i):

[The risk assessment shall include a] description of the type of all natural hazards that can affect the jurisdiction.

4.1.1 Results and Methodology

The 2020 Region 8 HMP considered a total of 11 hazards to profile in the risk assessment for that plan. These include:

- Dam Failure
- Drought
- Earthquake/Liquefaction
- Flood/Flash Flood
- Hail
- Landslide
- Lightning
- Avalanche
- Tornado
- Wildland Fire
- Winter Storm

Using existing hazards data, plans from participating jurisdictions, and input gained through planning and public meetings, the HMPC of Teton County refined this above list of hazards for the plan update. Hazards data from FEMA, the Wyoming Office of Homeland Security (including the 2020 State of Wyoming Multi-Hazard Mitigation Plan), the National Oceanic and Atmospheric Administration, neighboring county hazard mitigation plans, and many other sources were examined to assess the significance of these hazards to the planning area. The

hazards evaluated in this plan include those that have occurred historically or have the potential to cause significant human and/or monetary losses in the future.

Each of the hazards previously profiled are still profiled in this HMP update, however some have been renamed or combined with other hazards. The final list of hazards identified and investigated for the 2025 Region 8 Multi-Hazard Mitigation Plan includes:

- Avalanche
- Dam/Levee Incident
- Drought
- Earthquake
- Flood
- Landslide
- Severe Summer Weather (Hail/Extreme Heat/Lightning/Thunderstorms)
- Severe Winter Weather
- High Winds (including Tornado)
- Wildfire

Since the 2020 plan, changes to the hazards list include the addition of levee incidents to the dam incident chapter, and the tornado hazard profile was expanded to evaluate windstorms and microbursts as well. Similarly, hail and lightning are now included in the broader Severe Summer Weather hazard profile, which covers other typical summer weather hazards like extreme heat and thunderstorms.

Members of the HMPC used a hazards worksheet to rate the significance of hazards that could potentially affect the region. Significance was measured in general terms, focusing on key criteria such as the likelihood of the event, past occurrences, spatial extent, and damage and casualty potential.

Table 4-1 Region 8 Overall Hazard Significance Summary Table

HAZARD	GEOGRAPHIC EXTENT	FREQUENCY OF OCCURRENCE	POTENTIAL MAGNITUDE/ SEVERITY	TETON COUNTY OVERALL SIGNIFICANCE
Avalanche	Limited	Highly Likely	Limited	Medium
Dam/Levee Incident	Significant	Unlikely	Critical	Medium
Drought	Extensive	Likely	Moderate	Medium
Earthquake	Significant	Occasional	Catastrophic	High
Flood	Limited	Likely	Limited	High
Landslide	Limited	Likely	Critical	Medium
Severe Summer Weather (Hail/ Extreme Heat/ Lightning/ Thunderstorms)	Limited	Highly Likely	Limited	Low
Severe Winter Weather (including Extreme Cold)	Extensive	Highly Likely	Limited	Medium
High Winds (including Tornado)	Significant	Likely	Limited	Medium
Wildfire	Extensive	Highly Likely	Critical	High

Table 4-2 represents the worksheet used to identify and rate the hazards and is a composite that includes input from all the participating jurisdictions. Note that the significance of the hazard may vary from jurisdiction to jurisdiction. In some cases, the priorities changed during the 2024 update based on input from the HMPC. Other changes in the hazard identification list are noted with an asterisk in the table below.

Table 4-2 Region 8 Overall Hazard Significance Summary by Jurisdiction

HAZARD	TETON COUNTY	JACKSON	TETON CONSERVATION DISTRICT	FLAT CREEK WATERSHED IMPROVEMENT DISTRICT	JACKSON HOLE AIRPORT BOARD
Avalanche	Medium	Medium	NA	Medium	NA
Dam/Levee Incident	Medium	NA	Low	NA	NA
Drought	Medium	Medium	Medium	Medium	Medium
Earthquake	High	High	High	High	High
Flood	High*	Medium	Medium	Medium	Medium
Landslide	Medium*	Low	Low	Low	NA
Severe Summer Weather (Hail/Extreme Heat/Lightning/Thunderstorms)	Low	Low	NA	NA	Low
Severe Winter Weather (Including Extreme Cold)	Medium	Medium	Medium	Medium	Medium
High Winds (including Tornado)	Medium	Low	Low	NA	Low
Wildfire	High	High	High	High	High

*Flood changed from medium to high, landslide low to medium

Other hazards in the Wyoming State Hazard Mitigation Plan were considered but not profiled in the plan because they either were not present, had a very low probability, or did not have a historical record of impact on property or life safety. Those hazards were:

- Expansive Soils
- Land Subsidence
- Windblown Deposits
- Volcanism/Eruption

While the region would be vulnerable to an eruption of the Yellowstone Caldera due to its location in close proximity to Yellowstone National Park, a large-scale eruption would have catastrophic global impacts. Because of the overly long expected occurrence of frequency (greater than 10,000 years) for explosive volcanism at Yellowstone, and the fact that a mitigation plan is not possible for an event of this magnitude, it was not analyzed in this document. However, the influence of the volcano and its geologic processes on local seismic activity is discussed in the earthquake profile.

Other hazards considered during plan update discussions included human-caused ones such as cyber-attacks, terrorism, and hazardous materials incidents. FEMA defines natural hazards as those which are caused by natural events that pose a threat to lives, property, and other assets, such as hurricanes, earthquakes, and tornadoes. Human-caused or technological hazards on the other hand are those which are caused by tools, machines, and substances used in everyday life and/or intentional acts caused by people attacking or damaging what is valuable in a society. Examples include hazardous materials releases, major computer system failures (e.g., 911 system), terrorist attacks, and riots. Human-caused hazards are not required to be addressed per the FEMA planning requirements thus the focus of the plan remains primarily on natural hazards, but these and other hazards may be revisited in future updates.

In the process of evaluating hazards, consideration of hazards which trigger or are triggered by other hazards was given.

Each hazard is profiled in a similar format that is described below:

Hazard Description

This subsection gives a description of the hazard and associated problems, followed by details on the hazard specific to the Region.

Location

This subsection discusses which areas of the Region are most likely to be affected by a hazard event.

- **Limited:** Less than 10% of the planning area
- **Significant:** 10 to 50% of the planning area
- **Extensive:** 50 to 100% of the planning area

Extent (Magnitude)

This subsection discusses the potential magnitude of impacts, or 'extent' as defined by FEMA, from a hazard event. Magnitude classifications are as follows:

- **Catastrophic**—More than 50% of property severely damaged, and/or facilities are inoperable or closed for more than 30 days. More than 50% agricultural losses. Multiple fatalities and injuries. Critical indirect impacts.
- **Critical**—25 to 50% of property severely damaged, and/or facilities are inoperable or closed for at least 2 weeks. 10-50% agricultural losses. Injuries and/or illnesses result in permanent disability and some fatalities. Moderate indirect impacts.
- **Limited**—10 to 25% of area affected. Some injuries, complete shutdown of critical facilities for more than one week, more than 10% of property is severely damaged.
- **Negligible**—Less than 10% of area affected. Minor injuries, minimal quality-of-life impact, shutdown of critical facilities and services for 24 hours or less, less than 10% of property is severely damaged.

Previous Occurrences

This subsection contains information on historic incidents, including impacts where known. Information provided by the HMPC is included here along with information from other data sources, including the National Oceanic and Atmospheric Administration (NOAA) National Centers for Environmental Information (NCEI – formerly the National Climatic Data Center (NCDC)). and SHELDDUS (where information is referenced from the State Hazard Mitigation Plan).

SHELDUS is a county-level data set for the United States that tracks 18 types of natural hazard events along with associated property and crop losses, injuries, and fatalities. In 2014 this formerly free database transitioned into a fee-based service. Due to this and the availability of similar data in NCEI databases it was not used as a resource during the 2023 regional plan update except for when the data was already available.

When available, tables showing county-specific data from the NCEI and SHELDUS databases may be found in each hazard profile.

Probability of Future Occurrences

The frequency of past events is used in this section to gauge the likelihood of future occurrences. Based on historical data, the likelihood of future occurrences is categorized into one of the following classifications:

- **Highly Likely**—Near 100% chance of occurrence in next year, or happens every year.
- **Likely**—Between 10 and 100% chance of occurrence in next year, or has a recurrence interval of 10 years or less.
- **Occasional**—Between 1 and 10% chance of occurrence in the next year, or has a recurrence interval of 11 to 100 years.
- **Unlikely**—Less than 1% chance of occurrence in next 100 years, or has a recurrence interval of greater than every 100 years.

The frequency, or chance of occurrence, was calculated where possible based on existing data. Frequency was determined by dividing the number of events observed by the number of years and multiplying by 100. Stated mathematically, the methodology for calculating the probability of future occurrences is:

$$\frac{\text{\# of known events}}{\text{years of historic record}} \times 100$$

This gives the percent chance of the event happening in any given year. An example would be three droughts occurring over a 30-year period which equates to 10% chance of that hazard occurring any given year.

Climate Change Impacts

This subsection to the Frequency/Likelihood of Occurrence section discusses the potential impacts of future changing conditions in the climate and how those changes may increase or decrease natural hazards frequency and intensity.

Vulnerability Assessment

Vulnerability is the measurement of exposed structures, critical facilities, or populations relative to the risk of the hazard. For most hazards, vulnerability is a best estimate. Some hazards, such as flood, affect specific areas so that exposure can be quantified, and vulnerability assessments result in a more specific approximation. Other hazards, such as tornados, are random and unpredictable in location and duration that only approximate methods can be applied.

Land Use and Development Trends

This section describes how vulnerability may be changing due to development trends.

Risk Summary

This section summarizes risk within the county according to the area affected, likelihood, and magnitude of impacts. If the hazard has impacts on specific towns, cities, or districts in the region they are noted here, where applicable.

4.1.2 Disaster Declaration History

As part of the hazard identification process, the HMPC researched past events that triggered federal and/or state emergency or disaster declarations in the planning area. Federal and/or state disaster declarations may be granted when the severity and magnitude of an event surpasses the ability of the local government to respond and recover. Disaster assistance is supplemental and sequential. When the local government's capacity has been surpassed, a state disaster declaration may be issued, allowing for the provision of state assistance. Should the disaster be so severe that both the local and state governments' capacities are exceeded, a federal emergency or disaster declaration may be issued allowing for the provision of federal assistance.

The federal government may issue a disaster declaration through FEMA, the U.S. Department of Agriculture (USDA), and/or the Small Business Administration (SBA). FEMA also issues emergency declarations, which are more limited in scope and without the long-term federal recovery programs of major disaster declarations. The quantity and types of damage are the determining factors.

A USDA declaration will result in the implementation of the Emergency Loan Program through the Farm Services Agency. This program enables eligible farmers and ranchers in the affected county as well as contiguous counties to apply for low interest loans. A USDA declaration will automatically follow a major disaster declaration for counties designated major disaster areas and those that are contiguous to declared counties, including those that are across state lines. As part of an agreement with the USDA, the SBA offers low interest loans for eligible businesses that suffer economic losses in declared and contiguous counties that have been declared by the USDA. These loans are referred to as Economic Injury Disaster Loans.

Fire Management Assistance Grant funding is available to state, local and tribal governments, for the mitigation, management, and control of fires on publicly or privately-owned forests or grasslands, which threaten such destruction as would constitute a major disaster. The Fire Management Assistance declaration process is initiated when a State submits a request for assistance to the Federal Emergency Management Agency (FEMA) Regional Director at the time a "threat of major disaster" exists. The entire process is accomplished on an expedited basis and a FEMA decision is rendered in a matter of hours. The Fire Management Assistance Grant Program (FMAGP) provides a 75 percent Federal cost share, and the State pays the remaining 25 percent for actual costs.

Federally declared disasters for Teton County are listed in the Table below. There have not been any state-declared disasters beyond these that have reached the criteria for a federal declaration.

Table 4-3 Federally Declared Disasters in Planning Area

DISASTER NUMBER	DECLARATION DATE	INCIDENT TYPE	TITLE	INCIDENT BEGIN DATE	INCIDENT END DATE
4535	4/11/2020	Biological	Wyoming Covid-19 Pandemic	1/20/2020	5/11/2023
3479	3/13/2020	Biological	Wyoming Covid-19	1/20/2020	5/11/2023
4306	3/21/2017	Severe Storms	Severe Winter Storm and	2/6/2017	2/7/2017

DISASTER NUMBER	DECLARATION DATE	INCIDENT TYPE	TITLE	INCIDENT BEGIN DATE	INCIDENT END DATE
			Straight-line winds		
4007	7/22/2011	Severe Storms	Severe Storms, Flooding, and Landslides	5/18/2011	7/8/2011
2367	7/26/2001	Fire	Green Knoll Wildfire	7/23/2001	8/8/2001

Source: FEMA, <https://www.fema.gov/disasters>

4.1.3 Assets Summary

Assets inventoried for the purpose of determining vulnerability include people, structures, critical facilities, and natural, historic, or cultural resources. For the regional planning process available GIS databases were utilized. Address Points, Parcels, and Assessor data for Teton County was obtained from the Wyoming Department of Revenue's Property Tax Division in June of 2023; this information provided the basis for building exposure and property types. A critical facilities layer was created through the combination of the 2020 Hazard Mitigation Plan, 2023 Homeland Infrastructure Foundation-Level Data (HIFLD) databases, 2024 National Inventory of Dams, and the 2024 National Bridge Inventory. HIFLD is national geospatial data that is open public domain that can be used to support community preparedness, resiliency, research, and other capacities. A critical facility is defined as one that is essential in providing utility or direction either during the response to an emergency or during the recovery operation. Where applicable, this information was used in an overlay analysis for hazards such as flood, landslide, and wildfire.

FEMA organizes critical facilities in eight lifeline categories as shown in Figure 4-1.

Figure 4-1 FEMA Lifeline Categories



Source: FEMA Toolkit Version 2.1

These lifeline categories standardize the classification of critical facilities and infrastructure that provide indispensable service, operation, or function to a community. A lifeline is defined as providing indispensable service that enables the continuous operation of critical business and government functions, and is critical to human health and safety, or economic security. These categorizations are particularly useful as they:

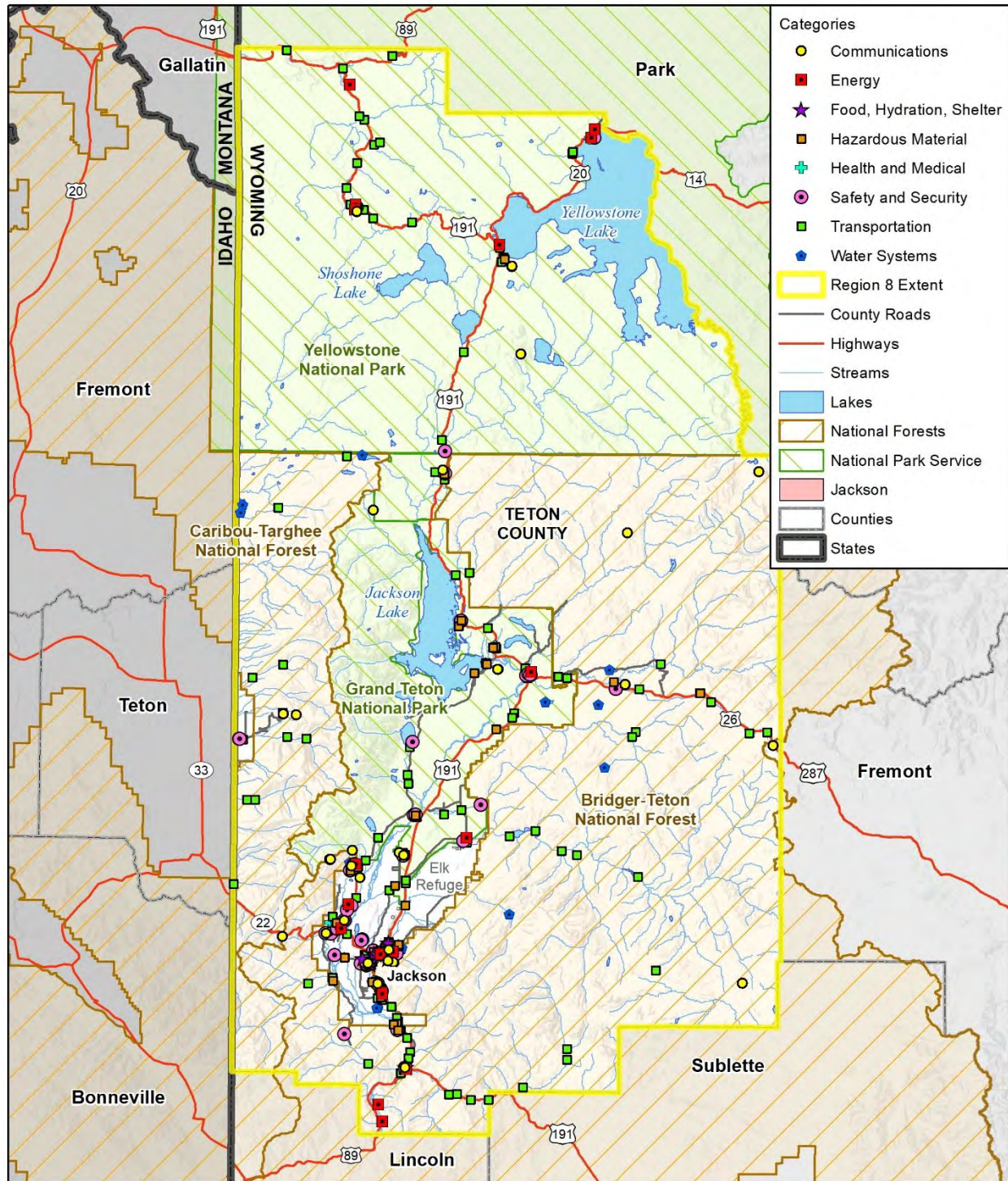
- Enable effort consolidations between government and other organizations (e.g., infrastructure owners and operators).
- Enable integration of preparedness efforts among plans; easier identification of unmet critical facility needs.
- Refine sources and products to enhance awareness, capability gaps, and progress towards stabilization.
- Enhance communication amongst critical entities, while enabling complex interdependencies between government assets.
- Highlight lifeline related priority areas regarding general operations as well as response efforts.

Table 4-4 Region 8 Total Lifeline Facilities by Jurisdiction and Community Lifeline

JURISDICTION	COMMUNICATIONS	ENERGY	FOOD, HYDRATION, SHELTER	HAZARDOUS MATERIAL	HEALTH AND MEDICAL	SAFETY AND SECURITY	TRANSPORTATION	WATER SYSTEMS	OTHER	TOTAL COUNT
Jackson	2	3	14	7	26	25	7	1	16	101
Unincorporated	38	16	2	41	9	46	108	26	12	298
Total	40	19	16	48	35	71	115	27	28	399

Source: Teton County, Emergency Management, HIFLD, National Inventory of Dams, National Bridge Inventory, WSP Analysis

Figure 4-2 Critical Facilities Overview Map



wsp Map compiled 12/2024;
intended for planning purposes only.
Data Source: WY Geospatial Hub,
WYDOT, U.S. Forest Service, HIFLD,
National Bridge Inventory, National Inventory of Dams

0 5 10 20 Miles



Assets specific to the participating special districts were also inventoried during the 2024 update. These are summarized by district in the table below, with potential vulnerability notes:

Table 4-5 Asset Inventory – Special Districts

NAME OF ASSET	APPROXIMATE REPLACEMENT VALUE	HAZARD SPECIFIC CONCERNS
Jackson Hole Airport		
Terminal Building	\$103,000,000	Earthquake, Severe Weather (Summer and Winter), Flood, Tornado/Windstorm, Wildfire,
Control Tower Building	\$7,725,000	Earthquake, Severe Weather (Summer and Winter), Flood, Tornado/Windstorm, Wildfire,
Lighting Control Building	\$1,000,000	Earthquake, Severe Weather (Summer and Winter), Flood, Tornado/Windstorm, Wildfire,
Hangar #1	\$2,545,000	Earthquake, Severe Weather (Summer and Winter), Flood, Tornado/Windstorm, Wildfire,
QTA – Rental Car Facility	\$13,390,000	Earthquake, Severe Weather (Summer and Winter), Flood, Tornado/Windstorm, Wildfire,
Hangar #2	\$3,227,700	Earthquake, Severe Weather (Summer and Winter), Flood, Tornado/Windstorm, Wildfire,
Admin Building- Office Trailer	\$477,177	Earthquake, Severe Weather (Summer and Winter), Flood, Tornado/Windstorm, Wildfire,
Hangar #5	\$8,940,000	Earthquake, Severe Weather (Summer and Winter), Flood, Tornado/Windstorm, Wildfire,
Hangar #3	\$40,000,000	Earthquake, Severe Weather (Summer and Winter), Flood, Tornado/Windstorm, Wildfire,
Fuel Facility	\$20,000,000	Earthquake, Severe Weather (Summer and Winter), Flood, Tornado/Windstorm, Wildfire,
Perimeter Fence	\$2,000,000	Earthquake, Severe Weather (Summer and Winter), Flood, Tornado/Windstorm, Wildfire,
Vehicle Gates	\$164,800	Earthquake, Severe Weather (Summer and Winter), Flood, Tornado/Windstorm, Wildfire,
Lift Station	\$353,290	Earthquake, Severe Weather (Summer and Winter), Flood, Tornado/Windstorm, Wildfire,
Parcs System	\$566,500	Earthquake, Severe Weather (Summer and Winter), Flood, Tornado/Windstorm, Wildfire,
Teton Conservation District		
TCD Server @ TCD Office	\$50,000	While backed up, flooding, fire, or earthquake could quickly diminish TCD's responsiveness with data and information if the TCD Server failed.
Flat Creek Watershed Improvement District		
TOJ Drinking Water Well #5		Wintertime flooding
TOJ Sanitary Sewer Collection System		Wintertime flooding
Public Streets and Pathways		Wintertime flooding
Residential Housing		Wintertime flooding

Source: Plan Update Guide input from districts

Table 4-6 below contains a summary of improved property exposure across Region 8, organized by jurisdiction and property type.

Table 4-6 Region 8 Total Property Exposure by Jurisdiction

JURISDICTION	PROPERTY TYPE	PARCEL COUNT	STRUCTURE COUNT	IMPROVED VALUE	CONTENT VALUE	TOTAL VALUE
Jackson	Com. Vacant Land	4	4	\$33,491,798	\$33,491,798	\$66,983,596
	Commercial	856	1,156	\$2,323,232,052	\$2,323,232,052	\$4,646,464,104
	Multi-Use	32	65	\$17,404,763	\$17,404,763	\$34,809,526
	Res. Vacant Land	12	12	\$28,423,181	\$14,211,591	\$42,634,772
	Residential	3,238	3,361	\$3,588,540,544	\$1,794,270,272	\$5,382,810,816
	Total	4,142	4,598	\$5,991,092,338	\$4,182,610,476	\$10,173,702,814
Unincorporated	Agricultural	120	136	\$232,472,292	\$232,472,292	\$464,944,584
	Com. Vacant Land	7	107	\$1,608,461	\$1,608,461	\$3,216,922
	Commercial	324	403	\$923,299,601	\$923,299,601	\$1,846,599,202
	Multi-Use	5	5	\$8,952,465	\$8,952,465	\$17,904,930
	Res. Vacant Land	36	38	\$66,399,396	\$33,199,698	\$99,599,094
	Residential	6,683	6,750	\$18,766,432,349	\$9,383,216,175	\$28,149,648,524
	Total	7,175	7,439	\$19,999,164,564	\$10,582,748,692	\$30,581,913,256
	Grand Total	11,317	12,037	\$25,990,256,902	\$14,765,359,167	\$40,755,616,069

Source: Teton County, Wyoming CAMA 2024, WSP GIS Analysis

4.1.4 Social Vulnerability and Community Resilience

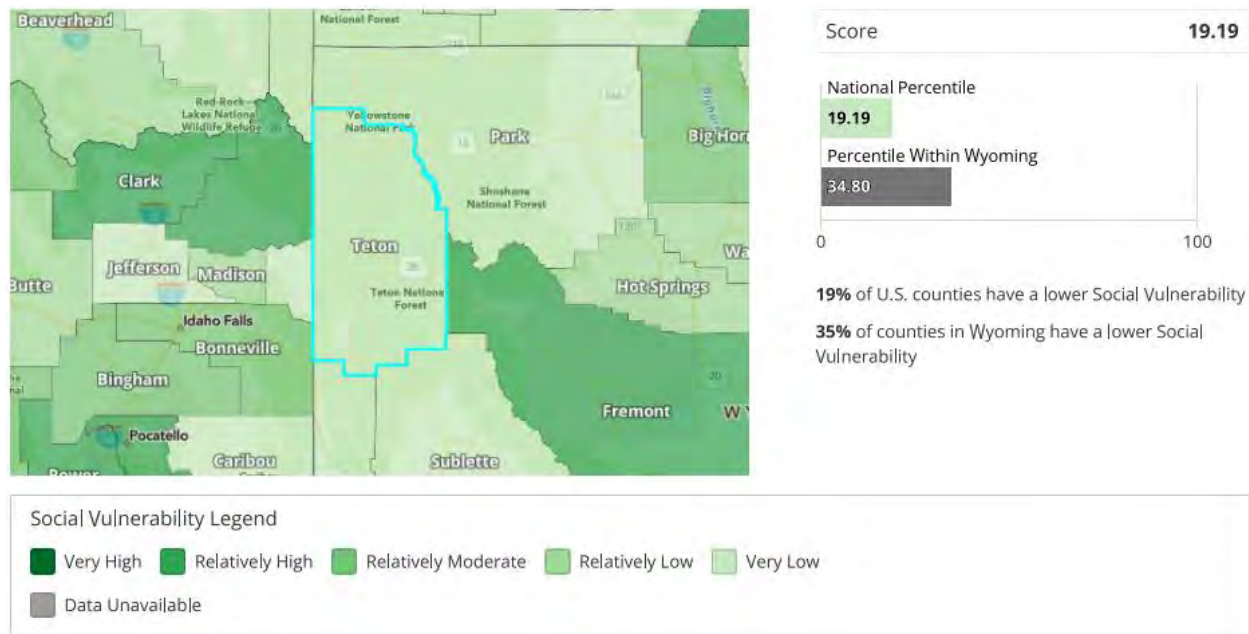
Social vulnerability refers to the increased susceptibility of certain social groups to the adverse impacts of natural hazards. This vulnerability may manifest in disproportionate rates of mortality, injury, loss, or disruption of livelihoods within these communities. Social vulnerability considerations were included in this plan update to identify populations across the planning area that might be more vulnerable to hazard impacts based on a variety of factors.

Community resilience refers to the ability of a community to prepare for anticipated natural hazards, adapt to changing conditions, and withstand recovery from disruptions. It reflects how well a community can recover after a disaster.

The term vulnerability should be used to describe the communities more vulnerable to a risk or hazard, such as high vulnerability due to wildfires or floods based upon geography, topography, hydrology, or weather. Referencing people themselves directly with the term vulnerability causes individual community members to be seen with a deficit lens, leaving the impression that the vulnerability is a result of a lack of responsibility and/or adequate planning of the individual. Instead, vulnerability only occurs when the system that the individual is part of fails to provide equitable accessibility to resources or services, known as access and functional needs, for the individual to survive, respond to, and recover from an event. Barriers that may be exacerbated by certain social and economic factors – including race, age, income, renter status, or institutionalized living – directly affect a community's ability to prepare for, respond to, and recover from hazards and disasters. The concept of social vulnerability helps explain why communities often experience a hazard event differently, even when they experience the same physical impacts or property loss.

The Centers for Disease Control and Prevention (CDC) has developed a social vulnerability index (SVI) to measure the resiliency of communities when confronted by external stresses such as natural or human-caused disasters. The SVI is broken down by county to the census tract level and provides insight into particularly vulnerable populations. The National Risk Index (NRI) uses the CDC SVI data that can be used as a side-by-side comparison of social vulnerability across the region, Figure 4-3 below displays the overall social vulnerability for region 8. Social groups in Teton County have a Very Low susceptibility to the adverse impacts of natural hazards when compared to the rest of the U.S.

Figure 4-3 Region 8 Overall Social Vulnerability



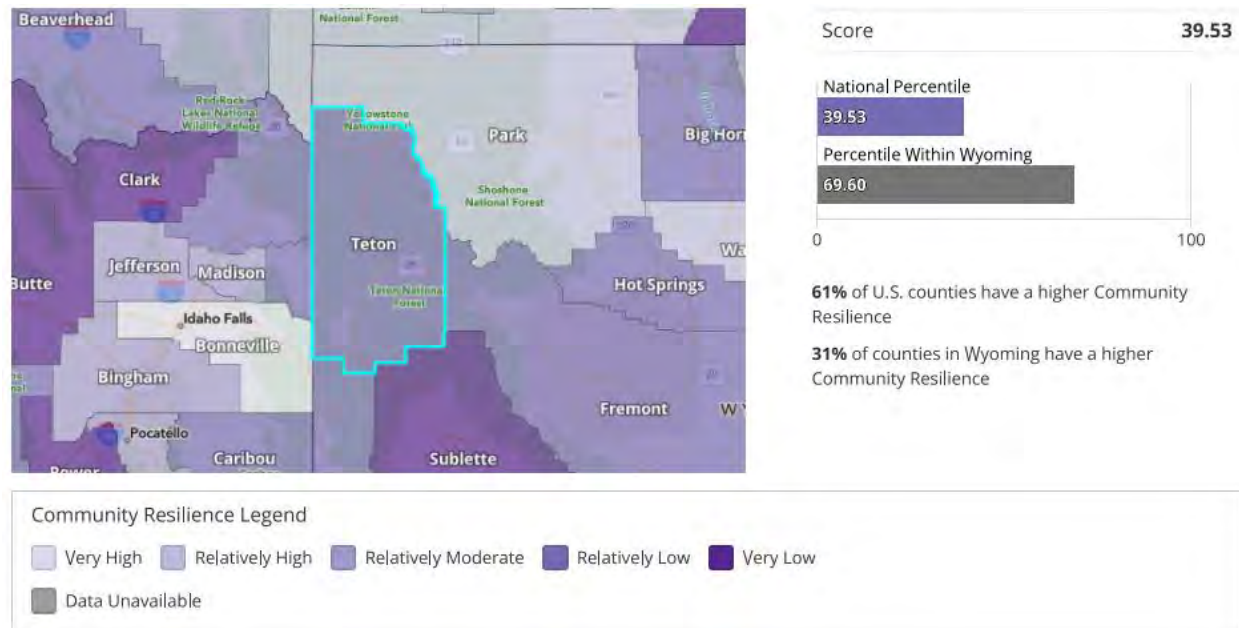
Source: National Risk Index

Related to social vulnerability, the NRI utilizes community resilience as a “consequence reduction component”. Community Resilience can essentially be thought of as an inverse to social vulnerability. The NRI defines community resilience as the ability of a community to prepare for anticipated natural hazards, adapt to changing conditions, and withstand and recover rapidly from disruptions. There are multiple, well-established ways to define community resilience at the local level, and key drivers of resilience vary between locations. Because there are no nationally available, bottom-up community resilience indices available, the Social Vulnerability and Community Resilience Working Group chose to utilize a top-down approach. The NRI relies on using broad factors to define resilience at a national level and create a comparative metric to use as a risk factor.

The Community Resilience score is a consequence reduction risk factor and represents the relative level of community resilience in comparison to all other communities at the same level. A higher Community Resilience score results in a lower Risk Index score. Because Community Resilience is unique to a geographic location—specifically, a county—it is a geographic risk factor. Community resilience data are supported by the University of South Carolina’s Hazards and Vulnerability Research Institute (HVRI) Baseline Resilience Indicators for Communities (BRIC). HVRI BRIC provides a sound methodology for quantifying community resilience by identifying the ability of a community to prepare and plan for, absorb, recover from, and more successfully adapt to the impacts of natural hazards. The HVRI BRIC dataset includes a set of 49 indicators that represent six types of resilience: social, economic,

community capital, institutional capacity, housing/infrastructure, and environmental. It uses a local scale within a nationwide scope, and the national dataset serves as a baseline for measuring relative resilience. The data can be used to compare one place to another and determine specific drivers of resilience, and a higher HVRI BRIC score indicates a stronger and more resilient community. Figure 4-4 below shows the community resilience rating for Teton county.

Figure 4-4 Region 8 Community Resilience Rating



Source: National Risk Index

4.2 Hazard Profiles

4.2.1 Avalanche

Description

An avalanche refers to the rapid movement of a mass of snow down a slope, often triggered by severe weather conditions, posing a threat to people's safety, and causing damage. While most avalanches in Wyoming occur in mountainous regions above the timberline and in sheltered areas where snow tends to accumulate, they can also happen on gentler slopes below the timberline, like gullies or road cuts. Four essential factors contribute to avalanche formation: slope, snow cover, a weak layer within the snowpack, and a trigger mechanism.

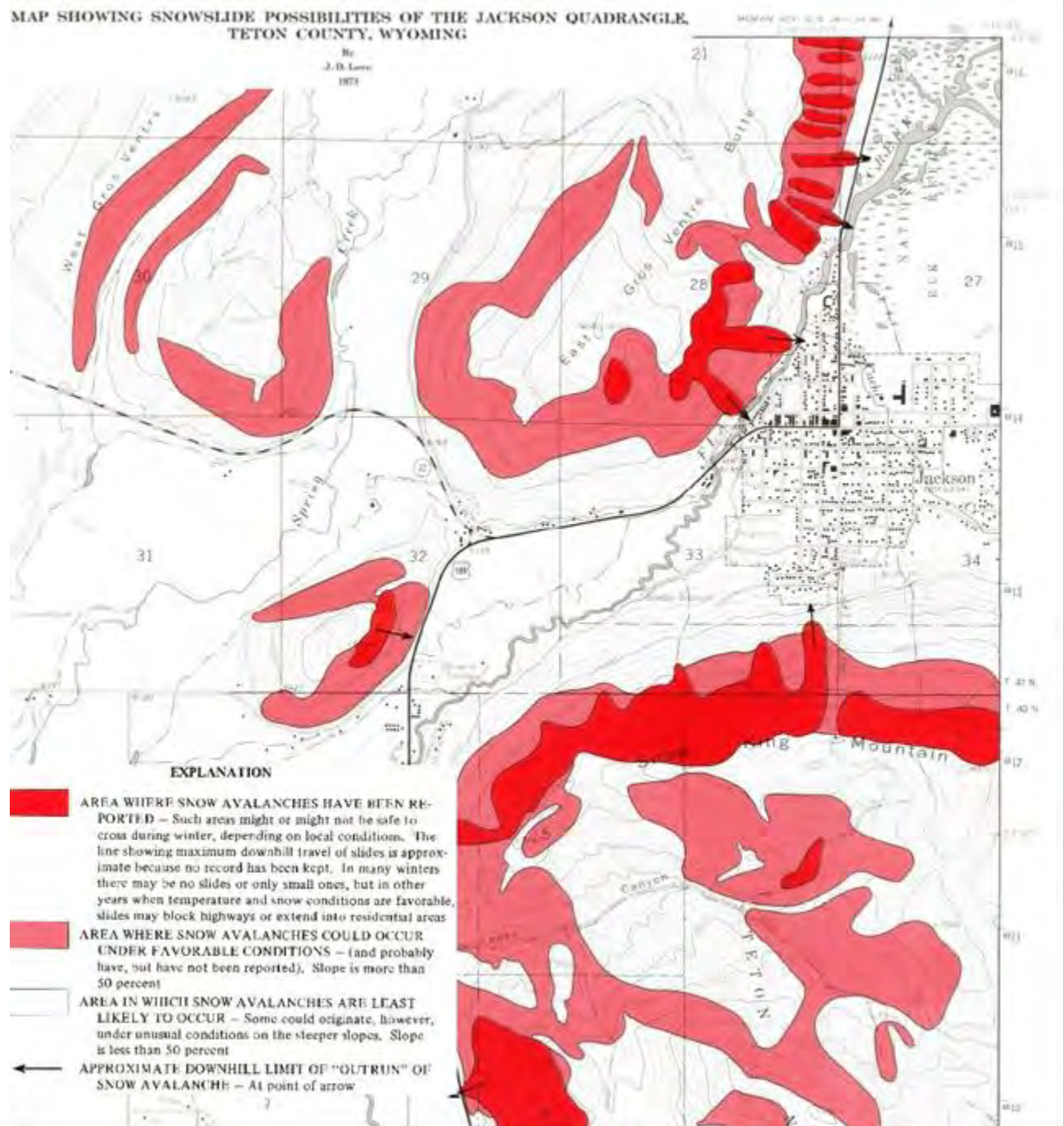
Weak layers within the snowpack fail to support the weight above, leading to the collapse of the snow cover and its rapid downhill movement. Avalanches can release either as loose snowslides and can be categorized as wet or dry depending on the moisture content of the snow. Loose avalanches involve deeper layers of snow losing cohesion due to failure of lower, weaker layers. Both types can travel long distances on gentle terrain, causing damages to buildings, cabins, and infrastructure, such as electrical transmission lines. Avalanches are triggered by human activity or environmental factors like wind loading, precipitation, or temperature changes. Human-triggered avalanches commonly occur in backcountry areas where skiers, hikers, or other outdoor enthusiasts venture.

An avalanche path typically consists of a starting zone where the avalanche initiates, a track where it gains speed and momentum, and a turnout zone where it slows down and debris accumulates. While many avalanches do not result in significant damage, the risk is heightened when people or property intersects their paths. Communication and transportation networks face the greatest risk, along with winter recreationists. Increased development in mountainous regions and the popularity of winter sports have heightened the risk of avalanches. Due to its rural nature, snowpack, varied terrain, and mountain recreational activities, Wyoming is among the states with the highest avalanche hazards.

Location

In Teton County, avalanches are more common in mountainous terrain above the timberline and in leeward slopes where snow tends to accumulate. About 90% of all avalanches start on slopes of 30-45 degrees; about 98% of all avalanches occur on slopes of 25-50 degrees. Avalanches are more prevalent in Teton County compared to the Town of Jackson, simply because more avalanche-prone areas exist outside of the Town. According to the U.S. Geological Survey, the Town of Jackson is vulnerable to multiple areas of avalanche (see Figure below). It is important to note that this data is from 1973; digital information for the Jackson area and County was not available. County Emergency Management noted a resource for avalanche location is the WYDOT District 3 Snow Avalanche Atlas for Lincoln, Sublette, and Teton Counties, compiled in 2004, that contains photos and descriptions of paths crossing highway infrastructure. In the Town, the primary areas of risk are associated with Snow King Mountain, including the ski area and the steeper slopes that flank the ski resort to the east and west. However, avalanches have occurred on east slope of the East Gros Ventre Butte. According to local emergency management these have temporarily dammed Flat Creek, causing flooding issues, and damaged parked vehicles. The more expansive county lands include countless avalanche paths in the Teton and Absaroka Ranges and the Gros Ventre Mountains, including areas along Teton and Togwotee passes. Areas of increased activity by backcountry users (skiers, snowboarders, snowshoers, and snowmobilers) exist along the passes as well as adjacent to both Jackson Hole Mountain Resort (JHMR) and Grand Targhee Mountain Resort, where gated access to backcountry areas sees prevalent skier traffic.

Figure 4-5 Snowslide Possibilities of Jackson Quadrangle Teton County, Wyoming



Source: USGS J.D. Love 1973

Extent (Magnitude)

A number of weather and terrain factors determine avalanche magnitude and severity.

- Weather:
 - Storms – A large percentage of avalanches occur during and shortly after storms.

- Rate of snowfall – Snow falling at a rate of 1 inch or more per hour significantly increases avalanche danger.
- Temperature – Storms starting with low temperatures and dry snow, followed by rising temperatures and wet snow, are more likely to cause avalanches than storms that start warm and then cool.
- Wet snow –Spring weather with warm, moist winds and cloudy nights, as well as rainstorms, can cause wet snow avalanches by warming the snowpack and decreasing its strength. Wet snow avalanches are more likely to occur on sun-exposed terrain and under exposed rocks or cliffs.
- Terrain:
 - Ground cover – Large rocks, trees, and heavy shrubs anchor snow.
 - Slope profile – Dangerous slab avalanches are more likely to occur on convex slopes.
 - Slope aspect – Leeward facing slopes are dangerous because windblown snow adds depth and creates dense slabs. South-facing slopes are more dangerous in the springtime.
 - Slope steepness – Avalanches are most common on slopes of 30 to 45 degrees.

Additional factors contributing to avalanche hazard are old snow depth, old snow surface, new snow depth, new snow type, density, precipitation intensity, settlement, wind direction and speed, temperature, and subsurface snow crystal structure.

The exponential force and volume of snow involved in an avalanche can bury victims under tons of debris. Mitigation measures, including avalanche forecasting, monitoring, and safety protocols, can help minimize the impact of avalanches and protecting lives and property.

There are two distinct scales for measuring avalanche magnitude which include the Relative Size Scale, or R-Scale, and the Destructive Size Scale, or D-scale. Both scales are qualitative tools that aid in communicating avalanche activity, reporting events, and analyzing historical occurrences. While they offer some structure for assessing avalanche magnitude, the scoring along these scales remains subjective and relies on consistency among observers to ensure accurate estimates of magnitude. The R-scale provides a straightforward estimate of avalanche size based on volume relative to the path in which it occurs. Avalanches up to R5 and D4 are possible in the county

Table 4-7 R-Scale Scoring

SCORE	DESCRIPTION
R1	Very small, relative to path
R2	Small, relative to path
R3	Medium, relative to path
R4	Large, relative to path
R5	Major/Maximum, relative to path

Source: Thompson Pass

The D-Scale evaluates the destructive capacity of an avalanche. Occasionally, half-sizes are included in this scale, and it incorporates elements for both mass and path length corresponding to each score along the scale. It is a possibility for avalanches up to a D4 to occur in Teton County.

Table 4-8 D-Scale Scoring

SCORE	DESCRIPTION	TYPICAL MASS	TYPICAL LENGTH
D1	Relatively harmless to people	< 10 Tons	10 Meters
D2	Could bury, injure, or kill a person	100 Tons	100 Meters
D3	Could bury and destroy a car, damage a truck, destroy a wood frame house, or break a few trees	1,000 Tons	1,000 Meters
D4	Could destroy a railway car, large truck, several buildings, or a substantial amount of forest	10,000 Tons	2,000 Meters
D5	Could gouge the landscape-largest snow avalanche known.	100,000 Tons	3,000 Meters

Source: Thompson Pass

Previous Occurrences

Avalanches occur frequently in the County. However, due to isolated nature of these incidents few avalanches are widely recorded. Still, avalanches have the capability to incur major damages when people are involved, and Teton County is especially susceptible due to its mountainous terrain and popularity among winter recreationists.

According to Bridger-Teton Avalanche Center, there were 33 fatalities related to avalanches between 1964-2023.

Table 4-9 Avalanche Fatalities in Teton County, 1964-2023

COUNTY	LOCATION	DATE	ACTIVITY/TRAVEL	NUMBER OF FATALITIES
Teton	Snow King Mountain	12-Mar-64	Patroller	1
Teton	Glacier Gulch, Teton Range	16-Jan-74	Backcountry Skier	1
Teton	Glacier Gulch, Teton Range	16-Jan-74	Backcountry Skier	1
Teton	Glacier Gulch, Teton Range	16-Jan-74	Backcountry Skier	1
Teton	South Leigh Canyon, Teton Range	20-Mar-76	Backcountry Skier	1
Teton	Grand Teton, Teton Range	26-Apr-79	Climber	1
Teton	Grand Teton, Teton Range	26-Apr-79	Climber	1
Teton	Ferrin's Slide, Snow King Mt	16-Feb-84	Lift Skier Out of Area	1
Teton	Mt Wister, Teton Range	3-Feb-85	Climber	1
Teton	Rendezvous Mountain, Teton Range	2-Dec-85	Patroller	1
Teton	Rendezvous Mountain, Teton Range	17-Feb-86	Patroller	1
Teton	Dry Ridge, Teton Range	28-Feb-92	Snowmobiler	1
Teton	Simpson Peak, Togwotee Pass	28-Dec-92	Backcountry Skier	1
Teton	Taylor Mountain, Teton Range	19-Apr-95	Backcountry Skier	1

COUNTY	LOCATION	DATE	ACTIVITY/TRAVEL	NUMBER OF FATALITIES
Teton	Factory Hill, Yellowstone	3-Mar-97	Backcountry Skier	1
Teton	Factory Hill, Yellowstone	3-Mar-97	Backcountry Skier	1
Teton	Dry Lake Creek, Togwotee Pass	4-Jan-99	Snowmobiler	1
Teton	Rendezvous Mountain, Teton Range	19-Jan-99	Lift Skier	1
Teton	Glory Bowl, Teton Range	1-Dec-00	Backcountry Snowboarder	1
Teton	Titmouse Ridge, Teton Pass	9-Dec-00	Backcountry Skier	1
Teton	Pyramid, Teton Range	19-Jan-16	Backcountry Snowboarder	1
Teton	Ralph's Slide, Teton Range	24-Jan-16	Lift Skier Out of Area	2
Teton	Fred's Saddle Backside, Teton Range	21-Feb-16	Lift Skier Out of Area	1
Teton	Steve Baugh Bowl, Teton Range	23-Dec-16	Lift Snowboarder Out of Area	1
Teton	East Leidy Mountain, Togwotee Pass	22-Apr-18	Snowmobiler	1
Teton	Mt Leidy, Togwotee Pass	9-Jan-19	Snowmobiler	1
Teton	Breccia Cliffs Area, Togwotee Pass	4-Mar-19	Snowmobiler	1
Teton	Taylor Mountain	1-Apr-20	Snowboarder	1
Teton	Austin Canyon	3-Apr-20	Snowmobile	1
Teton	Togwotee Pass	18-Feb-21	Snowmobile	1
Teton	Peak 9775, Teton Range	22-Feb-21	Snowboarder	1
Teton	South Fork of Game Creek	17-Mar-22	Backcountry Skiing	1
Teton	Poker Flats	23-Feb-23	Snowmobile	1

Source: Bridger-Teton Avalanche Center, <https://bridgertetonavalanchecenter.org/wyoming-fatalities-by-date-list/>

Probability of Future Occurrences

Avalanches are most likely to occur between November and April, with the January, February, and March being the peak months. Snow avalanches may stop in the starting zone, track, or run-out zone, depending on the amount and condition of the snow in the path. Bridger-Teton Avalanche Center has helped forecast and identify avalanche risks throughout the area. By utilizing this tool, outdoor enthusiasts and others participating in activities that may be at risk of avalanches, are able to receive up-to-date information on weather conditions, snow stability, and avalanche dangers ratings for the area.

Teton County's mountainous terrain and winter climate can make it inherently prone to avalanches that will recur multiple time annually, especially in areas with steep slopes and heavy snow accumulation. As human activity increases in avalanche-prone regions the likelihood of triggering avalanches may also rise. Bridger-Teton Avalanche Center has reported approximately 33 deaths related to avalanches since 1964 throughout Teton County. This is approximately 0.56 fatalities per year in the last 59 years. This is a slight decrease from 2.2 fatalities per year on average noted in the 2015 version of this plan. The probability of future occurrences in Teton County is rated as **Highly Likely**.

Climate Change Impacts

As precipitation patterns tend toward more extremes, the frequency of avalanches may be expected to increase. Many avalanches take place following unusually heavy snowfall that occurs in a short period of time. Scattered snowfall early in winter may result in an increase in

avalanche activity by creating a thin snowpack that becomes structurally weaker as winter progresses. New layers of snow may not bond well to the weak base layer at the bottom of the snowpack, creating prime conditions for avalanches. Similar conditions in early to mid-spring may replicate this process, leading to increased avalanche activity as snow accumulation has already begun to thaw with the warmer season. In other words, as more snow piles on top of the weak layer, and temperatures remain warm, the upper moisture-laden layers become vulnerable to sliding.

Increasing temperatures will also result in more precipitation falling as rain instead of snow. Over time this may decrease the risk of avalanche due to a dramatically reduced snowpack. However, this could result in more wet snow avalanches from rain on snow events.

Vulnerability Assessment

Areas within Teton County and the Town of Jackson where avalanche activity intersects with recreational activities, transportation routes, and infrastructure pose the greatest risks. In Teton County areas of steep slopes near WY Highway 22 over Teton Pass and US Highway 26 over Togwotee Pass frequented by winter backcountry enthusiasts such as skiers, snowboarders, snowmobilers, and snowshoers are considered high-risk zones.

PEOPLE

Life safety is most threatened by this hazard with the potential for deaths and injury (approximately 2 deaths per year on average). Outdoor recreationists who travel into backcountry areas are at most risk. Additionally, avalanche incidents involving search and rescue teams can put these personnel at risk. The key actions to limiting impacts to individuals recreating in avalanche prone areas include spreading knowledge and awareness of the hazard and being properly equipped for self-rescue. Risk to motorists on Highway 22 over Teton Pass is controlled through WYDOT periodic closures for avalanche mitigation during times of high avalanche potential. Socially vulnerable populations are not more at risk to avalanches, but there is concern for those who live in surrounding areas and must commute to work due to high housing costs and low housing availability within the region. This causes local workers to have to travel from surrounding towns through passes and canyons that can be shut down due to avalanches.

BUILT ENVIRONMENT

In the Town of Jackson, key concerns lie in regions along the western to northern slopes of Snow King Mountain, where some development has taken place along its base. Other areas by Jackson include the East Gros Ventre Butte above Flat Creek, below which lies some commercial and residential development.

ECONOMY

Transportation networks are limited in the region and vulnerable to avalanches. Transportation obstruction due to avalanche can temporarily prevent the transportation of goods, as well as disrupt commuting and emergency response and service provision. Thus, periodic economic impacts are expected annually. Pre-emptive closures of these roads by officials for avalanche mitigation or due to high avalanche danger also occur but are in the interest of public safety.

CRITICAL FACILITIES AND LIFELINES

Infrastructure elements such as roads in the county are susceptible to avalanches, leading to disruptions in transportation. Teton County noted that avalanches can temporarily shut down major highways such as Highway 22 (Teton Pass), South Highway 89 (Rafter J area, Snake River Canyon), North Highway 89 (National Wildlife Art Museum area) and Highway 191 (Hoback Canyon) (Teton County Wyoming, 2024). Teton pass is periodically closed in winter for avalanche safety and mitigation. There are very limited alternative detour options when these happen. County Emergency Management in 2024 noted a trend towards more county roads being affected by avalanches in recent years, with an incident on Spring Gulch Road in the

winter of 2024. Avalanches also have capacity to affect power line, communications, and natural gas pipe infrastructure, but the extent of exposure and risk to this infrastructure is unknown.

ENVIRONMENTAL, NATURAL, AND CULTURAL RESOURCES

Avalanches are a natural process in landscapes where they occur. However, large avalanches may alter the natural landscape, damaging trees and in some cases removing areas of forest and creating piles of woody debris. Loss of vegetation on the mountains may expose soil, leading to secondary impacts such as landslides and debris flows. Snow removal and storage from large avalanches can also be a logistical challenge.

Land Use and Development Trends

No specific new growth or development within the County, Town of Jackson, or the Teton Conservation District in the past five years has significantly altered the county's avalanche risk. Snow King Mountain and Jackson Hole Mountain Resort adhere to Resort Master Plans, which delineate proposed development and redevelopment areas while also managing growth and development to safeguard users and steer clear of natural hazard zones. The Jackson-Teton County Comprehensive Plan Policy 3.4.b aims to "protect Development Against Avalanches and Landslides" and underscores the risk of avalanches displacing buildings or entrapping occupants. The policy recommends restricting development within 100-year avalanche paths and installing mitigation measures where development occurs within these zones. A large portion of Teton County that is prone to avalanches is within National Forests and National Parks, meaning that there are limited buildable areas. Due to these factors direct avalanche vulnerability to structures is very limited and has not increased since the last plan update.

Risk Summary

In summary, the avalanche hazard is rated as **medium** significance for Teton County. Variations in risk by jurisdiction are summarized in the table below, as well as key issues from the vulnerability assessment.

- Overall, avalanches are rated as a **medium** significance in the planning area.
- Avalanches cause two primary impacts hazards in Teton County: roadblocks and risk to human life, primarily backcountry users.
- Historically, there has been at least one fatality due to avalanche annually, making the likelihood of future occurrence **Highly Likely**.
- Updated avalanche mapping was noted as a need during the 2024 planning effort.
- Due to the remote location of most avalanches economic impacts are generally minor; therefore, magnitude is **limited**.
- Winter recreationists and first responders are most likely to be affected by avalanches, although rare urban avalanches have occurred.
- Additionally, as a popular backcountry recreation spot for visitors, a high risk exists for individuals unfamiliar with recognizing avalanche terrain.
- Related hazards: Severe Winter Weather, Windstorm, Flood

Table 4-10 Risk Summary by Jurisdiction: Avalanche

JURISDICTION	OVERALL SIGNIFICANCE	KEY ISSUES AND JURISDICTIONAL DIFFERENCES
County	Medium	Widespread backcountry areas and transportation corridors in risk areas; some county roads affected.

JURISDICTION	OVERALL SIGNIFICANCE	KEY ISSUES AND JURISDICTIONAL DIFFERENCES
Town of Jackson	High	Three entry/exit points to the town are at high risk of cutting off access to the town if an avalanche were to occur.
Teton Conservation District	NA	Not considered to have risk to District facilities/assets
Flat Creek Watershed Association	Medium	Some potential to temporarily dam the creek and cause flooding. An avalanche occurring in the area upstream of the Flat Creek Water Improvement District could cause flooding issues in the watershed and surrounding areas.
Jackson Hole Airport	NA	No steep slopes

4.2.2 Dam/Levee Incident

Description

Dams are barriers constructed across a watercourse that stores, controls, or diverts water. They're designed for a variety of uses, including flood protection, power, agriculture and irrigation, water supply, and recreation. They're typically composed of earth, rock, concrete, or mine tailings. The water impounded behind a dam is referred to as the reservoir and is usually measured in acre-feet, with one acre-foot being the volume of water that covers one acre of land to a depth of one foot. Dams and reservoirs serve a very important role for Wyoming residents and industry. However, there is the risk that dams can fail, either completely or partially, and become a significant hazard for those downstream.

Dam incident refers to the uncontrolled release of impounded water, resulting in downstream flooding that can affect life and property. Several factors that influence the potential severity of a full or partial dam failure, including the volume of water impounded, the type of dam, and amount of development and infrastructure located downstream.

Dam failure occurs when the dam's capacity to retain water is compromised, in part or in its entirety. These failures can be triggered by various factors or sources, including:

- Prolonged periods of rainfall and flooding, which result in overtopping
- Earthquake
- Inadequate spillway capacity resulting in excess overtopping flows
- Internal erosion caused by embankment or foundation leakage or piping or animal activity
- Improper design
- Age
- Improper maintenance
- Negligent operation
- Failure of upstream dams on the same waterway
- Vandalism or terrorism

Other unforeseen failures can result from unusual events like seismic activity (earthquakes), deliberate acts of sabotage or vandalism, or complex, multifaceted causes. These failures can be challenging to predict and prevent due to their diverse and often unexpected nature.

It's important to note that dam emergencies are not solely restricted to complete dam failure. Large spillway discharges that can cause downstream flooding or flooding upstream due to

backwater effects or high-water levels are also considered dam emergencies, potentially resulting in substantial property damage and loss of life.

In addition to dams, Teton County also has levees that pose flood risks. A levee is an earthen embankment constructed along the banks of rivers, canals, and coastlines to protect adjacent lands from flooding by reinforcing the banks. However, by confining the flow, levees can also increase the speed of the water. Floodwalls are concrete structures, often components of levee systems, designed for urban areas where there is insufficient room for earthen levees. Levees can *reduce* the risk to individuals and structures behind them, but they do not eliminate risk entirely. Levees are designed to protect against a specific flood level; severe weather could create a higher flood level that the levee cannot withstand. When levees, floodwalls, and their auxiliary structures are stressed beyond their capabilities to withstand floods, levee failure can result in loss of life and injuries as well as damages to property, the environment, and the economy. For purposes of this discussion, levee failure will refer to both overtopping and breach of a levee as defined in the U.S. Army Corps of Engineers' Publication - *So You Live Behind a Levee!* (<https://www.spl.usace.army.mil/Portals/17/SoYouLiveBehindLevee.pdf>).

- **Overtopping** occurs when floodwaters exceed the height of a levee and flow over its crown. As the water passes over the top, it may erode the levee, worsening the flooding and potentially causing an opening, or breach, in the levee.
- **Breaching** - A levee breach occurs when part of a levee gives way, creating an opening through which floodwaters may pass. A breach may occur gradually or suddenly. The most dangerous breaches happen quickly during periods of high water. The resulting torrent can quickly swamp a large area behind the failed levee with little or no warning.

Location

In 1981, the U.S. Army Corps of Engineers completed an inspection program for nonfederal dams under the National Dam Inspection Act (P.L. 92-367). This was a four-year work effort and included compiling an inventory of about 50,000 dams and conducting a review of each state's capabilities, practices, and regulations regarding design, construction, operation, and maintenance of dams. Part of the inspection included evaluating the selected dams and assigning a hazard potential based on the effects downstream, should one of the dams fail. The dams were rated (1) High, (2) Significant, and (3) Low hazard, just like the classification adopted by FEMA. The Corps of Engineers based the hazard potential designation on such items as acre-feet capacity of the dam, distance from nearest community downstream, population density of the community, and age of the dam.

The Wyoming State Engineers Office (WSEO) inspects dams over 20 feet high or with a storage capacity of 50 acre-feet or more, although smaller dams are also inspected in highly populated areas. As a part of the regulatory process, the WSEO inspects these dams once every five years.

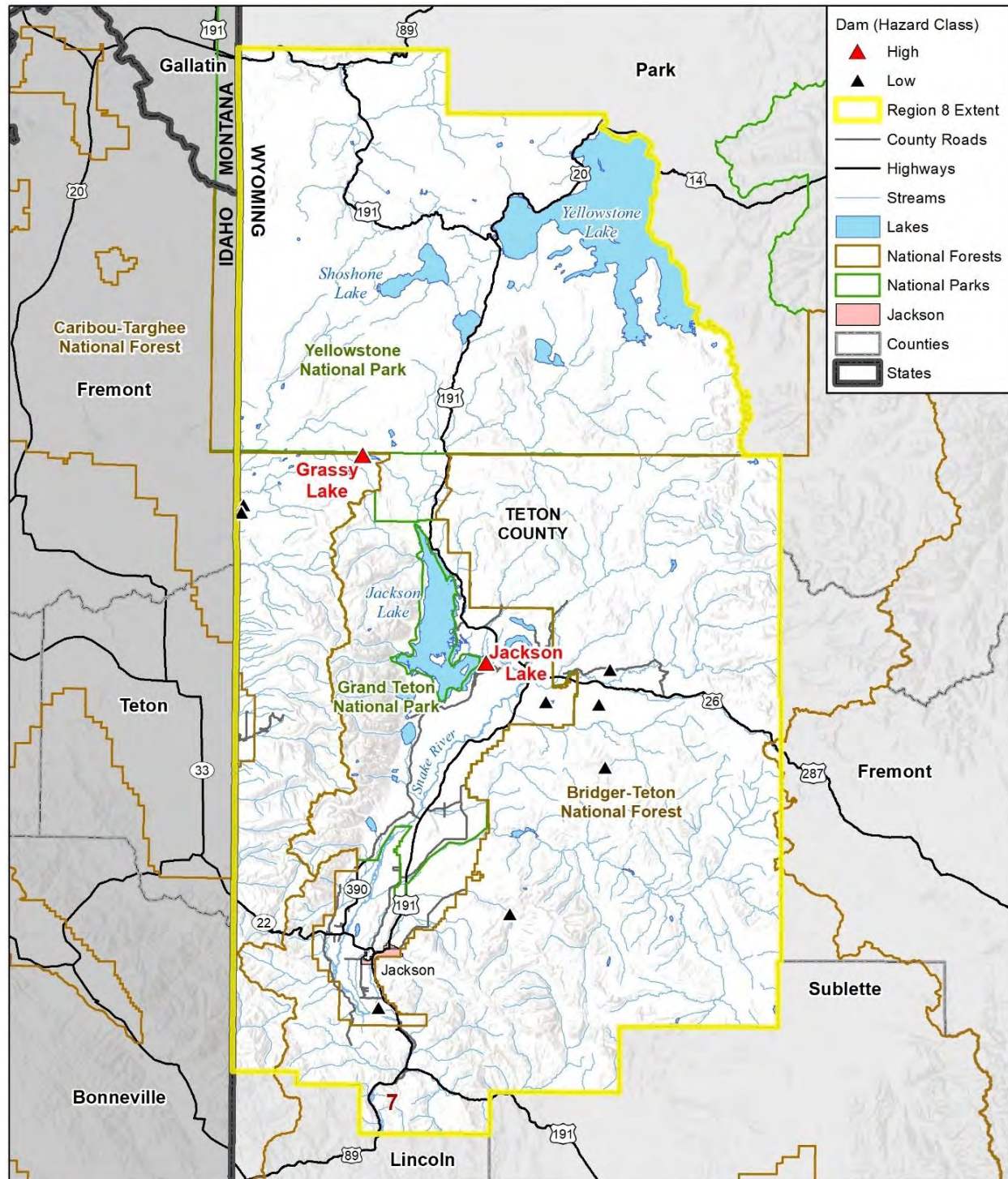
There are currently 1,495 dams in Wyoming shown in the Army Corps of Engineers' National Inventory of Dams (<http://nid.usace.army.mil>). Teton County has 10 dams that are inspected by the Wyoming State Engineer's Office. The average age of these dams is 73. Of the 10, two dams are considered high hazard, the rest are low hazard dams. The high hazard dams are Jackson Lake (including Jackson Lake North and South Dikes) and Grassy Lake dams, which both are federally owned and have emergency action plans on file. The primary purposes of Jackson Lake are flood control and irrigation storage, while the primary purpose of Grassy Lake is irrigation storage. Table 4-11 provides details of the dams in Teton County.

Teton County also has a network of levees that play a crucial role in managing water flow and mitigating flood risks. The Teton County Road and Levee Division collaborates with the Army Corp. of Engineers, stationed in Walla Walla, WA. The Snake River and Gros Ventre Levee System have 24.5 miles of levees along the Snake and Gros Ventre Rivers in Teton County. The

levee system begins approximately 11 miles south of Jackson Lake, from slightly downstream of the town of Moose and extends downstream nearly to the South Highway 89 bridge over the Snake River south of South Park (see Section titled *Vulnerability Assessment*). These 24.5 miles of levees were built by the Corps of Engineers and are maintained by Corps of Engineers with assistance from Teton County. There are some private levees that were built and are maintained by private landowners. These levees play a crucial role in flood management, protecting the area from potential flood damage, especially during periods of high-water flow.

The Army Corps of Engineers comes to Jackson Hole in July of each year to complete an inspection of the levees. This ensures the levees remain effective in protecting the community. During this inspection, the Fall Rehabilitation Schedule is decided by evaluating the amount of riprap lost during the spring runoff. The Fall Rehab is completed in October, which is when the Snake River is at its lowest. (<https://www.tetoncountywy.gov/555/Levee-Systems-Facts>).

Figure 4-6 Teton County Dams



wsp Map compiled 4/2024;
intended for planning purposes only.
Data Source: WY Geospatial Hub,
WYDOT, U.S. Forest Service,
National Inventory of Dams

0 5 10 20 Miles



Table 4-11 Dams in Teton County

NAME	HAZARD LEVEL	OWNER	PRIMARY PURPOSE	YEAR COMPLETED	RIVER	NEAREST DOWNSTREAM COMMUNITY (DISTANCE TO COMMUNITY)
Grassy Lake	High	Bureau of Reclamation	Irrigation	1938	Grassy Creek	St. Anthony, Idaho (53 mi)
Jackson Lake	High	Bureau of Reclamation	Flood Control	1911	North Fork Snake River	Moose (23 mi)
Indian Lake	Low	Squirrel Creek Irrigation Company	Irrigation	1954	Indian Lake Basin	St. Anthony, Idaho (36 mi)
Tracy Lake	Low	Fir Creek, LLC	Recreation	1928	Randolph Creek	Moose (24 mi)
Bergman Lake	Low	Ronald Bergman	Irrigation	1953	Indian Creek	St. Anthony, Idaho (35 mi)
Porter	Low	Leeks Canyon Ranch, LLC	Irrigation	1951	Wallace Creek	Moose (22 mi)
UHL	Low	Jack e. Stark, Grand Teton National Forest	Irrigation; Fish and Wildlife Pond	1948	Spread Creek	Moose (17 mi)
Flat Creek Ranch	Low	Homestead Company, LLC.	Fish and Wildlife Pond	1967	Flat Creek	N/A
Jackson Wastewater Treatment Plant ENL.	Low	Town of Jackson	Debris Control	1980	Snake River Off stream	Hoback (14 mi)
Leidy lake	Low	Wyoming Game and Fish Department	Fish and Wildlife Pond	1983	Leidy Creek	Moose (42 mi)

Source: National Inventory of Dams

Extent (Magnitude)

Dam failures result in a unique source of flash flooding, when a large amount of previously detained water is suddenly released into a previously dry area due to a failure in some way of the dam. Dams are organized into three classes. The State of Wyoming has adopted FEMA's risk classifications as set forth in FEMA's Federal Guidelines for Dam Safety: Hazard Potential Classification System for Dams. These guidelines define High Hazard (Class I) dams as those rated based on an expected loss of human life, should the dam fail, and Significant Hazard (Class II) dams as those rated based on expected significant damage, but not loss of human life. Significant damage refers to structural damage where humans live, work, or recreate, or public or private facilities exclusive of unpaved roads and picnic areas. Damage refers to making the structures inhabitable or inoperable. Low hazard dams would have minimal downstream impacts from a failure.

Levee failures also can occur suddenly and cause extensive loss of life and/or property. Advance warning of possible failure, and the potential for evacuation, depends on the mode of failure and preparedness of emergency managers. For example, if heavy precipitation occurs with the potential to cause runoff sufficient to overtop levees, evacuation may be possible. However, this is not always the case. Levee failures can also cause secondary hazards downstream, including extensive flooding, heavy erosion and sedimentation, and landslides.

The severity and magnitude of a given dam or levee incident will vary greatly on a case-by-case basis depending on a wide variety of factors, such as the level of development and population in the inundation area and the degree of the dam incident. In general, for the purposes of this plan, the extent is considered **critical** due to the presence of two High Hazard dams. There is potential for severe impacts to occur, however unlikely they may be. Information on potential impacts of specific failures to particular dams is considered sensitive and is not detailed in this plan due to the State Engineer for Wyoming Safety of Dams Program concerns. However, emergency management coordinators have access to inundation maps contained in the emergency action plans for the High and Significant Hazard dams in the state. Currently, there are no High Hazard dams outside of Teton County that would be any threat to property or population.

Potential impacts could include injury and loss of life, property damage, damage to infrastructure, drinking water contamination, loss of crops and livestock, evacuations, sheltering, and associated costs, interruption of commerce and transportation, search and rescue, and clean-up costs. In addition, dam incidents and associated flooding can cause damage to and loss of irrigation structures such as headgates and ditches. Loss or damage to water structures negatively impacts agricultural producers of crops and livestock—and can be costly to repair.

Loss of Life determinations are highly influenced by three factors: the number of people occupying the dam or levee inundation area, the amount of warning that is provided to the people exposed to dangerous flooding, and the severity of the flooding. There is the potential for loss of life downstream of the high hazard dams in the County, but also potential lead time for warning and evacuation due the distance the water would need to travel before populated areas would be impacted.

Jackson Lake Dam impounds about ¼ cubic mile of water behind a 65-ft tall dam structure. The Snake River downstream from the dam is relatively steep (~10 ft/mile drop) and has a well-defined valley. A catastrophic failure of the Jackson Lake Dam could result in very high flood depths moving at a high rate of speed, causing impacts on the high end of what is described above to areas of the unincorporated county.

Previous Occurrences

Teton County has one documented dam failure-type incident related to a landslide dam that resulted in the infamous Kelly Flood. On June 23, 1925, part of the northern face of Sheep Mountain became unstable after weeks of heavy rain and slid into the Gros Ventre River. The 50 million cubic yards of sedimentary rock formed a natural dam 200 feet high and 400 yards wide that created Lower Slide Lake. On May 18th, 1927, a portion of the natural dam broke during a spring with heavy runoff causing a flash flood to rush down the Gros Ventre River. The flood was at least six feet deep for at least 25 miles downstream and wiped out the town of Kelly six miles downstream. Six people died, and many others lost everything they owned. Fifteen miles downstream in Wilson, six feet of water inundated the town and hundreds of farm animals died. There was heavy livestock loss, ranger buildings were destroyed, irrigation head gates were washed away, and a bridge was washed out (\$75,000 to \$150,000 damage). The American Red Cross had expenditures of \$12,201. In narrower sections of the Snake River near Hoback, flood waters rose as much as 50 feet. The next day the waters reached Idaho Falls, Idaho and covered lowland sections there.

The American Red Cross, Wyoming State Government, Wyoming Governor Emerson, and the Highway Department responded. Total damages surpassed \$500,000. You can still see the bald rock on the north face of Sheep Mountain (Sleeping Indian) as a reminder of this tragic event.

Additionally, the LEPC noted that a landslide dam was created on Crystal Creek by the Crystal Peak landslide in 2008 in an area that has seen recurring landslides in the Bridger-Teton National Forest.

The impact from Kelly flood incident in Teton County was significant, equivalent to \$6.7 million in 2015 dollars. Lives lost in 1927 were partly due to attempts to save belongings or not heeding warnings.

No levee failures have occurred in Teton County.

Probability of Future Events

Dam failures in the United States typically occur in one of four ways:

- Dam overtopping occurs when the water level behind the dam exceeds the top of the dam. Overtopping accounts for 34% of all dam failures, and can occur due to inadequate spillway design, settlement of the dam crest, blockage of spillways, and other factors.
- Foundation defects due to differential settlement, slides, slope instability, uplift pressures, and foundation seepage can also cause dam failure. These account for 30% of all dam failures.
- Internal erosion or piping of an earth dam takes place when water that seeps through the dam carries soil particles away from the embankment, filters, drains, foundation, or abutments of the dam. Failure due to piping and seepage accounts for 20% of all failures.
- Failure due to problems with conduits and valves, typically caused by the piping of embankment material into conduits through joints or cracks, constitutes 10% of all failures.

The remaining 6% of U.S. dam failures are due to miscellaneous causes. Many dam failures in the United States have been secondary results of other disasters. The prominent causes are earthquakes, landslides, extreme storms, massive snowmelt, equipment malfunction, structural damage, foundation failures, and sabotage.

Poor construction, lack of maintenance and repair, and deficient operational procedures are preventable or correctable by a program of regular inspections. Terrorism and vandalism are

serious concerns that all operators of public facilities must plan for; these threats are under continuous review by public safety agencies.

Levee failures are largely similar in cause to dam failures and overtopping is an especially important concern. The relatively long nature of levee structures creates extensive opportunity for failures to occur. This amplifies the resources needed to maintain a reasonable inspection and maintenance schedule.

All of these factors considered, and taking into consideration the record of past events, the likelihood of a catastrophic dam failure or incident in Region 8 is unlikely, but still possible. This gives a probability rating for dam failure of **Unlikely**. A number of the dam failures in Wyoming and other Rocky Mountain states occurred because of snowmelt flooding that exceeded the capacity and strength of levees and dams. Wyoming's dams will continue to be tested by snowmelt, heavy rains, and other types of floods every year. The entire Region remains at risk to dam failures from the high and low hazard dams located throughout the county. In addition, the other low hazard dams could potentially fail more frequently and but cause fewer issues downstream.

Climate Change Impacts

As dam infrastructure ages, its performance and reliability may decline, posing risks to safety, functionality, and efficiency. Infrastructure materials, such as concrete, steel, and asphalt, can deteriorate over time due to exposure to environmental factors such as moisture, temperature variations, chemicals, and UV radiation. This degradation can lead to cracks, rust, and weakening of structural elements, thus increasing the risk of dam failure.

As temperatures rise and precipitation patterns skew toward extreme ends of the spectrum (both drought and deluge), the impacts to aging infrastructure may be accelerated. Intense extreme rainfall events can lead to greater inflows of water into reservoirs, which may exceed a dam's capacity, potentially leading to dam overtopping and failure. On the other end of the spectrum, prolonged droughts can result in lower levels of water in reservoirs, exposing more infrastructure to aging elements, and increasing susceptibility to structural issues. These same issues- Intense rainfall and flooding, temperature change, frequent storms and cumulative damage by repeated events can plague levees as well. Proactive monitoring and maintenance will be needed to ensure the safety of dams and levees in Teton County.

Vulnerability Assessment

Both Jackson Lake Dam and Grassy Lake Dam are considered high-hazard dams; that is, these two dams could result in significant damage and loss of life downstream if they were to fail, either naturally or due to mis-operation. While Grassy Lake Dam is in Teton County, WY, much of the risk associated with a failure of the Grassy Lake Dam exists in Idaho. As a result, no dam failure mapping was produced for a failure scenario of the Grassy Lake Dam. Due to homeland security concerns inundation mapping is not available for federal dams including the US Bureau of Reclamation owned Jackson Lake Dam. Hard copy maps are available to Teton County Emergency Management within the dams' Emergency Action Plan.

PEOPLE

Dam incidents can result in sudden and massive flooding, posing severe risk to human life. People living in dam inundation areas may have limited time to evacuate, leading to casualties and injuries. Those at greatest risk are those in affected areas who have access and functional needs, such as those with disabilities, injuries, limited access to transportation or financial resources, the elderly, and people experiencing homelessness.

According to the National Levee Database, approximately 3,117 people live behind levees in Teton County, the majority of which are along the Snake and Gros Ventre Rivers. This value is similar to the 3,786 people estimated to live behind levees in Teton County by an analysis

presented in the flood section of this HMP (see Section 4.2.5, especially Table 4-25 and surrounding text). These residents are also vulnerable to the impacts of flooding in the event of a levee failure or overtopping, which also may occur as a compounding impact of a dam incident.

BUILT ENVIRONMENT

The sudden release of water from a failed dam can cause widespread property damage. Homes, buildings, and infrastructure in the floodplain can be severely damaged or destroyed, as these properties would experience the largest, most destructive surge of water. Low-lying areas are also vulnerable as dam waters settle and collect.

Similar to the flood vulnerability analysis conducted for the plan update and described in Section 4.2.5, a vulnerability analysis was done for people and property located in “Areas Protected by Levee” designated by FEMA for Teton County. The levee system along the Snake River in unincorporated Teton County is protecting a great deal of property value from the impacts of flooding, with an estimated total property value of approximately \$7.7 billion protected. This is vulnerable to loss or damage in the event of a partial or complete failure of this levee system. Figure 4-7 shows the areas protected by the northern half of the levee system and Table 4-12 provides an analysis of asset value at risk to failure of the entire levee system.

Figure 4-7 Teton County Areas Protected by levee

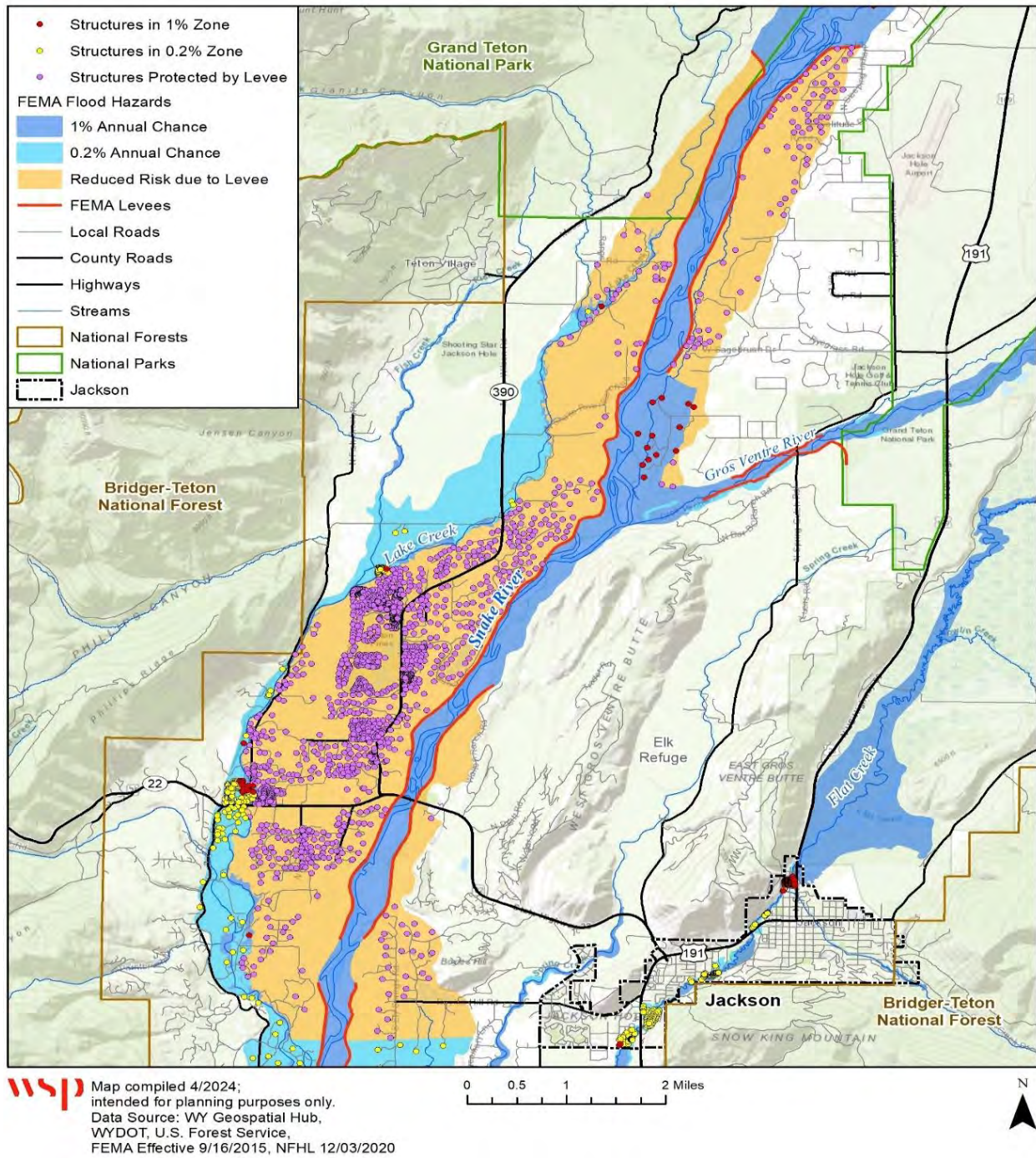


Table 4-12 Teton County Parcels at Risk to FEMA Area Protected by Levee Flood Hazard

JURISDICTION	PROPERTY TYPE	PARCEL COUNT	STRUCTURE COUNT	IMPROVED VALUE	CONTENT VALUE	TOTAL VALUE	ESTIMATED LOSSES
Unincorporated	Agricultural	14	14	\$30,734,697	\$30,734,697	\$61,469,394	\$15,367,349
	Com. Vacant Land	2	4	\$368,384	\$368,384	\$736,768	\$184,192
	Commercial	52	59	\$115,245,119	\$115,245,119	\$230,490,238	\$57,622,560
	Multi-Use	2	2	\$4,995,641	\$4,995,641	\$9,991,282	\$2,497,821
	Res. Vacant Land	2	2	\$484,230	\$242,115	\$726,345	\$181,586
	Residential	1,591	1,621	\$4,915,740,370	\$2,457,870,185	\$7,373,610,555	\$1,843,402,639
	Total	1,663	1,702	\$5,067,568,441	\$2,609,456,141	\$7,677,024,582	\$1,919,256,146

Source: Teton County, Wyoming CAMA 2024, FEMA NFHL Effective Date 9/16/2015, WSP GIS Analysis

ECONOMY

Dam incidents could cause significant economic disruptions in the affected region. Businesses may suffer damage or destruction, leading to income losses and reduced economic activity. Long-term loss of water in a reservoir, which may be critical for potable water needs, can interrupt the water supply, affecting drinking water availability, agricultural needs, and industrial water usage.

CRITICAL FACILITIES AND LIFELINES

Roads, bridges, utility lines, and other critical infrastructure exists in the likely path of dam inundation and could be damaged or destroyed. Loss of this infrastructure may disrupt transportation, communication, and access to essential services. Loss of these facilities could create additional isolation issues for the inundation areas.

The analysis presented in Table 4-13 is based on the 500-year floodplain inundation area for the Jackson Lake Dam described in the vulnerability assessment. In the event of a catastrophic failure of Jackson Lake Dam the floodwater flow could be up to 30 times greater.

Dams are critical facilities themselves and can be affected by other hazards, notably flooding, earthquakes, and landslides. The High Hazard dams have emergency spillways designed to alleviate excess flow and prevent overtopping.

Table 4-13 Critical Facilities at Risk to Area Protected by Levee Flood Hazard by Jurisdiction

JURISDICTION	COMMUNICATIONS	ENERGY	FOOD, HYDRATION, SHELTER	HAZARDOUS MATERIAL	HEALTH AND MEDICAL	SAFETY AND SECURITY	TRANSPORTATION	WATER SYSTEMS	OTHER	TOTAL COUNT
Jackson	-	-	-	-	-	-	-	-	-	0
Unincorporated	1	2	-	2	2	8	1	2	1	19
Total	1	2	0	2	2	8	1	2	1	19

Source: Teton County, FEMA NFHL & HAZUS-MH MR2, HIFLD, National Bridge Inventory, National Inventory of Dams, WSP GIS Analysis

ENVIRONMENTAL, NATURAL, AND CULTURAL RESOURCES

Reservoirs held behind dams affect many ecological aspects of a river. River topography and dynamics depend on a wide range of flows, but rivers below dams often experience long periods of very stable flow conditions or saw-tooth flow (when water volumes rapidly oscillate between higher and lower flow volumes) patterns caused by intermittent releases. Water releases from dams usually contain very little suspended sediment, which can lead to scouring of riverbeds and banks.

The environment would be vulnerable to a number of risks in the event of dam failure. The inundation could introduce many foreign elements into local waterways, potentially causing the destruction of downstream habitats.

Land Use and Development Trends

Continued maintenance and operation of the Jackson Lake Dam by the US Bureau of Reclamation is necessary to ensure sunny day failures are avoided. Increases in property values and additional development in the desirable Snake River corridor may increase the overall potential for losses, including loss of life.

No specific new growth or development within the County, Town of Jackson, or the Teton Conservation District in the past five years has significantly altered the general risk to impacts of dam failure. While current land use practices do not specifically account for rare but catastrophic events like that associated with failure of the Jackson Lake Dam, however the Town of Jackson is not within the inundation zone of any high hazard dams. Teton Conservation District has minimal physical assets, none of which are exposed to dam inundation.

Risk Summary

In 2004, the U.S. Department of the Interior- Bureau of Reclamation released Technical Memorandum No. JL-8313-4, which reported findings from a seismic risk analysis of the Jackson Lake Dam and Jackson Lake. The findings concluded that the total seismic hazard at Jackson Lake Dam is generally dominated by ground motions produced by the Teton Fault, and that the earthen embankment portion of the dam is at higher risk due to susceptibility to long-period ground motion. Risk Score is summarized for the Dam Failure Hazard below. While dam failures are somewhat rare events, they can have catastrophic consequences and associated damages and have the potential to impact large areas given the large quantities of water being impounded.

Table 4-14 RISK SUMMARY BY JURISDICTION: Dam /Levee Incident

JURISDICTION	OVERALL SIGNIFICANCE	KEY ISSUES AND JURISDICTIONAL DIFFERENCES
County	Medium	Development in Snake River corridor in risk areas; some county roads affected including state highway bridges.
Town of Jackson	NA	No dams or levees upstream
Teton Conservation District	Low	Not considered to have significant impacts to District facilities.
Flat Creek Watershed Association	NA	No dams or levees upstream
Jackson Hole Airport	NA	Not in dam or levee inundation area.

4.2.3 Drought

Description

Drought is described as a protracted period of deficient precipitation resulting in extensive damage to vegetation. Of all the natural weather-related disasters, drought is by far the costliest to our society. It indirectly kills more people, animals, and plants than the combined effects of hurricanes, floods, tornadoes, blizzards, and wildfires. And, unlike other disasters that quickly come and go, drought's long-term, unrelenting destruction has been responsible in the past for mass migrations and lost civilizations. The 1980 and 1988 droughts in the U.S. resulted in approximately 17,500 heat-related deaths and an economic cost of over \$100 billion. Drought occurs in four stages and is defined as a function of its magnitude (dryness), duration, and regional coverage. Severity, the most commonly used term for measuring drought, is a combination of magnitude and duration.

The first stage of drought is known as a meteorological drought. The conditions at this stage include any precipitation shortfall of 75% of normal for three months or longer. The second stage is known as agricultural drought. Soil moisture is deficient to the point where plants are

stressed, and biomass (yield) is reduced. The third stage is the hydrological drought. Reduced stream flow (inflow) to reservoirs and lakes is the most obvious sign that a serious drought is in progress. The fourth stage is the socioeconomic drought. This final stage refers to the situation that occurs when physical water shortage begins to affect people.

As these stages evolve over time, the impacts to the economy, society, and environment can converge into an emergency situation. Without reservoir water to irrigate farms, food supplies are in jeopardy. Without spring rains for the prairie grasslands, open range grazing is compromised. Without groundwater for municipalities, the hardships to communities can result in increases in mental and physical stress as well as conflicts over the use of whatever limited water is available. Without water, wetlands disappear. Other animal and plant species also suffer from lack of (or degraded) proper food, nutrients, water, and habitat. The quality of any remaining water decreases due to its higher salinity concentration. There is also an increased risk of fires, and air quality degrades as a result of increased soil erosion particles in strong winds (blowing dust).

Location

In Wyoming and throughout the Columbia River Basin, specifically the Snake River, along with the Missouri River Basin, drought is a recurring climatic phenomenon. According to the NOAA NIDIS, moderate to severe droughts have become commonplace in much of the state since 1999, owing to its natural climate. Among these, the multi-year drought spanning from 1999 to 2009 stands out as one of the most severe in living memory. However, the region has a history of enduring prolonged drought events, with notable occurrences in the 1930s and 1950s that significantly impacted water supplies, agriculture, energy, transportation, and ecosystems (<https://www.drought.gov/states/Wyoming>).

More recently, lower summer snowmelt runoff, warming temperatures, and reduced precipitation have all been reported by the U.S. Department of Interior as contributing to a drought within the Columbia River Basin. NOAA's National Integrated Drought Information System (NIDIS) has 21,294 people within the county as affected by drought in 2024, with Teton National Forest having the most intense drought and being listed as "Extreme Drought".

The Missouri River Basin experienced short-duration droughts that brought disruption. The intense summertime drought of 2012 caught the region off guard, especially following the devastating floods of 2011, which had led many to anticipate continued flooding. Responding to these challenges, NOAA's National Integrated Drought Information System (NIDIS) initiated the Missouri River Basin Drought Early Warning System (DEWS) in 2014. This system serves as a collaborative network of regional and national partners, aimed at sharing information and coordinating actions to aid communities in mitigating the impacts of drought. Wyoming is also affiliated with the Intermountain West DEWS.

The years 2020-2021 witnessed another significant drought event in the same area, amounting to billions of dollars in damages and reverberating impacts on communities, ecosystems, water resources, and agricultural systems across the region. According to USDAA's of April 4, 2023, drought conditions have improved across much of the western United States compared to 2021 and 2022, including Wyoming.

Extent (Magnitude)

The U.S. Drought Monitor is an accepted and widely used site for obtaining and summarizing drought information, as it integrates data from several other sources including the Palmer Drought Index, Soil Moisture Models, U.S. Geological Survey Weekly Stream Flows, Standardized Precipitation Index, and the Satellite Vegetation Health Index. It includes drought intensity categories for measuring dry conditions across counties, states, and regions

of the U.S., so that drought can be quantified. These categories range from “abnormally dry” to “exceptional drought.” Table 5 below shows the different classifications.

Table 4-15 US Drought Monitor Classifications

NDMC* Drought Category	Return Period (Years)	Description of Possible Impacts
D0	3 to 4	Going into drought: <ul style="list-style-type: none"> • Short-term dryness. • Slowing growth of crops or pastures. • Fire risk above average. Coming out of drought: <ul style="list-style-type: none"> • Some lingering water deficits. • Pastures or crops not fully recovered.
D1	5 to 9	Some damage to crops or pastures, fire risk high, streams, reservoirs, or wells low, some water shortages (developing or imminent), voluntary water use restrictions requested.
D2	10 to 17	Crop or pasture losses likely, fire risk very high, water shortages common, water restrictions imposed.
D3	18 to 43	Major crop and pasture losses, extreme fire danger, widespread water shortages or restrictions.
D4	43+	Exceptional and widespread crop and pasture losses, exceptional fire risk, shortages of water in reservoirs, streams, and wells creating water emergencies.

*Source: National Drought Mitigation Center

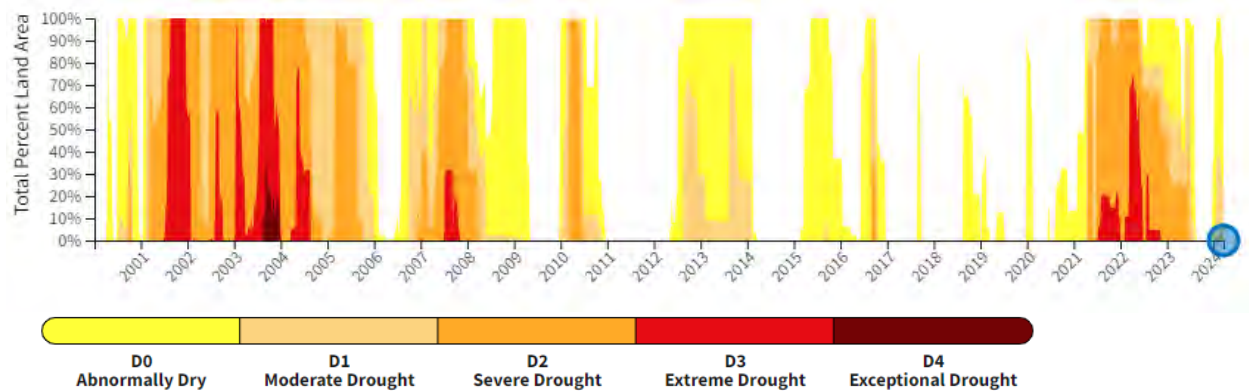
According to U.S. Drought Monitor records, in the 1199-week period from January 1, 2000, through December 31, 2023, the Teton County spent 921 weeks (76.81% of the time) in some level of drought, defined as D0 or worse conditions. Weeks in drought are summarized in Table 4-16 and shown in time series in Figure 4-8.

Table 4-16 Teton County Weeks in Drought by Intensity, 2000 - 2023

CATEGORY	DROUGHT SEVERITY	PALMER DROUGHT INDEX	STANDARDIZED PRECIPITATION INDEX (SPI)	TETON COUNTY WEEKS IN DROUGHT, 2001 - 2024
D0	Minor	-1.0 to -1.9	-0.5 to -0.7	921
D1	Moderate	-2.0 to -2.9	-0.8 to -1.2	661
D2	Severe	-3.0 to -3.9	-1.3 to -1.5	439
D3	Extreme	-4.0 to -4.9	-1.6 to -1.9	208
D4	Exceptional	-5.0 or less	Less than -2	20

Source: U.S. Drought Monitor

Figure 4-8 Teton County Drought History and Intensity, 2000 - 2023



Source: U.S. Drought Monitor

Drought impacts can be wide-reaching: economic, environmental, and societal. The most significant impacts are to water-intensive activities such as agriculture, wildfire protection, municipal usage, commerce, and tourism and recreation. Water quality deterioration can also occur during a drought. A reduction of electric power generation is also a potential problem. Drought conditions can also cause soil to compact and not absorb water well, potentially making an area more susceptible to flooding. Drought impacts increase with the duration of a drought as carry-over supplies in reservoirs are depleted and water levels in groundwater basins decline. In the future, climate change is likely to increase the magnitude and severity droughts in Teton County.

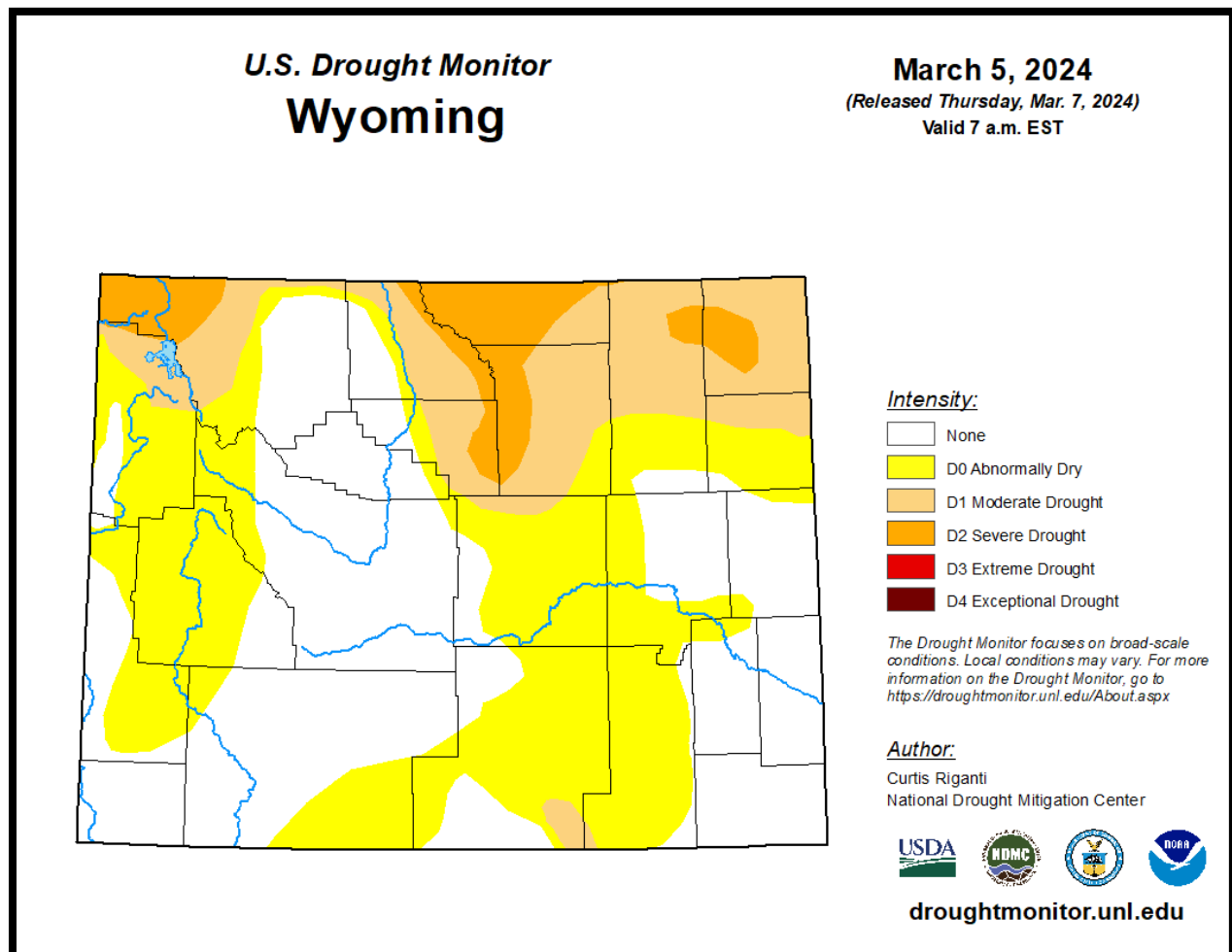
Previous Occurrences

The worst drought period in Teton County and the Town of Jackson over the last 20 years was in late 2003, occurring in the middle of the 1999-2009 statewide drought. A look at the climate record from September 30, 2003, shows that the entire county was in Extreme Drought (Category D3) with northwest portions of the county west of the Tetons and north into western Yellowstone in Exceptional Drought (Category D4).

During the summers of 2021, 2022, and 2023, Teton County was again designated as a disaster area from severe drought. By early April 2021, 100% of Teton County, Wyoming was classified as being in drought, and in mid- July, all portions of Teton County were upgraded to Severe Drought. Teton Conservation District noted 30-year low stream flows in a few tributaries, including the Buffalo Fork, the Gros Ventre, Pacific Creek, Cache Creek, and others. Jackson Hole Airport was also experiencing below average stream flows and the lowest ground water levels that have been observed in the twelve-year period of record from 2010 to 2020 (<https://www.tetonconservation.org/blog/2022/7/29/how-do-we-know-were-in-a-drought>).

In 2019, Wyoming experienced its 45th warmest July of the last 125 years. Only Climate Divisions (CD) 5 and 6, in the northeast, had rankings that were in the cooler half of years. These two divisions saw their 55th and 43rd coolest Julys, respectively. CD 10 had the lowest warm ranking finishing the month as the 29th warmest July since 1895.

Figure 4-9 Drought Conditions- March 7, 2024



Probability of Future Events

Based on the record of previous occurrences, droughts tend to occur at least every 10 years and sometimes last for multiple years, giving the planning area a likely probability of future occurrence. Droughts are often regional events, impacting multiple counties and states simultaneously. According to the Wyoming State Climate Office, Wyoming is the 5th driest state in the US and drought is expected to be a normal occurrence due to the State's natural climate. According to the 2015 States at Risk Report Card by Climate Central, Wyoming faces an average drought threat compared to other states across the US and summer droughts are predicted to get worse by 2050. Climate Central also reports that summer precipitation in Teton County has decreased since 1970 and is predicted to continue to trend in that direction.

Climate Change Impacts

Based on findings from the 2023 Fifth National Climate Assessment, the Northern Great Plains region is expected to experience a notable rise in drought occurrences. Projections suggest localized droughts will intensify by 2040, followed by a broader regional increase by 2070. Various climate scenarios indicate a concerning trend of more frequent moderate, severe, and extreme droughts, with anticipated occurrences rising by approximately 10% and 20% by 2050 and 2100, respectively. Notably, droughts experienced in the upper Missouri River basin

(which a small portion of northern Teton County extends into) from 2000 to 2010 marked the most severe in recorded history, underscoring the urgency of addressing this issue. Additionally, the emergence of flash droughts poses a growing concern, warranting proactive measures to mitigate their impacts. According to the National Oceanic and Atmospheric Administration (NOAA), flash droughts are the rapid onset of drought conditions set in motion by lower-than-normal rates of precipitation, accompanied by abnormally high temperatures, winds, and radiation. Seasonal precipitation patterns are projected to shift, leading to dryer summers and less precipitation as snow in early spring and late fall seasons. This, coupled with earlier spring runoff, is projected to result in longer duration in droughts statewide.

Vulnerability

Drought can have broad-reaching impacts throughout the County and Town of Jackson, ranging from water users (recreational, agricultural, etc.) to economic, social, and commercial impacts.

PEOPLE

During times of prolonged drought, water scarcity can cause an increase in food prices and a decrease in water quality. Food shortages and water scarcity can lead to malnutrition and related health problems. Additionally, drought conditions can create an environment conducive to the spread of disease due to decreased water quality and inadequate access to clean water. Indirectly, drought can lead to respiratory issues as dust increases due to dry soil and reduced vegetation cover. Drought can also prime environments for wildfire, which can in turn increase respiratory issues through the inhalation of smoke and other volatile organic compounds (VOCs). These issues resulting from drought can cause the displacement of individuals, families, or whole communities, leading to humanitarian issues and increased challenges for host communities.

BUILT ENVIRONMENT

Typically, structures are not directly vulnerable to drought, although secondary, indirect, and compound impacts may increase vulnerability. Reduced soil moisture can lead to subsidence, which can cause structural damage to buildings and roadways. Impacts may include cracked foundations and walls and sinking roads and potholes. The rehydrating of soils can further compound these issues.

ECONOMY

Economically, the recreation/tourism and agricultural sectors are the most vulnerable to drought and will benefit the most from mitigation efforts. According to data from NOAA, as of March 2024, the areas affected by drought have led to an estimated 10,818 acres of hay being impacted, alongside 2,483 cattle and 163 sheep.

The types of crops grown in the Snake/Salt River basin are greatly influenced by climate. Typical farmland in the basin is in the high mountain valleys where there is low to moderate precipitation. These valleys have relatively short growing seasons and long winters with significant accumulations of snow. Hard frosts have been observed in every month of the year. Because of these conditions typical crops consist of alfalfa, small grains (mainly barley with some oats), and native hay and grass.

Table 4-17 Teton County/Town of Jackson Agricultural Overview

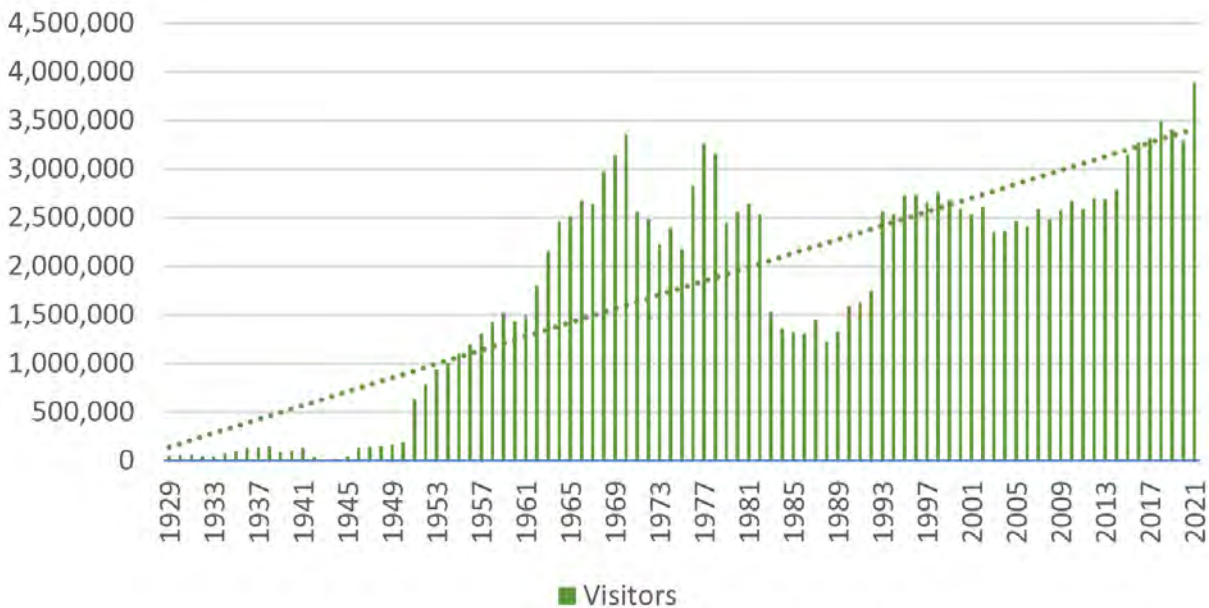
	2022 CENSUS OF AGRICULTURE	CHANGE SINCE 2017
Number of Farms	111	-22%
Land in Farms	38,130 acres	-44%
Average Size of Farm	344 acres	-28%

	2022 CENSUS OF AGRICULTURE	CHANGE SINCE 2017
Market Value of Products Sold by Farm	\$98,047	-21
Farm-Related Income by Farm	\$128,720	6%
Total Farm Production Expenses by Farm	\$117,048	-31%
Net Cash Farm Income by Farm	12,579	96%

Source: USDA, Census of Agriculture 2023

Outdoor recreation and tourism, which are important to the region's economy, are also vulnerable to drought. Recreation is generally considered a non-consumptive use of water; there is, however, a significant amount of recreational activity within Teton County, and this is a driving force behind the tourism industry that impacts both the County and the Town of Jackson. People travel from around the world in order to boat, fish, ski, camp, and hike in this part of Wyoming. Tourism has a major impact on the economies of the communities in the basin, with much of the tourism being linked to Grand Teton and Yellowstone National Parks. Many of the draws of these parks are water related, with the most notable water features within the basin being Jackson Lake and the Snake River. Thousands visit the river each year for rafting, kayaking, fishing, and other activities. In addition to the Snake River and Jackson Lake, there are numerous rivers, streams, and lakes throughout the basin that are used for recreation as well as agriculture. A drought in certain areas that rely heavily on the Columbia Basin for agricultural production can cause the draining of other local sources, such as Jackson Lake. Other activities that utilize or require water in some form include waterfowl hunting and winter sports such as skiing.

Figure 4-10 Grand Teton Annual Visitation 1929 - 2021



Source: National Park Service, 2022

CRITICAL FACILITIES AND LIFELINES

Drought can stress water supply systems, including reservoirs, water treatment plants, and pipes. In addition to reduced water availability for domestic, industrial, and agricultural uses, reduced water levels can lead to the accumulation of sediments and debris, impacting the functionality of pipes and other water infrastructure.

ENVIRONMENTAL, NATURAL, AND CULTURAL RESOURCES

Reduced water availability can impact plant growth and the survival rate of various animal species. Over time, this can lead to habitat degradation and fragmentation, which in turn, can result in a decline in biodiversity and the loss of plant and animal species. One specific example of this is the increased stress of drought periods cause on conifer species weakens their ability to defend themselves against infestations of pine bark beetles. This further leads to widespread die offs in conifer stands, which leads to ecological disruptions, increased wildfire risk, and associated economic impacts. Drought also can impact fish populations particularly on the smaller streams in the region.

Impacts such as these can further impair cultural practices that are dependent on native habitats.

Land Use and Development Trends

No specific new growth or development within the County, Town of Jackson, or the Teton Conservation District in the past five years has significantly altered the regions vulnerability to drought. The 2012 Jackson Teton County Comprehensive Plan was reevaluated in 2016 upon hitting the 5% growth trigger. This led to the adoption of an updated plan in November 2020, which prioritizes steering growth towards regions equipped with existing infrastructure and services to foster 'Complete Neighborhoods.' With freshwater resources dwindling and the energy demand for potable water escalating, the revised plan underscores the importance of water conservation. The intent is to not only preserve water to safeguard aquifer reservoirs for future generations but also preserves ecosystems and honors downstream users. To incentivize water conservation, the plan advocates for municipal pricing structures that accurately reflect the true long-term production costs while promoting water-saving behaviors. Additionally, the plan advocates for practices that reduce water consumption, such as utilizing native species for landscaping. Local programs and initiatives have been established that aim to protect water resources and water quality, like the Jackson Hole Clean Water Coalition's Trout-Friendly Lawns program. This program, among other strategies, includes a homeowner certification whereby property owners pledge to follow recommended best practices for water conservation and beneficial water quality techniques to protect the planning area's water resources. Due to these initiatives' drought vulnerability has not increased due to growth and development since the last plan update.

Risk Summary

Table 4-18 Risk Summary by Jurisdiction: Drought

JURISDICTION	OVERALL SIGNIFICANCE	KEY ISSUES AND JURISDICTIONAL DIFFERENCES
County	Medium	Impacts to local economy including recreation and tourism, ranching and agriculture
Town of Jackson	Medium	Impacts to local economy including recreation and tourism
Teton Conservation District	Medium	Loss of forage yield for wildlife and domestic animals. Decreased fuel moisture leading to vulnerable wildfire conditions. Reduced inflow to reservoirs and less water in hydrologic storage systems means less irrigation, recreation, wildlife habitat, hydropower. Ecosystem stress.
Flat Creek Watershed Association	Medium	Potential to affect stream flows, water quality, and fish habitat within the district boundaries.

JURISDICTION	OVERALL SIGNIFICANCE	KEY ISSUES AND JURISDICTIONAL DIFFERENCES
Jackson Hole Airport	Medium	Impacts to local economy including recreation and tourism causing decrease in visitation.

4.2.4 Earthquake

Description

An earthquake is generally defined as a sudden motion or trembling in the earth caused by the abrupt release of strain accumulated within or along the edge of the earth's tectonic plates. The most common types of earthquakes are caused by movements along faults or by volcanic forces, although they can also result from explosions, cavern collapse, and other minor causes not related to slowly accumulated strains. The crust may first bend and then, when the stress exceeds the strength of the rocks, break and snap to a new position. In the process of breaking, vibrations called "seismic waves" are generated. These waves travel outward from the source of the earthquake at varying speeds.

Earthquakes can last from a few seconds to over five minutes; they may also occur as a series of tremors over several days. The actual movement of the ground in an earthquake is seldom the direct cause of injury or death. Casualties generally result from falling objects and debris, because the shocks shake, damage, or demolish buildings and other structures. Disruption of communications, electrical power supplies and gas, sewer, and water lines should be expected. Earthquakes may trigger fires, dam failures, landslides, or releases of hazardous material, compounding their disastrous effects.

Earthquakes tend to reoccur along faults, which are zones of weakness in the crust. Even if a fault zone has recently experienced an earthquake, there is no guarantee that all the stress has been relieved. Another earthquake could still occur. Small, local faults produce lower magnitude quakes, but ground shaking can be strong, and damage can be significant in areas close to the fault. In contrast, large regional faults can generate earthquakes of great magnitudes but, because of their distance and depth, they may result in only moderate shaking in an area.

Earthquakes can cause structural damage, injury, and loss of life, as well as damage to infrastructure networks, such as water, power, communication, and transportation lines. Other damaging effects of earthquakes include surface rupture, fissuring, ground settlement, and permanent horizontal and vertical shifting of the ground. Secondary impacts can include landslides, seiches, liquefaction, fires, and dam failure. The combination of widespread primary and secondary effects from large earthquakes makes this hazard potentially devastating.

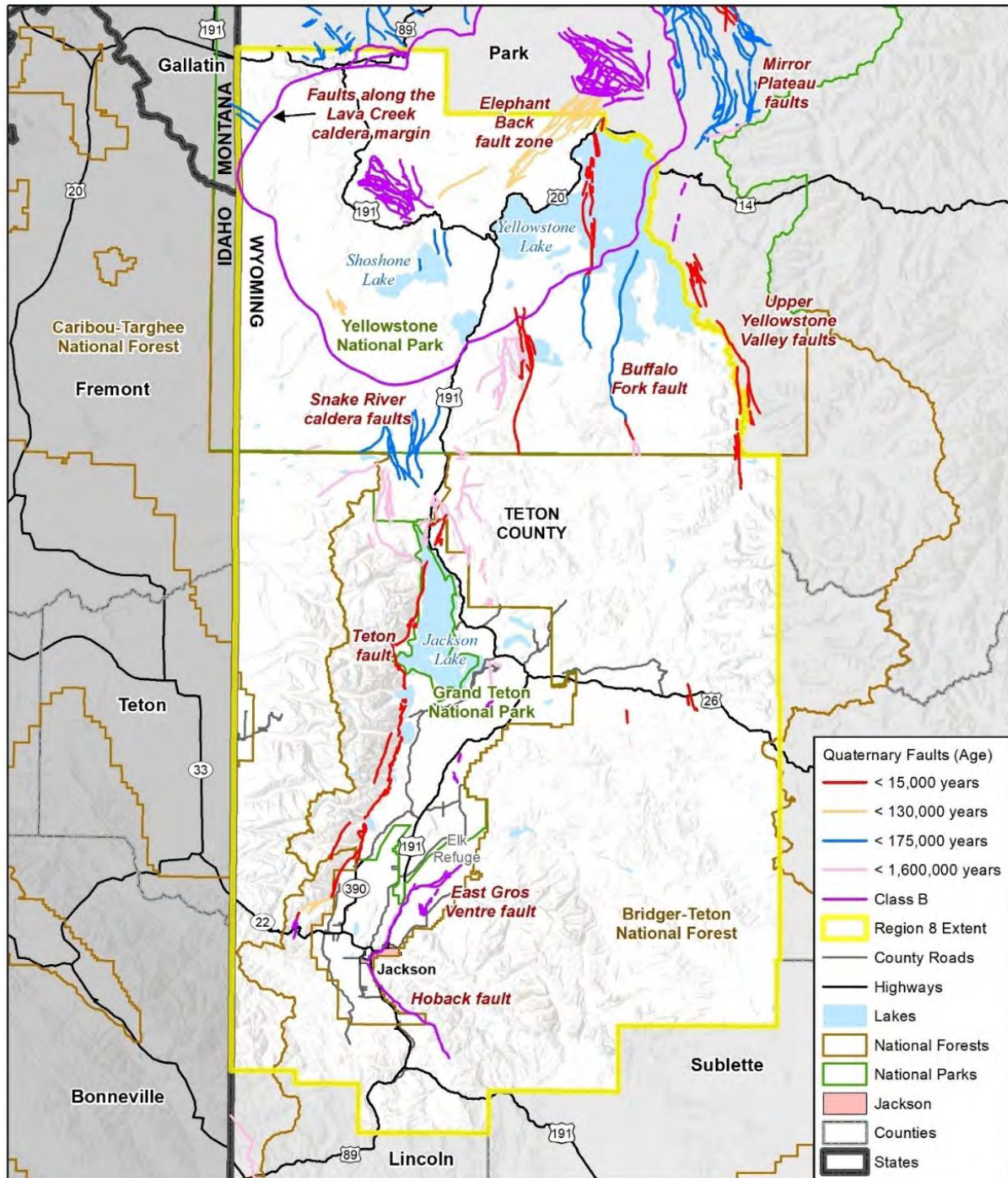
Part of what makes earthquakes so destructive is that they generally occur without warning. The main shock of an earthquake can usually be measured in seconds, and rarely lasts for more than a minute. Aftershocks can occur within the days, weeks, and even months following a major earthquake.

Location

Teton County is located in an area of significant seismic activity within Wyoming, nestled along and in proximity to major, active fault lines. The two main faults in the County are the Hoback Fault and the Teton Fault. Although large earthquakes in Teton County are less frequent compared to other areas, they can occur due to the geological complexities of the region. The state's most powerful earthquake was recorded nearby Yellowstone National Park, on August

18, 1959. This event registered a magnitude of 6.5 and was classified as an aftershock of the Hebgen Lake, Montana Earthquake.

Figure 4-11 Quaternary Faults in Teton County



wsp Map compiled 4/2024;
intended for planning purposes only.
Data Source: WY Geospatial Hub,
WYDOT, U.S. Forest Service,
USGS, WSGS

0 5 10 20 Miles



Extent (Magnitude)

Frequently, the most conspicuous aftermath of an earthquake arises from the vertical and/or horizontal shifting of the ground along fault lines. This displacement has the potential to sever transportation, energy, utility, and communication networks, potentially affecting numerous systems and individuals. Moreover, structures situated directly above fault lines may sustain severe and complete damage due to these ground movements. However, the primary cause of damage during earthquake events is typically the shaking itself. This shaking can give rise to several additional phenomena including:

- Further ground displacement
- Landslides and avalanches
- Liquefaction and subsidence
- Seismic seiches

The energy released during an earthquake is commonly quantified using Richter Magnitude, measured directly from seismic recording. Seismologists utilize the moment magnitude scale (MMS or denoted as MW or M) to gauge earthquake size based on energy release. Developed in the 1970s as an advancement over the Richter scale, the moment magnitude scale maintains a similar range of magnitude values while employing distinct formulas. Intensity, another measure of earthquake severity, reflects the degree of ground shaking felt by humans or the resulting structural damage, as indicated on the Modified Mercalli scale. Seismic shaking typically inflicts the most damage to structures during earthquakes. Seismic seiches occur in standing bodies of water and can occur due to earthquakes. Seiches are standing waves that oscillate at the surface of the water. Larger ones can be very destructive and cause flooding.

Table 4-19 Modified Mercalli Intensity (MMI) Scale

MMI	FELT INTENSITY	ACCELERATION (%G) (PGA)
I	Not felt except by a very few people under special conditions. Detected mostly by instruments.	<0.17
II	Felt by a few people, especially those on upper floors of buildings. Suspended objects may swing.	0.17 – 1.4
III	Felt noticeably indoors. Standing automobiles may rock slightly.	0.17 – 1.4
IV	Felt by many people indoors, by a few outdoors. At night, some people are awakened. Dishes, windows, and doors rattle.	1.4 – 3.9
V	Felt by nearly everyone. Many people are awakened. Some dishes and windows are broken. Unstable objects are overturned.	3.9 – 9.2
VI	Felt by everyone. Many people become frightened and run outdoors. Some heavy furniture is moved. Some plaster falls.	9.2 – 18
VII	Most people are alarmed and run outside. Damage is negligible in buildings of good construction, considerable in buildings of poor construction.	18 – 34
VIII	Damage is slight in specially designed structures, considerable in ordinary buildings, great in poorly built structures. Heavy furniture is overturned.	34 – 65
IX	Damage is considerable in specially designed buildings. Buildings shift from their foundations and partly collapse. Underground pipes are broken.	65 – 124
X	Some well-built wooden structures are destroyed. Most masonry structures are destroyed. The ground is badly cracked. Considerable landslides occur on steep slopes.	>124
XI	Few, if any, masonry structures remain standing. Rails are bent. Broad fissures appear in the ground.	>124

MMI	FELT INTENSITY	ACCELERATION (%G) (PGA)
XII	Virtually total destruction. Waves are seen on the ground surface. Objects are thrown in the air.	>124

Source: USGS. <http://earthquake.usgs.gov/learn/topics/mercalli.php>, Modified Mercalli Intensity and peak ground acceleration (PGA) (Wald, et al 1999).

Previous Occurrences

Earthquakes are common across the state of Wyoming. Teton County and the Town of Jackson are located in a region known for significant earthquake activity in Wyoming, situated along and near major, active fault systems. The largest earthquake in the state occurred nearby, in Yellowstone National Park, on August 18, 1959. The earthquake was a magnitude of 7.3 and hit approximately 10.4 km away from West Yellowstone, Montana. The earthquakes greater than magnitude 4.1 are listed in Table 4-20 below.

Table 4-20 Earthquakes with a Magnitude greater than 4.1, 1959-2024

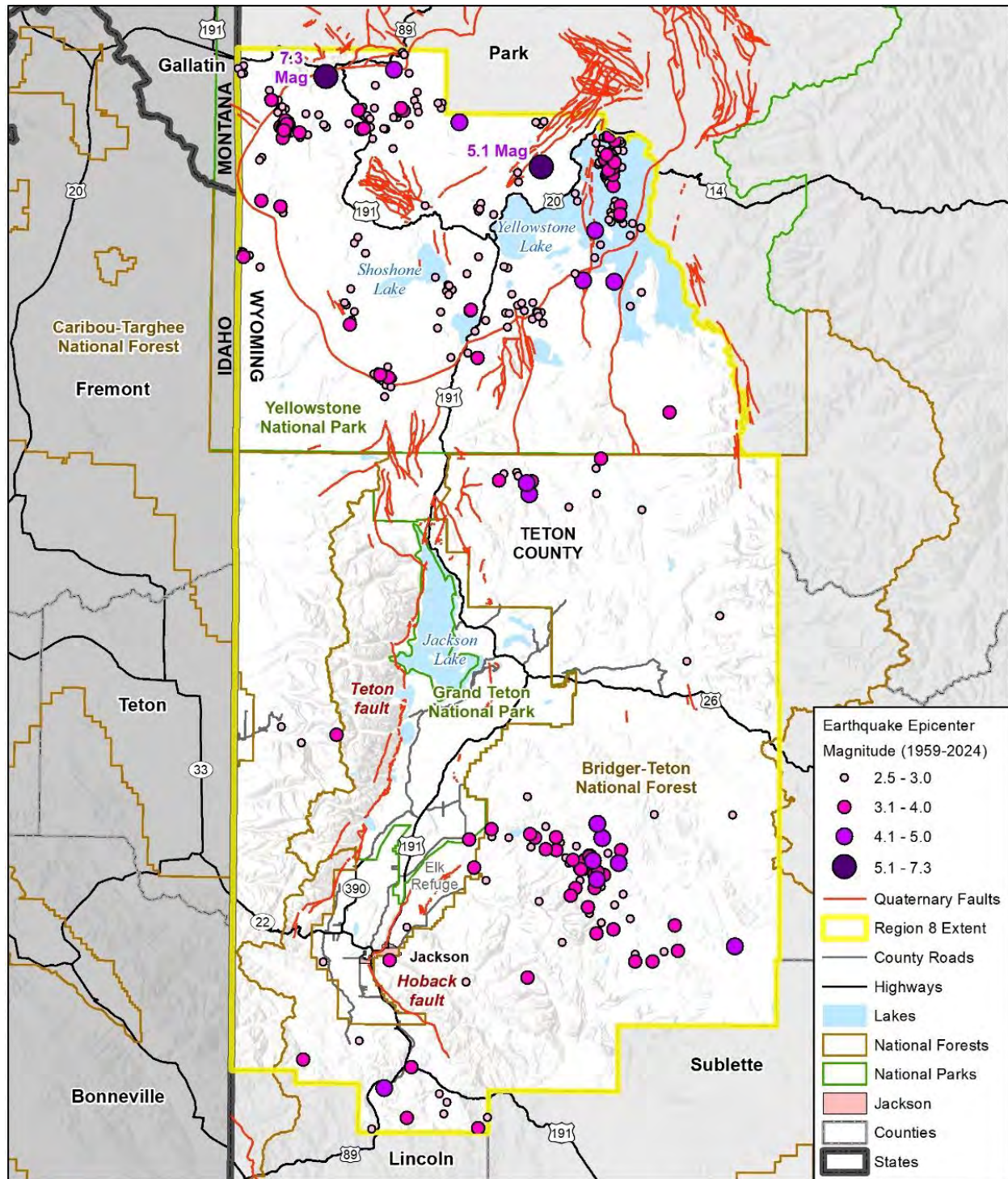
DATE	MAGNITUDE	APPROXIMATE LOCATION
8/18/1959	7.3	The 1959 Hebgen Lake, Wyoming
3/31/1973	5.1	51 km ESE of West Yellowstone, Wyoming
1/7/2004	5	20 km ESE of Kelly, Wyoming
3/28/1973	5	62 km ESE of West Yellowstone, Wyoming
8/27/2016	4.8	4 km ENE of Bondurant, Wyoming
8/5/2010	4.8	19 km E of Kelly, Wyoming
8/21/1985	4.8	12 km S of Hoback, Wyoming
12/28/1993	4.7	38 km NE of Bondurant, Wyoming
2/6/1983	4.7	37 km ESE of West Yellowstone, Wyoming
9/7/1985	4.6	14 km SSE of Hoback, Wyoming
3/30/1973	4.6	68 km ESE of West Yellowstone, Wyoming
12/28/2008	4.6	58 km SSE of Mammoth, Wyoming
12/20/1983	4.5	1 km NE of Hoback, Wyoming
3/28/1973	4.5	64 km ESE of West Yellowstone, Wyoming
8/30/1974	4.5	27 km E of West Yellowstone, Wyoming
8/21/2003	4.5	53 km N of Kelly, Wyoming
10/24/2010	4.4	20 km E of Kelly, Wyoming
6/20/1998	4.4	8 km E of Hoback, Wyoming
9/27/2001	4.3	35 km WSW of Dubois, Wyoming
8/21/2003	4.3	53 km N of Kelly, Wyoming
8/5/2010	4.2	19 km E of Kelly, Wyoming
10/22/2002	4.2	10 km SSW of Hoback, Wyoming
8/30/1985	4.2	10 km ESE of Alpine Northeast, Wyoming
8/17/2010	4.1	22 km E of Kelly, Wyoming

Source: USGS

There are approximately 80 Quaternary faults throughout the State of Wyoming. Two main fault systems outside of Yellowstone National Park lie within Teton County and could impact the Town of Jackson: The Teton Fault and Hoback Fault.

Fault systems to the North and South also have the potential to impact the county. Proximity to the Yellowstone Hotspot and active tectonics create conditions that increase the occurrence and presence of fractures and faults in Teton County and northwestern Wyoming in general. Figure 4-12 presents the location of Quaternary Faults in the planning area, as well as historic epicenter locations.

Figure 4-12 Faults and Epicenters



wsp Map compiled 4/2024;
intended for planning purposes only.
Data Source: WY Geospatial Hub,
WYDOT, U.S. Forest Service, HIFLD,
USGS, WSGS

0 5 10 20 Miles



Probability of Future Events

The U.S. Geological Survey (USGS) releases probabilistic acceleration maps for different time frames, including 5000-, 1000-, and 2,500-year intervals. These maps indicate the likelihood of certain acceleration levels being reached or surpassed within those time frames by expressing the probability of such occurrences within shorter intervals. For instance, a 10% probability of acceleration being reached or exceeded in 50 years is roughly equivalent to a 100% probability of exceeding it within 500 years.

Historically, the USGS has produced probabilistic acceleration maps for Wyoming. Previously, the 500-year map was commonly used for planning purposes for typical structures and served as the foundation for the prevailing Uniform Building Code. However, the updated International Building Code now utilizes a 2,500-year map as the reference for building design. These maps reflect the current understanding of seismic activity in Wyoming.

In many regions of Wyoming, ground accelerations depicted on the USGS maps may be augmented due to local soil conditions. For example, if soft, saturated sediments may exist at the surface and seismic waves pass through them, surface ground accelerations typically exceed those experienced if only bedrock were present. Consequently, the ground accelerations indicated on the USGS maps may underestimate the local hazard, as they are based on expectations for firm soil or rock at the surface.

Teton County is situated in a seismically active region, with known fault lines such as the Teton Fault posing potential earthquake risks. The probability of future earthquakes in the county is influenced by factors such as the tectonic settings, historical seismicity, and ongoing geological processes. Ongoing research and monitoring efforts help improve our understanding of seismic hazards and inform emergency preparedness and building code regulations to enhance resilience to earthquake events.

Climate Change Impacts

The impacts of global climate change on earthquake intensity and probability are largely unknown, but there is not expected to be a direct correlation.

Vulnerability Assessment

Numerous factors contribute to determining areas of vulnerability such as historical earthquake occurrence, proximity to faults, soil characteristics, building construction, and population density. Wyoming Geological Survey noted that earthquakes below a 2.5 magnitude are not typically felt by people on ground surface. Although, damages occur at magnitudes greater than 5.0.

PEOPLE

The entire population within the region faces potential exposure to both direct and indirect impact from earthquakes. The extent of this exposure hinges on various factors, such as the age and construction materials of buildings, underlying soil types, proximity to fault lines and earthquakes epicenter, and more. Whether affected directly or indirectly, the entire population will inevitably contend with the aftermath of an earthquake to varying degrees. Business disruptions may hinder employment opportunities, road closures could isolate communities, and utility service disruptions form the from the earthquake itself.

Three population groups are particularly vulnerable to earthquake hazards:

- **Linguistically Isolated Populations**—Problems arise when there is an urgent need to inform non-English speaking residents of an earthquake event. They are vulnerable because of difficulties in understanding hazard-related information from predominantly English-speaking media and government agencies.

- **Population below Poverty Level**—Families and individuals with incomes below the poverty level may lack the financial resources to improve their homes to prevent or mitigate earthquake damage. Poorer residents are also less likely to have insurance to compensate for losses in earthquakes.
- **Population over 65 Years Old**—This population group is vulnerable because they are more likely to need special medical attention, which may not be available due to isolation caused by earthquakes. Elderly residents also have more difficulty leaving their homes during earthquake events and could be stranded in dangerous situations.

Casualty impacts on persons in the planning area were estimated for the 2,500-Year Probabilistic Earthquake. Casualty levels as defined by HAZUS-MH 6.1 are described as follows:

- Level 1: Injuries will require medical attention, but hospitalization is not needed.
- Level 2: Injuries will require hospitalization but are not considered life-threatening.
- Level 3: Injuries will require hospitalization and can become life-threatening if not promptly treated.
- Level 4: Victims are killed by the earthquake.

Figure 4-13 Estimated Earthquake Impacts on Persons and Household

SCENARIO	NUMBER OF DISPLACED HOUSEHOLDS	NUMBER OF PERSONS REQUIRING SHORT-TERM SHELTER
2,500-Year Earthquake	717	287

Source: HAZUS-MH 6.1 Global Summary Report, WSP Analysis

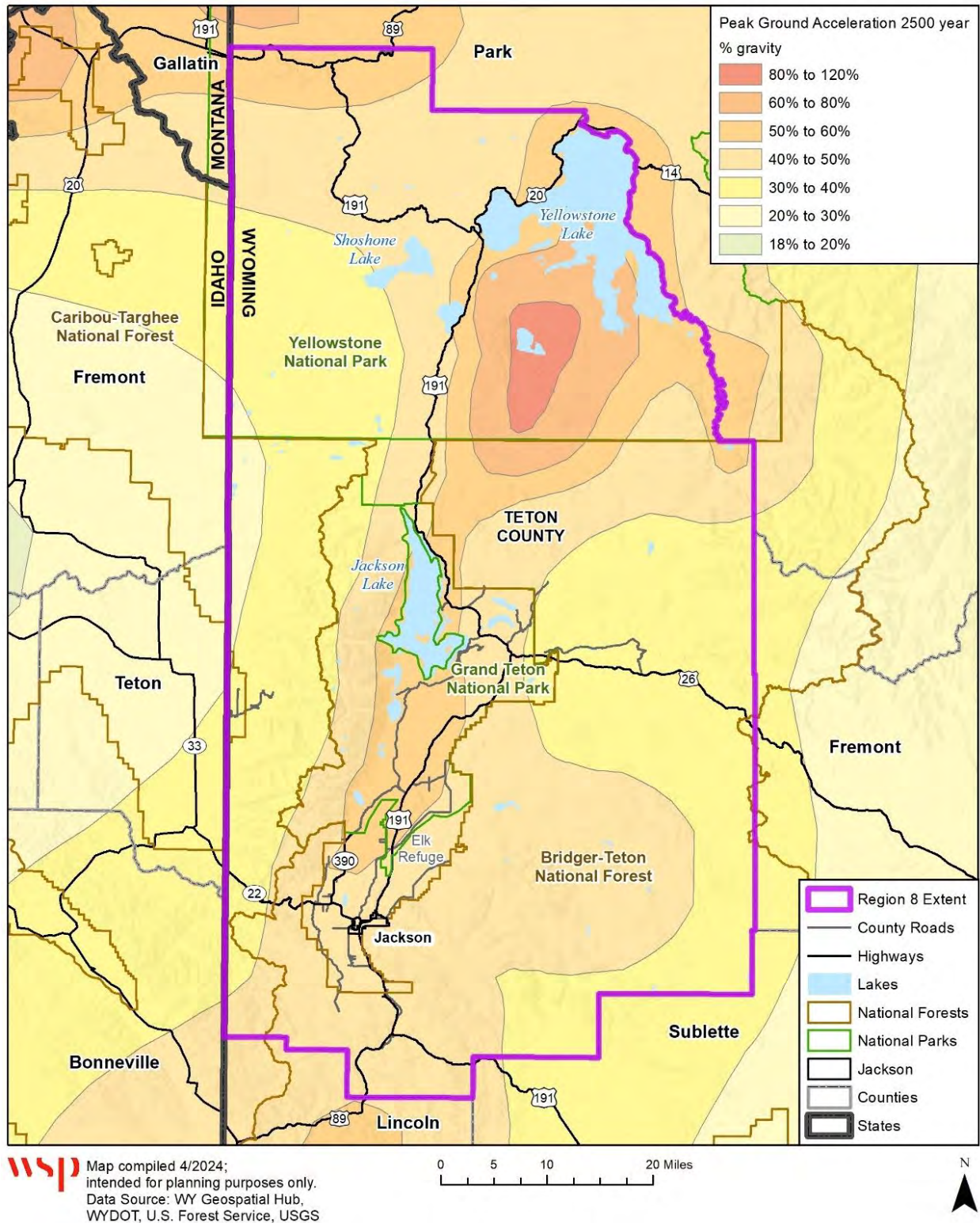
These impacts are summarized below. The casualty estimates are provided for three times of day: 2:00 AM, 2:00 PM, and 5:00 PM. The 2:00 AM estimate considers that the residential occupancy load is maximum, the 2:00 PM estimate considered that the educational, commercial, and industrial sector loads are maximum and 5:00 PM represents peak commute time.

Table 4-21 Estimated 2500-Year Probabilistic Earthquake Impact on Persons and Households

		Level 1	Level 2	Level 3	Level 4
2 AM	Commercial	1.69	0.41	0.06	0.12
	Commuting	0.01	0.01	0.02	0.00
	Educational	0.00	0.00	0.00	0.00
	Hotels	0.00	0.00	0.00	0.00
	Industrial	0.94	0.22	0.03	0.06
	Other-Residential	26.80	6.28	0.79	1.55
	Single Family	68.69	16.05	2.07	4.04
	Total	98	23	3	6
2 PM	Commercial	104.16	25.33	3.63	7.08
	Commuting	0.08	0.11	0.18	0.03
	Educational	7.66	1.61	0.21	0.41
	Hotels	0.00	0.00	0.00	0.00
	Industrial	6.92	1.59	0.22	0.43
	Other-Residential	13.79	3.31	0.44	0.82
	Single Family	35.71	8.54	1.16	2.14
	Total	168	40	6	11
5 PM	Commercial	58.34	14.20	2.05	3.94
	Commuting	1.83	2.59	4.19	0.82
	Educational	0.00	0.00	0.00	0.00
	Hotels	0.00	0.00	0.00	0.00
	Industrial	4.33	1.00	0.14	0.27
	Other-Residential	10.49	2.51	0.33	0.62
	Single Family	27.26	6.52	0.88	1.63
	Total	102	27	8	7

Source: HAZUS-MH 6.1 Global Summary Report, WSP Analysis

Figure 4-14 Teton County Peak Ground Acceleration



BUILT ENVIRONMENT

The built environment of Teton County remains highly vulnerable to the impacts of earthquakes, despite the area not experiencing seismic activity as frequently or as intensely as

other earthquake-prone regions. Even moderate earthquakes can result in substantial structural damage to buildings, bridges, roads, and other critical infrastructure. Depending on the earthquake's magnitude and proximity, the severity of damage can vary from minor cosmetic issues, such as cracks in walls and foundations, to the complete collapse of structures.

According to HAZUS simulation results, 9,768 buildings in the planning area—approximately 72.9% of the total building stock—are projected to experience some degree of damage during a significant earthquake event. This could range from minor repairs to moderate damage that requires temporary relocation of occupants, to major structural failures or even total destruction. The simulation further estimates that 365 buildings will be completely destroyed, posing a serious risk to residents, local businesses, and public safety.

Figure 4-15 Estimated Building Damage by Occupancy

	None		Slight		Moderate		Extensive		Complete	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Agriculture	17.70	0.49	21.37	0.46	21.42	0.57	8.11	0.78	2.40	0.66
Commercial	334.32	9.23	412.12	8.90	455.79	12.23	192.10	18.38	55.66	15.24
Education	12.55	0.35	9.88	0.21	7.57	0.20	1.80	0.17	0.20	0.06
Government	12.09	0.33	15.12	0.33	16.23	0.44	6.52	0.62	1.04	0.28
Industrial	53.98	1.49	70.75	1.53	74.87	2.01	28.24	2.70	7.15	1.96
Other Residential	252.42	6.97	347.22	7.50	367.88	9.87	164.54	15.74	53.93	14.77
Religion	9.15	0.25	11.56	0.25	13.39	0.36	6.23	0.60	1.68	0.46
Single Family	2931.23	80.90	3744.32	80.83	2768.67	74.31	637.60	61.01	243.17	66.58
Total	3,623		4,632		3,726		1,045		365	

Source: HAZUS-MH 6.1 Global Summary Report, WSP Analysis

ECONOMY

Earthquakes can have both direct and indirect impacts on economy. Direct impacts manifest as physical damages and losses to buildings and infrastructure. Indirect effects are often felt through factors like lost wages decreased business income, relocation expenses, and other costs associated with recovery efforts. The table below represents data on capital stock and income losses in Region 8, illustrating the economic repercussions on seismic events.

Table 4-22 Region 8 economic impacts, 2,500-year probabilistic earthquake scenario

		CAPITAL STOCK LOSSES (THOUSANDS OF DOLLARS)					INCOME LOSSES (THOUSANDS OF DOLLARS)			
County	Structural	Non- Structural	Contents	Inventory	Loss Ratio (%)	Relocation	Capital- Related	Wages	Rental	Total Loss
Teton	\$161,066	\$646,493	\$228,162	\$17,015	10.54%	\$94,802	\$71,366	\$79,284	\$57,700	\$1,355,889

Source: HAZUS-MH 6.1 Global Summary Report, WSP Analysis

CRITICAL FACILITIES AND LIFELINES

All critical facilities and infrastructure within the planning area face exposure to earthquake hazards. Disruptions to transportation corridors during seismic events may lead to hazardous material releases into the surrounding environment. Structural ruptures during earthquakes pose the risk of hazardous material leakage into the surrounding areas or nearby waterways, posing significant environmental threats.

The damage incurred by transportation corridors and communication lines could hinder the efficacy of first responders in post-earthquake response efforts. Government facilities and personnel within the incident area might require temporary relocation of operations due to damage. Local regulatory waivers may become necessary, and the public's confidence in the government's ability to respond and recover may be diminished without timely and effective planning, response, and recovery measures.

Major earthquakes could necessitate disaster declarations and aid programs, potentially impacting funding and administrative resources allocated for regular operations or requiring alterations to existing operating procedures. HAZUS-MH 6.1 categorizes critical facilities' vulnerability to earthquake damage into two tiers: moderate damage or complete destruction. However, specific damages to facilities were not indicated in these categories through the analysis conducted for the Wyoming State Hazard Mitigation Plan. While the potential for damage to the transportation system and utility lifelines exists, precise loss figures at the county level were unavailable from the HAZUS analysis.

HAZUS-MH 6.1 simulation results classify the vulnerability of essential facilities to earthquake damage two ways, as experiencing at least moderate damage or complete damage. Simulation results are in the table below.

Figure 4-16 Expected Utility System Damage in Region 8

System	# of Locations				
	Total #	With at Least Moderate Damage	With Complete Damage	with Functionality > 50 %	
				After Day 1	After Day 7
Potable Water	1	1	0	0	1
Waste Water	2	2	0	0	2
Natural Gas	0	0	0	0	0
Oil Systems	0	0	0	0	0
Electrical Power	0	0	0	0	0
Communication	9	9	0	0	9

Source: HAZUS-MH 6.1 Global Summary Report, WSP Analysis

ENVIRONMENTAL, NATURAL, AND CULTURAL RESOURCES

The environmental impacts of earthquakes can extend well beyond the immediate shaking of the ground, as secondary hazards triggered by seismic events often lead to even greater destruction. One of the most common and severe secondary effects are landslides. When earthquakes occur in hilly or mountainous terrain, the intense ground motion can destabilize slopes, triggering landslides that can devastate nearby ecosystems and habitats. These landslides can bury vegetation, alter the course of streams and rivers, and create debris flows that threaten both natural landscapes and built environments. In addition to direct physical

damage, landslides can also release large amounts of sediment into waterways, degrading water quality and disrupting aquatic habitats.

The destruction of historic buildings can have cascading social and economic effects. Beyond the immediate loss of culturally significant architecture, the damage or collapse of these buildings can lead to the displacement of residents and businesses, disrupting the community's fabric. Furthermore, the high cost of restoring or retrofitting historic structures to withstand future earthquakes can pose a substantial financial burden on property owners and local governments.

Land Use and Development Trends

In Teton County, development activities are regulated according to their Land Development Regulations, particularly in relation to seismic hazards. Unstable soils stipulates that no physical development, use, development options, or subdivision is permissible on unstable soil unless determined otherwise by the County Engineer, with certain exceptions. Foremost, it is important that all structures adhere to Building Codes concerning seismic hazards. Additionally, if proposed physical development lies within 200 feet of a fault line, the County Engineer may request a report from a geotechnical engineer registered in the State of Wyoming. Teton County and the Town of Jackson have recently adopted provisions ensuring that construction standards align with current seismic safety guidelines. The development trends in Teton County concerning earthquake resilience encompass a comprehensive strategy. This strategy integrates compliance with building codes, bolstering infrastructure resilience, thoughtful land-use planning, public education initiative, and effective emergency preparedness measures. Due to these initiatives' earthquake vulnerability has not increased within the County, Town of Jackson, or the Teton Conservation District due to growth and development since the last plan update.

Risk Summary

Overall, earthquake is considered a **high** significance hazard due to the presence of multiple faults and a history of damaging earthquakes. Teton County is located east of the Teton Fault, which is a significant geological feature known for its tectonic activity. According to the National Park Service the Teton Fault is still active, meaning that the fault has generated an earthquake within the past 10,000 years.

Table 4-23 Risk Summary by Jurisdiction: Earthquake

JURISDICTION	OVERALL SIGNIFICANCE	KEY ISSUES AND JURISDICTIONAL DIFFERENCES
County	High	Widespread backcountry areas and transportation corridors in risk areas; some county roads affected.
Town of Jackson	High	Some potential to affect limited developed areas in Town limits
Teton Conservation District	High	TCD server at the TCD Office, while backed up, earthquake could quickly diminish TCD's responsiveness with data and information if the TCD Server failed.
Flat Creek Watershed Association	High	Earthquakes could cause landslides or avalanches off East Gros Ventre Butte into Flat Creek. This would cause catchment of water and cause property damage.
Jackson Hole Airport	High	Potential for runway infrastructure damage, damage to airport terminal and hangers, control tower, fueling facilities and vehicle gates. See asset list in Section 4.1.3.

4.2.5 Flood

Description

Flooding can be defined as the temporary inundation of normally dry land, often due to excessive rainfall, rapid snowmelt, or ice melt, and can be broken into two main categories: River Flooding and Flash Flooding.

Riverine flooding is defined as the overflow of rivers, streams, drains, and lakes due to excessive rainfall, rapid snowmelt, or ice melt. The areas adjacent to rivers and stream banks that carry excess floodwater during rapid runoff are called floodplains. A floodplain is defined as the lowland and relatively flat area adjoining a river or stream. The terms “base flood”, “100-year flood”, and “1% annual chance flood” refer to the area in the floodplain that is subject to a one percent or greater chance of flooding in any given year. Floodplains are part of a larger entity called a basin, which is defined as all the land drained by a river and its branches.

Gauges along streams and rain gages throughout the state provide for an early flood warning system. River flooding usually develops over the course of several hours or even days depending on the basin characteristics and the position of the particular reach of the stream. The NWS provides flood forecasts for Wyoming. Flood warnings are issued over emergency alert system (EAS) radio and television messages as well as the NOAA Weather Radio People in the paths of river floods may have time to take appropriate actions to limit harm to themselves and their property.

A **flash flood** is an event that occurs when water levels rise at an extremely fast rate as a result of intense rainfall over a brief period, sometimes combined with rapid snowmelt, ice jam release, frozen ground, saturated soil, or impermeable surfaces. Ice jam flooding is a form of flash flooding that occurs when ice breaks up in moving waterways, and then stacks on itself where channels narrow. This creates a natural dam, often causing flooding within minutes of the dam formation. Flash Flood warnings also use EAS radio and the NOAA weather Radio, as well as Wireless Emergency Alerts.

Floods can and have caused significant damage in Region 8 and are one of the more significant natural hazards in the Region and the country as a whole. Floods can cause millions of dollars in damage in just a few hours or days. Causes of flooding relevant to the Region include:

- Rain in a general storm system
- Rain in a localized intense thunderstorm
- Melting snow
- Rain on melting snow
- Urban stormwater drainage
- Hail drifts clogging stormwater drainage
- Ice Jams
- Dam failure
- Levee Failure
- Rain on fire damaged watersheds
- Frazil Ice

The 100-year or 1% annual chance flood is the national standard to which communities regulate their floodplains through the National Flood Insurance Program. This is also called the Special Flood Hazard Area (SFHA) on flood insurance maps and in floodplain management ordinances.

The potential for flooding can change and increase through various land use changes and changes to land surface. A change in the built environment can create localized flooding problems inside and outside of natural floodplains, by altering or confining watersheds or natural drainage channels. These changes are commonly created by human activities. Flooding in the communities in Region 8 could be exacerbated by inadequate drainage and channel systems that would not stand up to the 1% annual chance flood. Inadequate culverts and drainage systems can flood adjacent properties.

Increased chance for flooding can also be created by other hazards such as wildfires. Wildfires create hydrophobic soils, a hardening or “glazing” of the earth’s surface that prevents rainfall from being absorbed into the ground, thereby increasing runoff, erosion, and downstream sedimentation of channels.

FRAZIL ICE

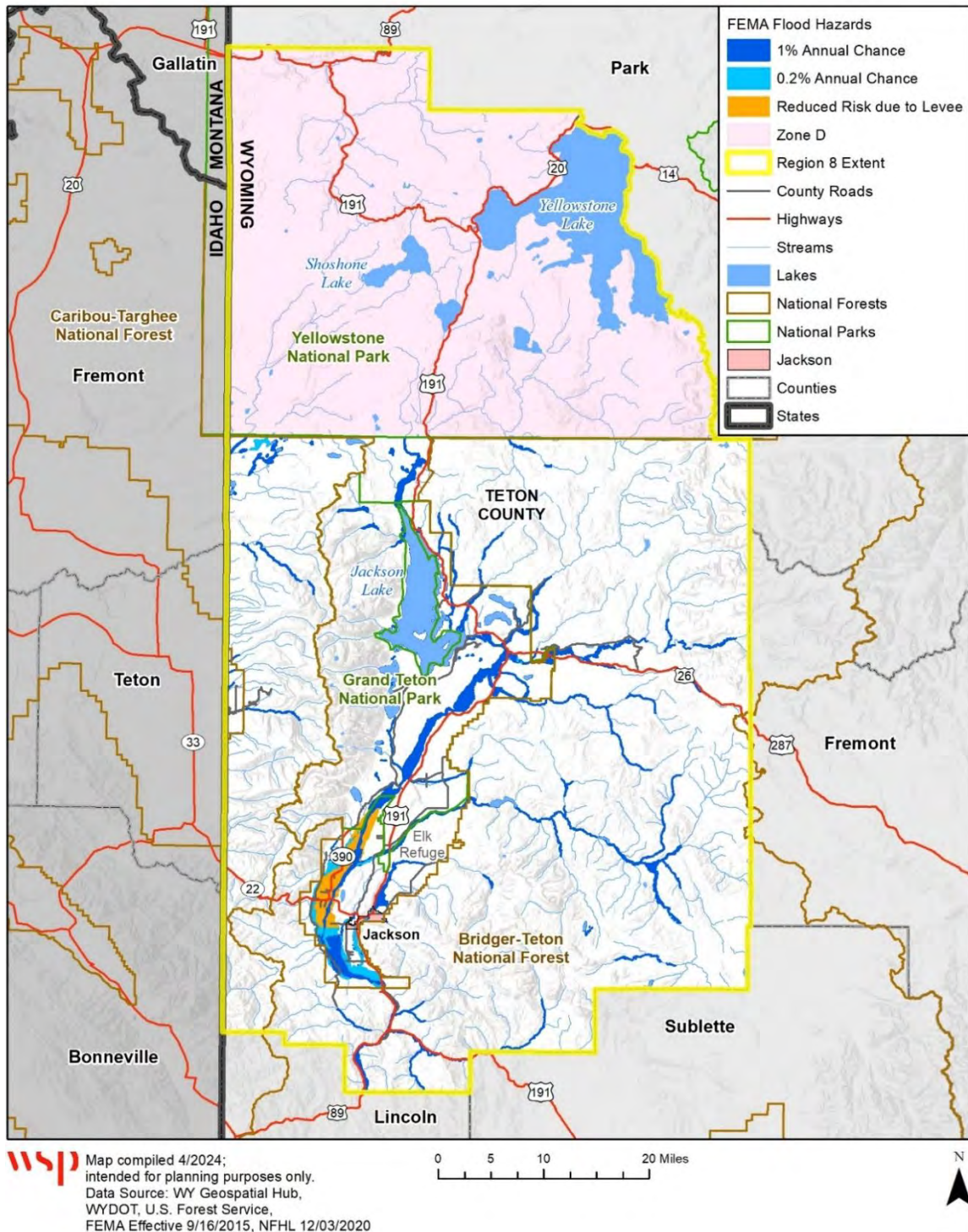
A unique phenomenon during winter months is the formation of Frazil or Anchor Ice, particularly in Flat Creek. Frazil ice is a collection of loose, randomly oriented ice crystals which form when water temperatures drop below freezing. The water becomes super cooled and the turbulence in the water causes small ice crystals to form and remain suspended in the water. Unlike regular ice, frazil ice is not buoyant and tends to accumulate on the upstream side of rocks and other objects in the stream bed. This causes the creek to freeze from the bottom up and creates two primary hazards: reducing the overall volume of the creek bed and forcing water out over the banks. When frazil ice becomes dislodged from its anchor on the creek bed it then floats to the top in large chunks. This can lead to the formation of ice jams that cause flooding by blocking the flow of water and causing an overflow on the banks sometimes resulting in a flash flood.

Location

Flood hazards throughout Region 8 exist along all major and minor rivers and streams throughout the county. Adequacy of storm drainage systems, presence of frazil ice, and other factors can contribute to, or exacerbate, flooding conditions in both Teton County and the Town of Jackson. Information reflected on the updated FIRM and FIS have been incorporated into this Plan. The main source of hazard data made available to the County and Town used in this plan to assess risk and vulnerability is the FEMA National Flood Hazard Layer data (effective 9/15/2015 plus all effective Letters of Map Revision as of 12/3/2020).

The streams studied in the county’s FIS include the Snake and Gros Ventre Rivers; Flat, Fish, Teton, Lake, Cache, and Spring Creeks; and Buffalo Fork. Each of these waterways and their floodplains are shown in Figure 4-17.

Figure 4-17 Teton County/Region 8 FEMA Flood Hazards



Within the Town of Jackson, most flooding originates from Flat Creek in the winter months. This is often the result of frazil ice buildup. Cache Creek also poses a risk, as does nuisance snowmelt flooding. See Figure 4-18 Jackson FEMA Flood Hazards and Figure 4-19 below.

Figure 4-18 Jackson FEMA Flood Hazards

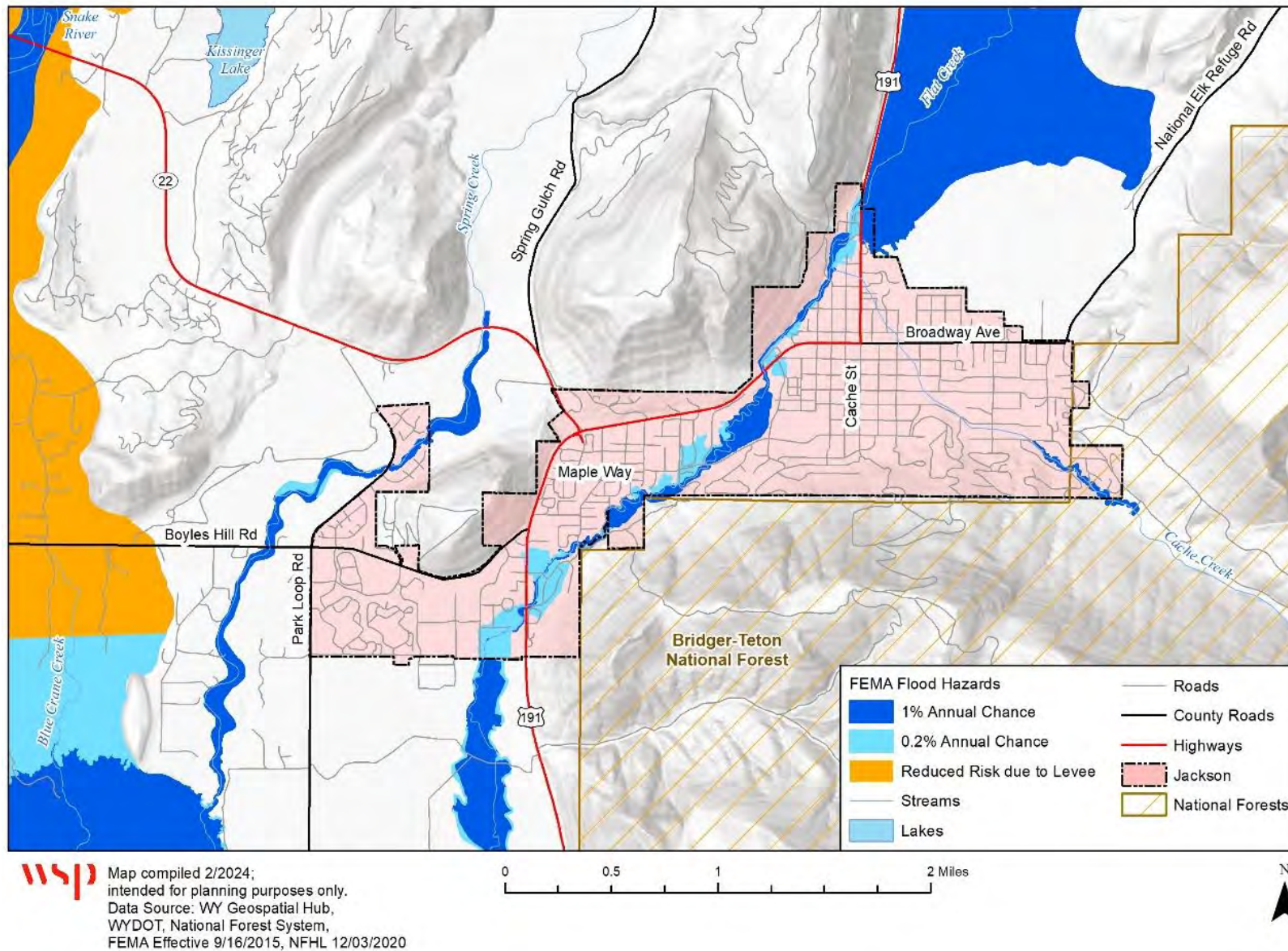
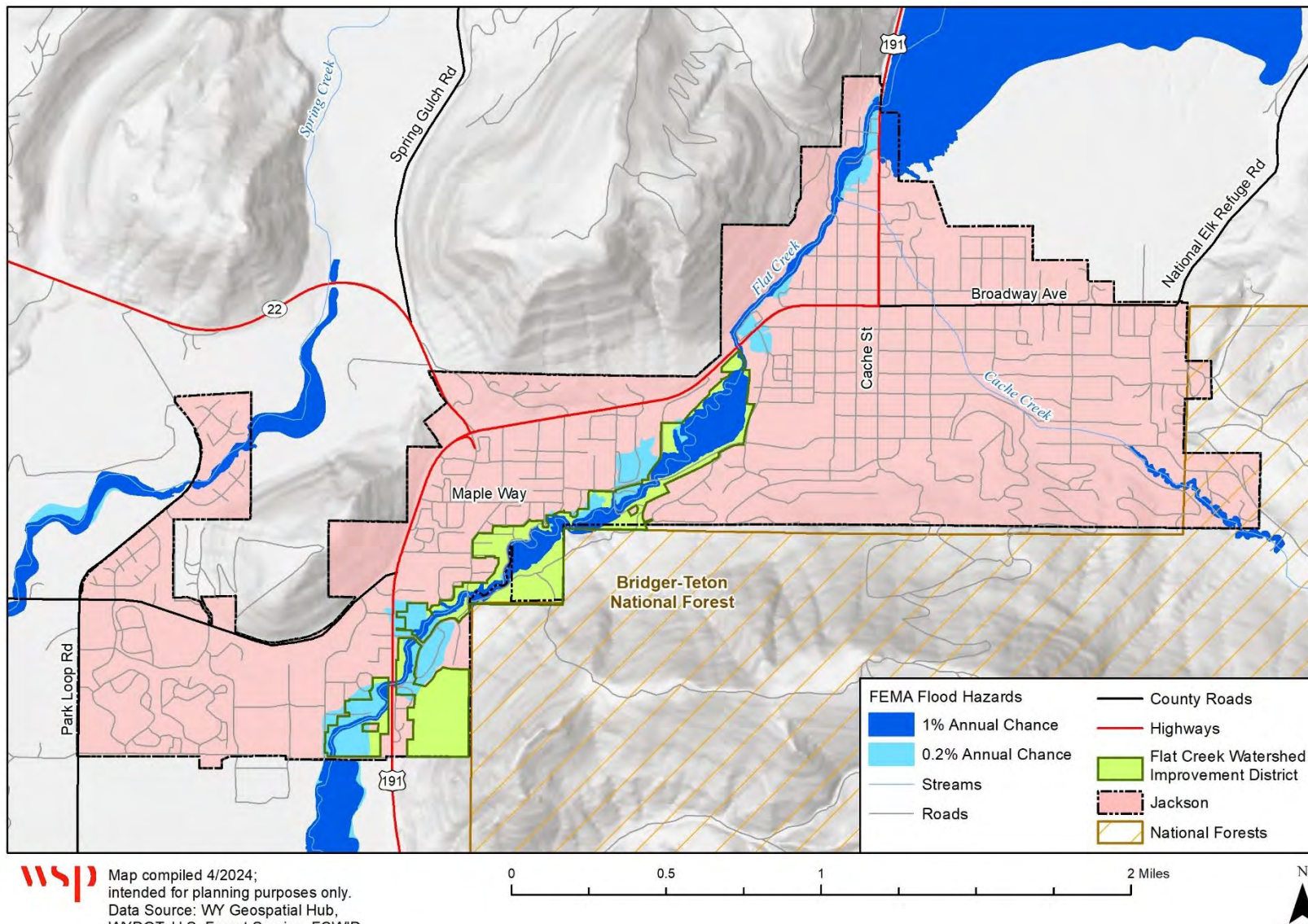


Figure 4-19 Flat Creek Watershed Improvement District FEMA Flood hazards



Extent (Magnitude)

Magnitude and severity can be described or evaluated in terms of a combination of the different levels of impact that a community sustains from a hazard event. Specific examples of negative impacts from flooding in Region 8 span a comprehensive range and are summarized as follows:

- Floods cause damage to private property that often creates financial hardship for individuals and families;
- Floods cause damage to public infrastructure resulting in increased public expenditures and demand for tax dollars;
- Floods cause loss of personal income for agricultural producers that experience flood damages;
- Floods cause loss of income to businesses relying on recreational uses of regional waterways;
- Floods cause emotional distress on individuals and families; and
- Floods can cause injury and death.

Flood recurrence intervals describe the statistical expectation of inundation frequency. Typical recurrence intervals include the list below, all of which can be experienced in Teton County:

- 10 years (10% probability of occurring in any given year)
- 25 years (4% probability of occurring in any given year)
- 50 years (2% probability of occurring in any given year)
- 100 years (1% probability of occurring in any given year)
- 500 years (0.2% probability of occurring in any given year)

Floods present a risk to life and property, including buildings, their contents, and their use. Floods can affect crops and livestock. Floods can also affect lifeline utilities (e.g., water, sewage, and power), transportation, jobs, tourism, the environment, and the local and regional economies. The impact of a flood event can vary based on geographic location to waterways, soil content and ground cover, and construction. The extent of the damage of flooding ranges from very narrow to widespread based on the type of flooding and other circumstances such as previous rainfall, rate of precipitation accumulation, and the time of year. Shallow flooding to flood depths of several feet are possible throughout the Region, depending on a variety of factors including the local topography, runoff, rainfall rate, and duration of precipitation.

Previous Occurrences

A brief history of the National Centers for Environmental Information (NCEI) recorded floods in the Region is presented in Table 4-24 below. This is not a complete record of all past events in the county but includes details from events which have been reported to the NCEI database where available.

Table 4-24 Teton County NCEI Flood Events, 1998 – 2023

TYPE	LOCATION	DATE	PROPERTY DAMAGE	CROP DAMAGE
Flood	Jackson	7/7/1998	\$0	\$0
Flash Flood	Wilson	7/26/2007	\$50,000	\$0
Flash Flood	Hoback Junction	8/17/2007	\$10,000	\$0

TYPE	LOCATION	DATE	PROPERTY DAMAGE	CROP DAMAGE
Flash Flood	Jackson	8/18/2007	\$20,000	\$0
Flood	Jackson	12/11/2011	\$15,000	\$0
Flash Flood	Jenny Lake	8/13/2014	\$10,000	\$0
Flood	Jackson Hole	3/23/2018	\$10,000	\$0
Flood	Valley	2/24/2023	\$0	\$0
		Total	\$115,000	\$0

Source: NCEI Data

Perhaps the most notable flood event in the county, and an infamous example of cascading hazard events, was the Kelly Flash Flood. On June 23, 1925, an unstable slope on the northern face of Sheep Mountain slid into the Gros Ventre River, resulting in a natural dam 200 feet high which created Lower Slide Lake. Nearly two years later on May 18, 1927, a portion of the natural dam suddenly broke and released a flash flood at least 6 feet deep for at least 25 miles downstream. The flood wiped out the town of Kelly and six people died, with significant property damage and agricultural losses as well. According to the Teton County Emergency Management website, hundreds of farm animals were killed and in Wilson 6 feet of water inundated the town, while narrower sections of the Snake River near Hoback, saw flood waters rise as much as 50 feet. The next day the waters reached Idaho Falls, ID and covered lowland sections there.

Observed flood discharges provide a means for tracking the magnitude and frequency of floods, no matter how large or how small. Tracking streamflow provides water and floodplain managers, as well as ecologists, climate scientists, water quality professionals, and others with an understanding of fluctuations in water levels resulting from rainfall, snowmelt, drought, and other climate impacts. In Teton County and the Town of Jackson, there are a total of 21 functioning stream gages actively measuring streamflow data.

Probability of Future Events

Flood probability, or frequency, is commonly based on the chance of flooding in any given year. Realistically, both Teton County and the Town of Jackson are prone to smaller but more frequent flooding events as a result of high snowfall totals and warming spring temperatures. Rainfall events occurring during Spring months can exacerbate flooding associated with snowmelt runoff. Larger flooding events are also possible under these same conditions.

Judging by the historical flood record for the Region, a flood of at least minimal magnitude occurs once every 3 years, on average, within the planning area. Most of these floods' extents were less than the 100-year flood; the chance of a 100-year flood occurring in any given year in the Region is 1%. Using the guidelines outlined in Section 4.1.1 a damaging flood has a **Likely** occurrence rating, meaning that a flood has a 10-100% chance of occurrence in the next year somewhere in the Region.

Climate Change Impacts

Use of historical hydrologic data has long been the standard of practice for designing and operating water supply and flood protection projects. For example, historical data are used for flood forecasting models and to forecast snowmelt runoff for water supply. However, the hydrologic record cannot reliably be used to predict changes in frequency and severity of extreme climate events such as floods because this method of

forecasting assumes that the climate of the future will be similar to that of the period of historical record. Climate change is already impacting water resources, and resource managers have observed the following:

- Historical hydrologic patterns can no longer be solely relied upon to forecast the water future.
- Precipitation and runoff patterns are changing, increasing the uncertainty for water supply and quality, flood management, and ecosystem functions.
- Extreme climatic events will become more frequent, necessitating improvement in flood protection, drought preparedness, and emergency response.

Additionally, precipitation changes do not have a one-to-one relation with flooding. Many factors influence flooding, including presence of frozen soils, snowpack accumulation, storm tracks, and rainfall rates. According to the Fifth National Climate Assessment, trends show the Northern Great Plains region, which includes Wyoming in this report, would expect to see some of the highest increases in annual flooding damage costs in the contiguous US.

The amount of snow is critical for water supply and environmental needs, but so is the timing of snowmelt runoff into rivers and streams. Rising snowlines caused by climate change will allow more mountain area to contribute to peak storm runoff. High frequency flood events (e.g., 10-year floods) in particular will likely increase with a changing climate. Along with reductions in the amount of the snowpack and accelerated snowmelt, scientists project greater storm intensity, resulting in more direct runoff and flooding. Changes in watershed vegetation and soil moisture conditions will likewise change runoff and recharge patterns. As stream flows and velocities change, erosion patterns will also change, altering channel shapes and depths, possibly increasing sedimentation behind dams, and affecting habitat and water quality. With potential increases in the frequency and intensity of wildfires due to climate change, there is potential for more floods following fire, which increase sediment loads and water quality impacts.

Vulnerability Assessment

PEOPLE

Vulnerable populations in Region 8 include residents living in known flood prone areas or near areas vulnerable to flash floods. Certain populations are particularly vulnerable. This may include the elderly and very young; those living in long-term care facilities; mobile homes; hospitals; low-income housing areas; temporary shelters; people who do not speak English well; tourists and visitors; and those with developmental, physical, or sensory disabilities. These populations may be more vulnerable to both the direct impacts of flooding, as well as experiencing increased difficulty in recovery, due to limitations in mobility and accessibility, income restrictions, challenges in receiving and understanding warnings, or unfamiliarity with surroundings.

During this Regional Plan's update, an estimate of the population exposed to flooding was created using a GIS overlay of latest National Flood Hazard Layer (NFHL), and HAZUS 100-year flood hazard areas where NFHL was not available, to determine potentially flooded parcels. The flood-impacted population for the region was then calculated by taking the number of residential units in the 100-year areas protected by levee, and 500-year floodplains and multiplying that number by the average household size of 2.33 for unincorporated residents per household and 2.45 within the Town of Jackson, based on the US Census Bureau's ACS estimates. The results for Teton County are displayed below in Table 4-25.

Table 4-25 Flood Vulnerable Population Estimate in Region 8

JURISDICTION	1% ANNUAL CHANCE FLOOD	0.2% ANNUAL CHANCE FLOOD	AREA PROTECTED BY LEVEE	TOTAL
Jackson	17	287	-	304
Unincorporated	347	543	3,786	4,676
Total	364	830	3,786	4,980

Source: Teton County, Wyoming CAMA 2024, FEMA NFHL, HAZUS, Census Bureau average household estimates, WSP GIS Analysis

BUILT ENVIRONMENT

A flood vulnerability assessment was performed for Region 8 using Geographic Information Systems (GIS). The flood vulnerability assessment was performed for Teton County using the following GIS methodology. The County's parcel layer, address point data, and associated assessor's building improvement valuation data were provided by the County and were used as the basis for the inventory. GIS was used to spatially join the address point layer to the County parcel layer to obtain the number of buildings per parcel. Only parcels with improvement values greater than zero were used in the analysis. This method assumes that improved parcels have a structure of some type. The latest 12/03/2020 FEMA National Flood Hazard Layer and a HAZUS 100-year flood layer, were used to supplement areas where FEMA had not mapped portions of Teton County, were then overlaid in GIS on the joined address point and parcel layers to identify structures that would likely be inundated during a 1% annual chance and 0.2% annual chance flood event. Building improvement values for those points were then extracted from the parcel/assessor's data and summed for each jurisdiction in the study area. Content values were estimated for the buildings based on their occupancy type, using FEMA methodology. This includes 100% of the structure value for agricultural, commercial, and exempt structures, 50% for residential structures, and 150% for industrial structures. Building and content values were totaled, and a 25% loss factor was applied to the totals, also based on FEMA depth damage functions (assuming a two-foot-deep flood). The summarized results for the Region are shown below in Table 4-26 through Table 4-28.

Table 4-26 Region 8 Parcels at risk to FEMA and HAZUS 1% flood hazards by jurisdiction

JURISDICTION	PROPERTY TYPE	PARCEL COUNT	STRUCTURE COUNT	IMPROVED VALUE	CONTENT VALUE	TOTAL VALUE	ESTIMATED LOSSES
Jackson	Commercial	2	43	\$19,193,182	\$19,193,182	\$38,386,364	\$9,596,591
	Residential	7	7	\$3,018,864	\$1,509,432	\$4,528,296	\$1,132,074
	Total	9	50	\$22,212,046	\$20,702,614	\$42,914,660	\$10,728,665
Unincorporated	Agricultural	6	6	\$10,913,323	\$10,913,323	\$21,826,646	\$5,456,662
	Residential	148	149	\$405,555,124	\$202,777,562	\$608,332,686	\$152,083,172
	Total	154	155	\$416,468,447	\$213,690,885	\$630,159,332	\$157,539,833
	Grand Total	163	205	\$438,680,493	\$234,393,499	\$673,073,992	\$168,268,498

Source: Teton County, Wyoming CAMA 2024, FEMA NFHL Effective Date 9/16/2015, HAZUS, WSP GIS Analysis

Table 4-27 Region 8 Parcels at risk to FEMA 0.2% flood hazards by jurisdiction

JURISDICTION	PROPERTY TYPE	PARCEL COUNT	STRUCTURE COUNT	IMPROVED VALUE	CONTENT VALUE	TOTAL VALUE	ESTIMATED LOSSES
Jackson	Commercial	31	80	\$73,081,417	\$73,081,417	\$146,162,834	\$36,540,709
	Multi-Use	1	3	\$54,607	\$54,607	\$109,214	\$27,304
	Residential	114	114	\$95,655,002	\$47,827,501	\$143,482,503	\$35,870,626
	Total	146	197	\$168,791,026	\$120,963,525	\$289,754,551	\$72,438,638
Unincorporated	Agricultural	7	12	\$12,800,717	\$12,800,717	\$25,601,434	\$6,400,359
	Commercial	12	13	\$26,168,186	\$26,168,186	\$52,336,372	\$13,084,093
	Residential	232	233	\$631,895,087	\$315,947,544	\$947,842,631	\$236,960,658
	Total	251	258	\$670,863,990	\$354,916,447	\$1,025,780,437	\$256,445,109
	Grand Total	397	455	\$839,655,016	\$475,879,972	\$1,315,534,988	\$328,883,747

Source: Teton County, Wyoming CAMA 2024, FEMA NFHL Effective Date 9/16/2015, WSP GIS Analysis

Table 4-28 Region 8 Parcels at risk to FEMA Area Protected by Levee flood hazards by jurisdiction

JURISDICTION	PROPERTY TYPE	PARCEL COUNT	STRUCTURE COUNT	IMPROVED VALUE	CONTENT VALUE	TOTAL VALUE	ESTIMATED LOSSES
Unincorporated	Agricultural	14	14	\$30,734,697	\$30,734,697	\$61,469,394	\$15,367,349
	Com Vacant Land	2	4	\$368,384	\$368,384	\$736,768	\$184,192
	Commercial	52	59	\$115,245,119	\$115,245,119	\$230,490,238	\$57,622,560
	Multi-Use	2	2	\$4,995,641	\$4,995,641	\$9,991,282	\$2,497,821
	Res Vacant Land	2	2	\$484,230	\$242,115	\$726,345	\$181,586
	Residential	1,591	1,621	\$4,915,740,370	\$2,457,870,185	\$7,373,610,555	\$1,843,402,639
	Total	1,663	1,702	\$5,067,568,441	\$2,609,456,141	\$7,677,024,582	\$1,919,256,146

Source: Teton County, Wyoming CAMA 2024, FEMA NFHL Effective Date 9/16/2015, WSP GIS Analysis

NFIP CLAIMS ANALYSIS

Another method of examining the magnitude and severity of flooding in the Region is to examine the damage losses and payments from the National Flood Insurance Program (NFIP). Teton County and the Town of Jackson are both participants in the NFIP. This information is not comprehensive, because it only reflects the communities that participate in the NFIP, but it is a useful overview of flood damages in the region. The information summarized in Table 4-29 below represents the composite of unincorporated and community-specific policies, claims and payments. According to statistics from the National Flood Insurance Program (<http://www.fema.gov/policy-claim-statistics-flood-insurance/policy-claim-statistics-flood-insurance/policy-claim-13>) there have been a total of 24 flood insurance claims filed between 1/1/1978 and 02/02/2024 in the region. The total payments made on these claims was \$116,896. As of 02/02/2024, there were 349 flood insurance policies in force in the Region for a total coverage of \$119,944,000.

Table 4-29 NFIP Policy and Insurance Claim Data for Region 8

LOCATION	POLICIES	COVERAGE "INSURANCE IN FORCE"	# OF CLAIMS "CLOSED PAID LOSSES"	PAID LOSSES "\$ OF CLOSED PAID LOSSES"	REPETITIVE LOSSES	SUBSTANTIAL DAMAGE CLAIMS	# OF POLICIES IN A ZONES	# OF POLICIES IN NON-A ZONES
Town of Jackson	46	\$13,644,000	2	\$6,613	0	0	11	35
Teton County	303	\$101,300,000	22	\$110,284	0	0	29	272
Region Total	349	\$114,944,000	24	\$116,896	0	0	40	307

Source: FEMA Policy and Claim Statistics <http://www.fema.gov/policy-claim-statistics-flood-insurance> and State of Wyoming Department of Homeland Security, NFIP Coordinator as 05/2022

Repetitive Loss is defined as an NFIP Insured property that has experienced 4 or more paid losses in excess of \$1,000, two paid losses in excess of \$1,000 within any rolling 10-year period, or three or more paid losses that equal or exceed the current value of the insured property. Neither Teton County nor the Town of Jackson have any listed repetitive loss properties or severe repetitive loss properties at the time of this risk assessment in 2024.

ECONOMY

Flooding can have a major negative impact on the economy. Based on the flood loss analysis, there are 43 commercial structures worth an estimated \$38.4 million in total value directly at risk to flooding in the 1% annual chance floodplain, and 93 commercial structures worth \$198.5 million located in the 0.2% annual chance floodplain. Based on the loss analysis this could result in approximately \$59 million in direct losses. This does not account for other indirect losses such as business interruption, reduced tourism and visitation, lost wages, and other downtime costs.

These indirect losses can also have a significant economic cost. Flood events can cut off customer access to a business as well as close a business for repairs or permanently. A quick response to the needs of businesses affected by flood events can help a community maintain economic vitality in the face of flood damage. Responses to business damages can include funding to assist owners in elevating or relocating flood-prone business structures.

CRITICAL FACILITIES AND LIFELINES

GIS analysis of flood hazards in Region 8 indicates that there are 66 critical facilities and/or community assets that are potentially exposed to flood hazards. There are 57 facilities in the 1% annual chance floodplain shown in Table 4-30, nine in the 0.2% annual chance floodplain shown in Table 4-31 and 17 facilities within the areas protected by levee. One limitation to the HIFLD data is a lack of potable water facilities. Gaining access to this type of information would enhance the results of the critical facility risk analysis. Replacement values were not available with the data; thus, an estimate of potential monetary loss could not be performed. Impacts to any of these facilities could have wide ranging ramifications, in addition to property damage and other cascading impacts.

Table 4-30 Critical Facilities at Risk to 1% Annual Chance Flood Hazard (FEMA & HAZUS) by Jurisdiction

JURISDICTION	COMMUNICATIONS	ENERGY	FOOD, HYDRATION, SHELTER	HAZARDOUS MATERIAL	HEALTH AND MEDICAL	SAFETY AND SECURITY	TRANSPORTATION	WATER SYSTEMS	OTHER	TOTAL COUNTY
Jackson		-	-	-	-	-	5	-	-	5
Unincorporated	-	1	-	1	-	3	45	3	-	53
Total	0	1	0	1	0	3	50	3	0	58

Source: Teton County, FEMA NFHL & HAZUS, HIFLD, National Bridge Inventory, National Inventory of Dams, WSP GIS Analysis

Table 4-31 Critical Facilities at Risk to 0.2% Annual Chance Flood Hazard (FEMA) by Jurisdiction

JURISDICTION	COMMUNICATIONS	ENERGY	FOOD, HYDRATION, SHELTER	HAZARDOUS MATERIAL	HEALTH AND MEDICAL	SAFETY AND SECURITY	TRANSPORTATION	WATER SYSTEMS	OTHER	TOTAL COUNT
Jackson	-	1	2	-	-	-	-	-	-	3
Unincorporated	1	-	-	3	-	1	-	2	2	9
Total	1	1	2	3	0	1	0	2	2	12

Source: Teton County, FEMA NFHL, HIFLD, National Bridge Inventory, National Inventory of Dams, WSP GIS Analysis

Table 4-32 Critical Facilities at Risk to Areas Protected by Levee Flood Hazard (FEMA) by Jurisdiction

JURISDICTION	COMMUNICATIONS	ENERGY	FOOD, HYDRATION, SHELTER	HAZARDOUS MATERIAL	HEALTH AND MEDICAL	SAFETY AND SECURITY	TRANSPORTATION	WATER SYSTEMS	OTHER	TOTAL COUNT
Jackson	-	-	-	-	-	-	-	-	-	0
Unincorporated	1	2	-	2	2	8	1	2	1	19
Total	1	2	0	2	2	8	1	2	1	19

Source: Teton County, FEMA NFHL, HIFLD, National Bridge Inventory, National Inventory of Dams, WSP GIS Analysis

District specific GIS analysis did not yield risk to FCWID, Teton Conservation District, or Airport facilities.

ENVIRONMENTAL, NATURAL, AND CULTURAL RESOURCES

The natural environment is generally resilient to impacts of flooding, as flooding is a natural and necessary process for the overall health of ecosystems. However, areas where natural landscapes and soil compositions have been altered by human development or after periods of previous disasters such as drought and fire can see increased vulnerability to flooding. Wetlands, for example, exist because of natural flooding incidents. Areas that are no longer wetlands may suffer from oversaturation of water, as will areas that are particularly impacted by drought. Areas recently suffering from wildfire damage may see increased erosion because of flooding, which can permanently alter an ecological system.

Pollution from roads, such as oil, and hazardous materials can wash into rivers and streams. During floods, these can settle onto normally dry soils, polluting them for agricultural uses. Human development such as bridge abutments can increase stream bank erosion, causing rivers and streams to migrate into non-natural courses.

Tourism and outdoor recreation are a vital part of the Region's economy. If part of the planning area were significantly damaged by flooding, tourism and outdoor recreation could potentially suffer. Areas of downtown Jackson with historic buildings may have a risk of flooding as well.

In November 2016, Teton Conservation District (TCD), with funding from the Wyoming Water Development Office (WDDO), completed a watershed study in the Upper Snake River Basin. The purpose of the study was to evaluate watershed conditions, needs, and opportunities on irrigated lands, range lands, wetlands and streams. The result of the study was a watershed plan created by the project consultants, Olsson Associates, outlining possible land and water improvements that could be made in partnership with landowners. While this Plan has a larger focus than just flooding and floodplain management, it includes issues discussion and watershed management approaches for dealing with flooding, flood mitigation, and floodplain use and development. Specifically, the study discusses:

- Fish passage for native species as it applies to stormwater infrastructure and mitigation design
- Engineered wetland design for flood, water quality, and ecosystem mitigation
- Winter flooding along Flat Creek that continues to impact the residents of Jackson

- Water availability for fire suppression throughout the planning area (an important consideration for wildland fire fighting)
- Levee improvements (along the Snake River and elsewhere) to provide continued flood protection

Land Use and Development Trends

No specific new growth or development within the County, Town of Jackson, or the Teton Conservation District in the past five years has significantly altered the general flood risk of the area. For the NFIP participating communities of Teton County and Town of Jackson, floodplain management practices implemented through local floodplain management ordinances is intended to promote wise use flood hazard areas and mitigate the flood risk to new development in floodplains.

Risk Summary

Overall, flooding is a **high** significance hazard in the region. The Region floods, on average, once every few years, having damaged homes, infrastructure (roads, railroads, bridges, culverts), and causing agricultural losses in the past. Flood risk varies by jurisdiction and this risk is summarized in the table below.

Table 4-33 Risk Summary by Jurisdiction: Flood

JURISDICTION	OVERALL SIGNIFICANCE	KEY ISSUES AND JURISDICTIONAL DIFFERENCES
County	High	Development in Snake River corridor in risk areas; some county roads affected including state highway bridges.
Town of Jackson	Medium	Residential and commercial development along Flat Creek at risk. Substation on Flat Creek at intersection of Karns Meadow Dr and W Snow King Ave
Teton Conservation District	Medium	Not considered to have significant impacts to District facilities.
Flat Creek Watershed Association	Medium	Residential and commercial development along Flat Creek at risk.
Jackson Hole Airport	Medium	Not in dam or levee inundation area but some stormwater drainage issues.

4.2.6 Landslide

Description

A landslide is a variety of mass movement processes that generate a downslope movement of soil, rock, and vegetation under gravitational influence. Landslides are a serious geologic hazard common to almost every state in the United States. It is estimated by the U.S. Geological Survey that nationally they cause between \$2 billion and \$4 billion in damages, and from 25 to 50 deaths annually. While some landslides develop gradually, others strike suddenly, fueled by factors like water saturation, erosion, construction, human activity, loss of vegetation from wildfires, alternate freezing or thawing, seismic activity, and volcanic eruptions.

Areas that are generally prone to landslide hazards include existing old landslides; the bases of steep slopes; the bases of drainage channels; and developed hillsides where leach-field septic systems are used. Landslides are often a secondary hazard related to other natural disasters such as rainstorms and earthquakes.

Landslides are typically associated with periods of heavy rainfall or rapid snow melt and tend to worsen the effects of flooding that often accompany these events. In areas burned by forest and brush fires, a lower threshold of precipitation may initiate landslides. Generally, significant land sliding follows periods of above-average precipitation over an extended period. It is on these days of intense rainfall that slides are most likely.

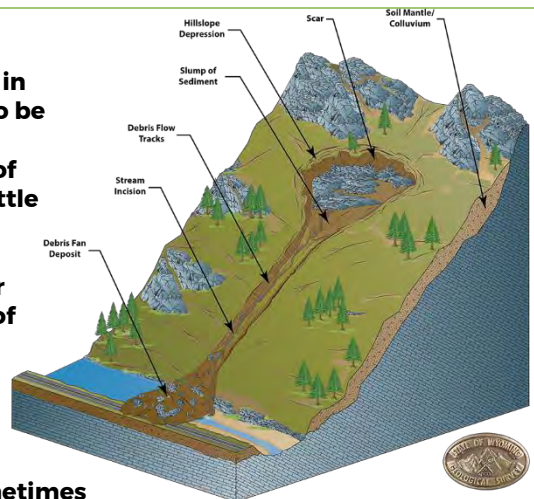
Slope failures typically damage or destroy portions of roads, sewer and water lines, homes and public buildings, and other utility lines. Even small-scale landslides are expensive due to clean-up costs that may include debris clearance from streets, drains, streams and reservoirs; new or renewed support for road embankments and slopes; minor vehicle and building damage; personal injury; and livestock, timber, crop and fencing losses and damaged utility systems.

There are many types of landslides present in Wyoming. To properly describe landslide types, the Geologic Hazards Section of the Wyoming State Geological Survey developed a landslide classification modified from Varnes (1978) and Campbell (1985) seen in Figure 4-20. The classification includes type of movement (falls, topples, slides, lateral spreads, and flows) and the type of material (bedrock, debris, and earth). While individual landslide types can occur in nature, most landslides are complex or composed of combinations of basic types of landslides.

Table 4-34 Landslide Classification

Debris Flow

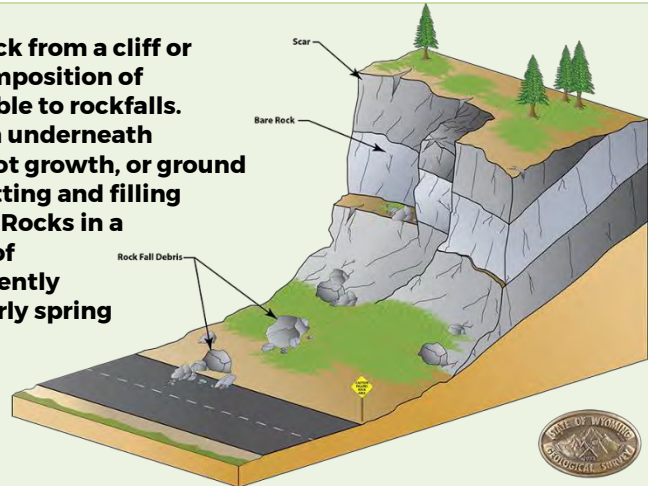
A mass of loose, water-laden, and poorly sorted debris of fragmented rock, soil, and mud that surges down a slope in response to gravitational processes. Debris flows can also be referred to as mudslides, mudflows, lahars, or debris avalanches. These flows generally occur during periods of intense rainfall or rapid snowmelt and may occur with little onset warning, similar to a flash flood. They usually start on steep hillsides as shallow landslides that liquefy and accelerate to speeds that are typically about 10 miles per hour but can exceed 35 miles per hour. The consistency of debris flow ranges from watery mud to thick, rocky mud that can carry large items such as boulders, trees, and even cars. Debris flows from many different sources can combine in channels, and their destructive power may be greatly increased. When the flows reach the flatter ground, the debris spreads over a broad area, sometimes accumulating in thick deposits that can wreak havoc in developed areas. Mudflows are covered under the National Flood Insurance Program; however, landslides are not.



Falls

A rockfall is the falling of a detached mass of rock from a cliff or down a very steep slope. Weathering and decomposition of geological materials produce conditions favorable to rockfalls. Rockfalls are caused by the loss of support from underneath through erosion or triggered by ice wedging, root growth, or ground shaking. Changes to an area or slope such as cutting and filling activities can also increase the risk of a rockfall. Rocks in a rockfall can be of any dimension, from the size of baseballs to houses. Rockfalls occur most frequently in mountains or other steep areas during the early spring when there is abundant moisture and repeated freezing and thawing. Rockfalls are a serious geological hazard that can threaten human life, impact transportation corridors and communication systems, and result in other property damage.

Spring is typically the landslide/rockfall season in Wyoming as snow melts and saturates soils and temperatures enter into freeze/thaw cycles. Rockfall and landslides are influenced by seasonal patterns, precipitation, and temperature patterns. Earthquakes could trigger rockfalls and landslides too.



Topples

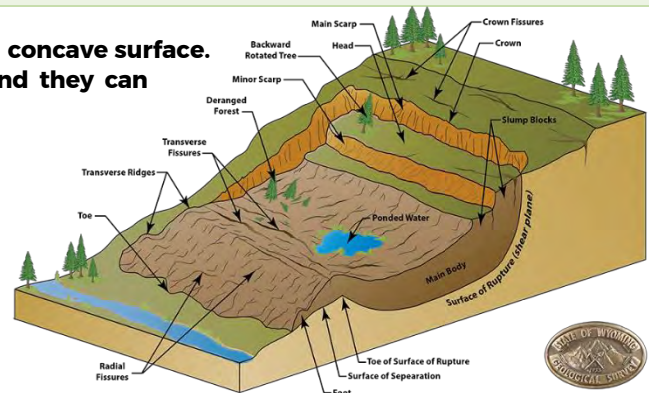
Comparable to falls, but the primary motion involves forward rotation and mass movement of rock or debris out of a slope face.

Creep

Slow movement of a material down a slope.

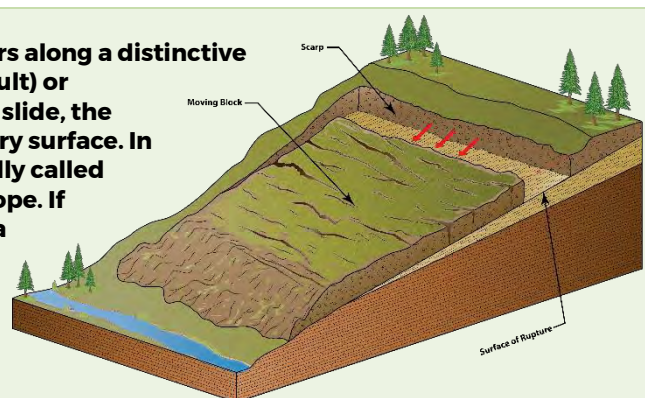
Rotational (slump)

Block of material moving down a slope along a concave surface. Rotational slides are usually called slumps, and they can occur in bedrock, debris, or earth.



Translational (slide)

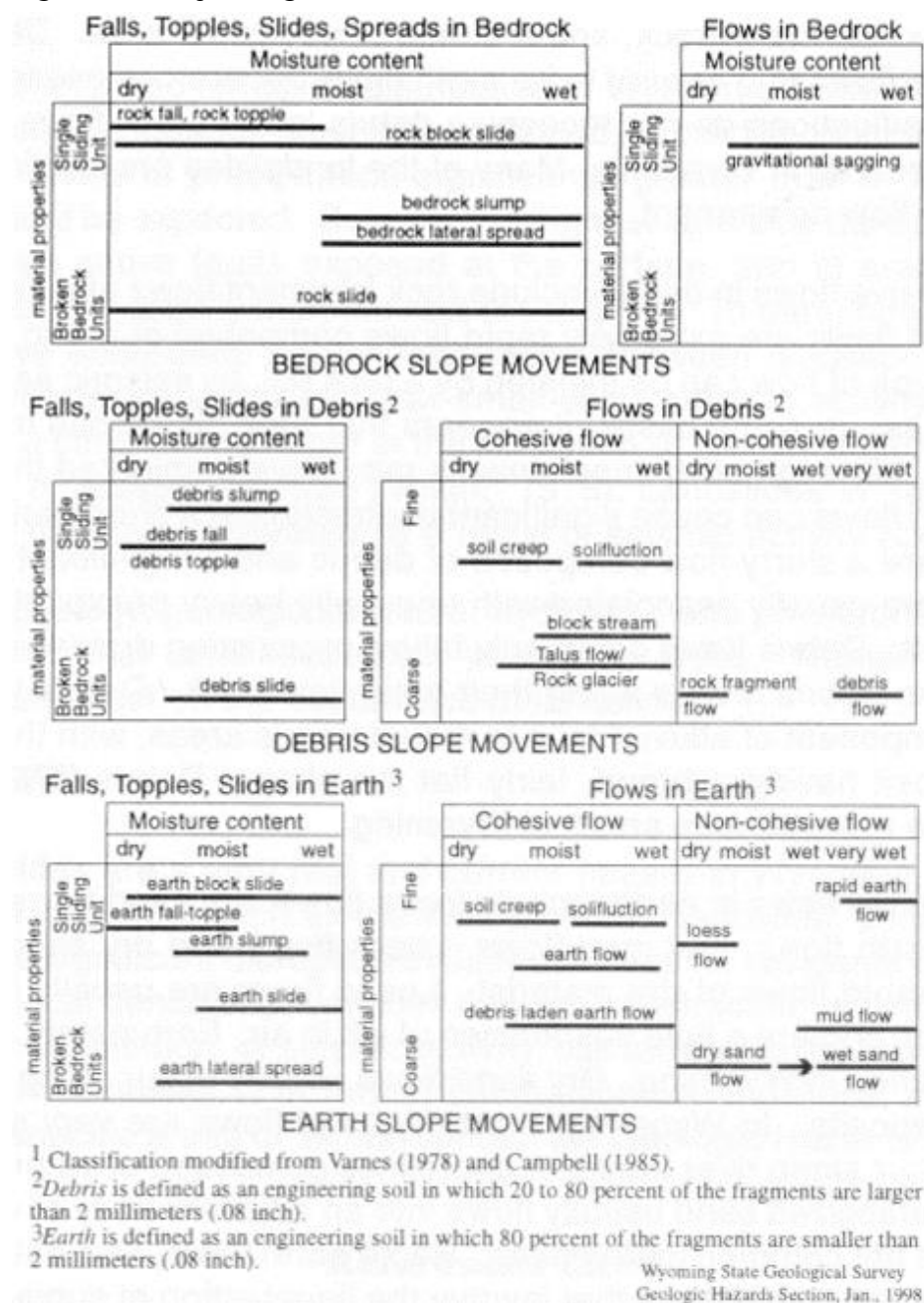
Block of material moving down-slope that occurs along a distinctive surface of weakness (soil horizon, bedding or fault) or parallel to the ground surface. In a translational slide, the surface of rupture is a planar or gently undulatory surface. In bedrock and earth, translational slides are usually called block slides if an intact mass slides down the slope. If rock fragments or debris slide down a slope on a distinct shear plane, the movements are called rockslides or debris slides.



Lateral spreads

Lateral spreads are characterized by lateral extension movements in a fractured mass. Lateral spread movements may occur in bedrock and soil due to liquefaction or plastic flow of subjacent materials, or in bedrock without a well-defined basal shear surface or zone of plastic flow. Lateral spreads in bedrock without a well-defined zone of shearing or flow, usually occur on ridge crests.

Figure 4-20 Wyoming Landslide Classifications



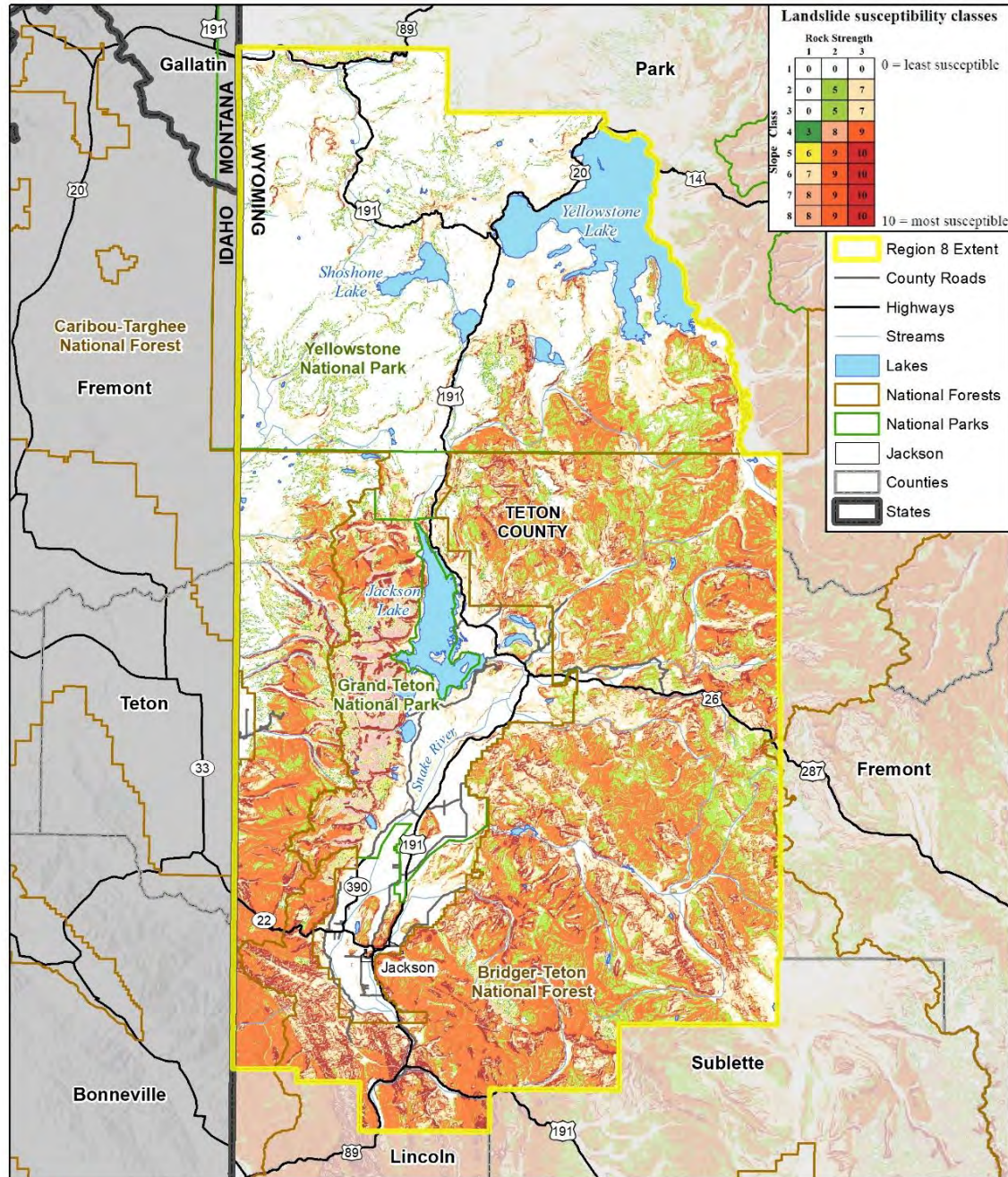
Source: Wyoming State Geological Survey

Location

Landslides are one of the most common geologic hazards in Wyoming. Landslides occur every year in Wyoming. The area susceptible to landslides is primarily outside of municipalities in more remote areas, however, there is a great deal of outdoor recreation trails and roadways that exist in this overlay. Figure 4-21 shows the significant geographic extent of landslide susceptibility in the County. When landslides do occur in populated areas, they can cause significant damage and loss of life.

Figure 4-22 shows the Town of Jackson is susceptible to landslides on the outskirts of the planning area. Landslide prone areas include existing old landslides, the bases of steep slopes, the bases of drainage channels, and developed hillsides where leach-field septic systems are used. Areas that are typically considered safe from landslides include areas that have not moved in the past, relatively flat-lying areas away from sudden changes in slope, and areas at the top or along ridges, set back from the tops of slopes.

Figure 4-21 Wyoming Region 8 Landslide Susceptibility

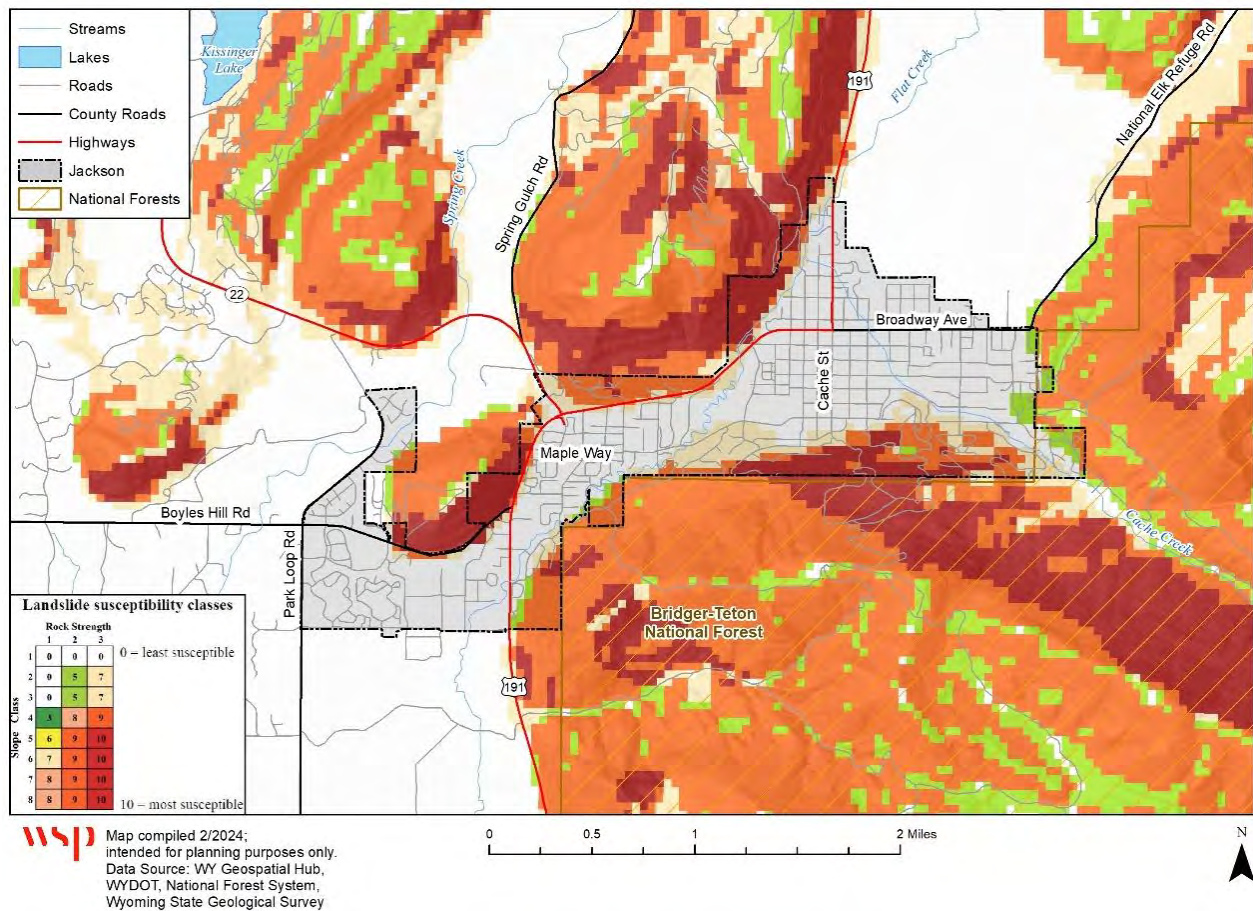


wsp Map compiled 2/2024;
intended for planning purposes only.
Data Source: WY Geospatial Hub,
WYDOT, National Forest System,
Wyoming State Geological Survey

0 5 10 20 Miles

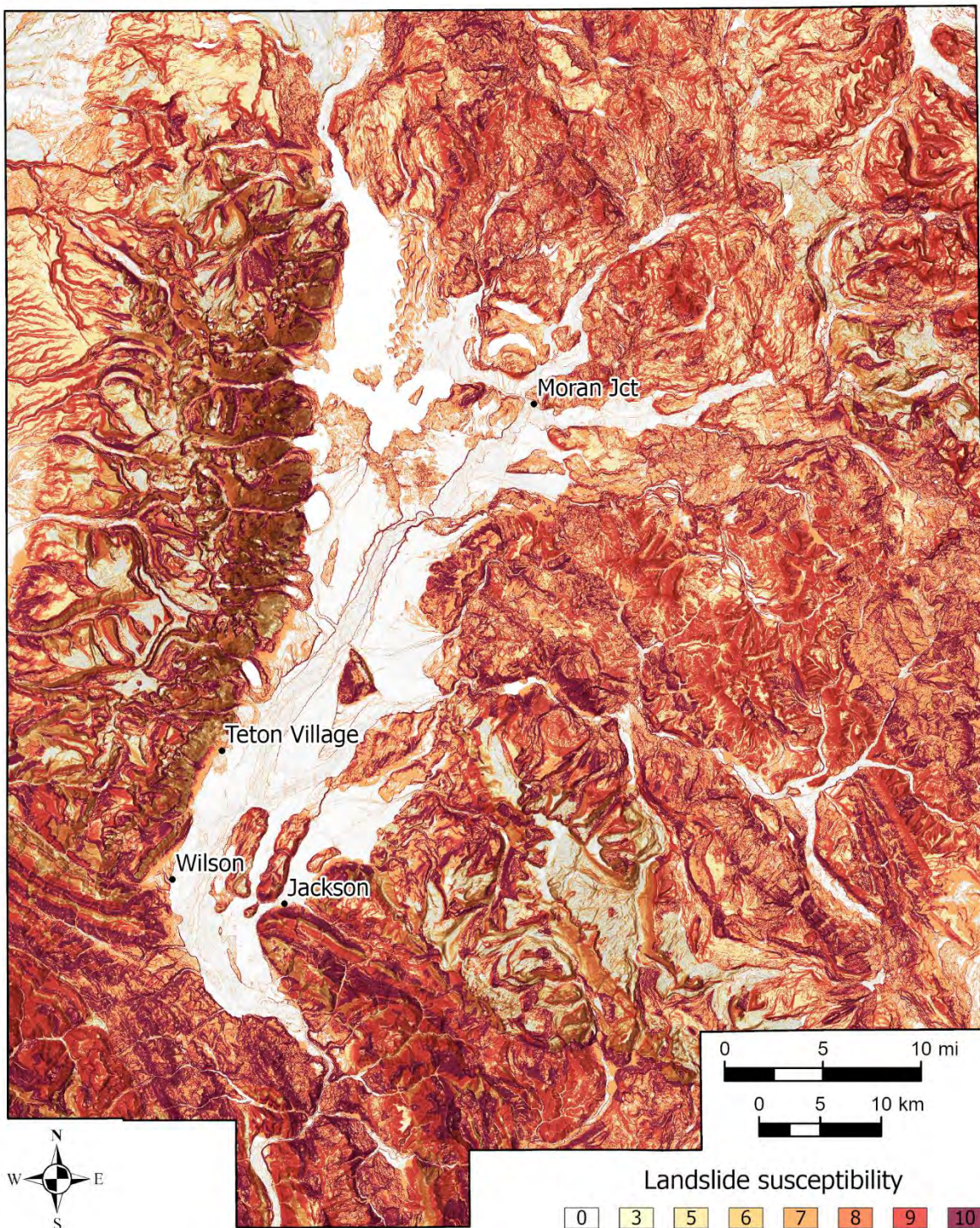


Figure 4-22 Landslide Susceptibility in Jackson



To improve upon future understanding of landslide vulnerability in Region 8, Wyoming State Geological Survey (WSGS) has also been developing new, high-resolution landslide susceptibility mapping, shown in Figure 4-23 below. This map is a preliminary map of susceptibility to deep-seated landslides in southern Teton County, primarily highlighting the vicinity of Jackson Hole. Landslide susceptibility is classified into eight bins, with higher numbers and darker colors representing greater susceptibility. The susceptibility raster has a 10-meter resolution and was produced by intersecting data on rock strength (from geologic maps, primarily 1:24,000-scale) and slope angle (from bare-earth lidar digital elevation models, down-sampled to 10-meter resolution) following methods modified from Wittke and Stafford (2019) and references therein. This susceptibility map is an unpublished draft as of December 2024, and it will be superseded by a forthcoming WSGS publication. This preliminary figure is not for distribution or use outside of the Teton County Hazard Mitigation Plan.

Figure 4-23 Preliminary Landslide Susceptibility Map of Jackson Hole



Source: Wyoming State Geological Survey, December 2024

Extent (Magnitude)

There are three measures of future landslide impacts – historic dollar damages, estimated yearly damages, and building exposure values. There is not enough current data to estimate

historic or yearly dollar damages. In general terms, landslides can threaten human life, impact transportation corridors and communication systems, and cause damage to property and other infrastructure. Actual losses can range from mere inconvenience based on inability to access roads, to high maintenance costs where even very slow or small-scale destructive slides are involved. The potential magnitude of landslides, rockfall and debris flows would typically be isolated in the region, given that most landslide events occur in mountainous areas away from city limits. However, even a small, isolated event has the potential to close state or U.S. highways in the region, resulting in long detours for days or weeks. With the added cost of detours and the potential for life safety impacts, some landslides could have greater costs.

Previous Occurrences

Landslides, debris flows, and rockfalls occur regularly in Wyoming and the Region, though limited information was available on previous occurrences that caused a particularly high amount of damage or incurred some other cost or unique impact. Figure 4-24 displays data on historical landslides in Teton County, which has a primary concentration in mountainous areas. Additionally, Figure 4-25 shows historic landslide events in the Town of Jackson, which has occurred along its city limits. Landslides of note in Region 8 are listed in Table 4-35 and described below.

Figure 4-24 Region 8 Historic Landslides

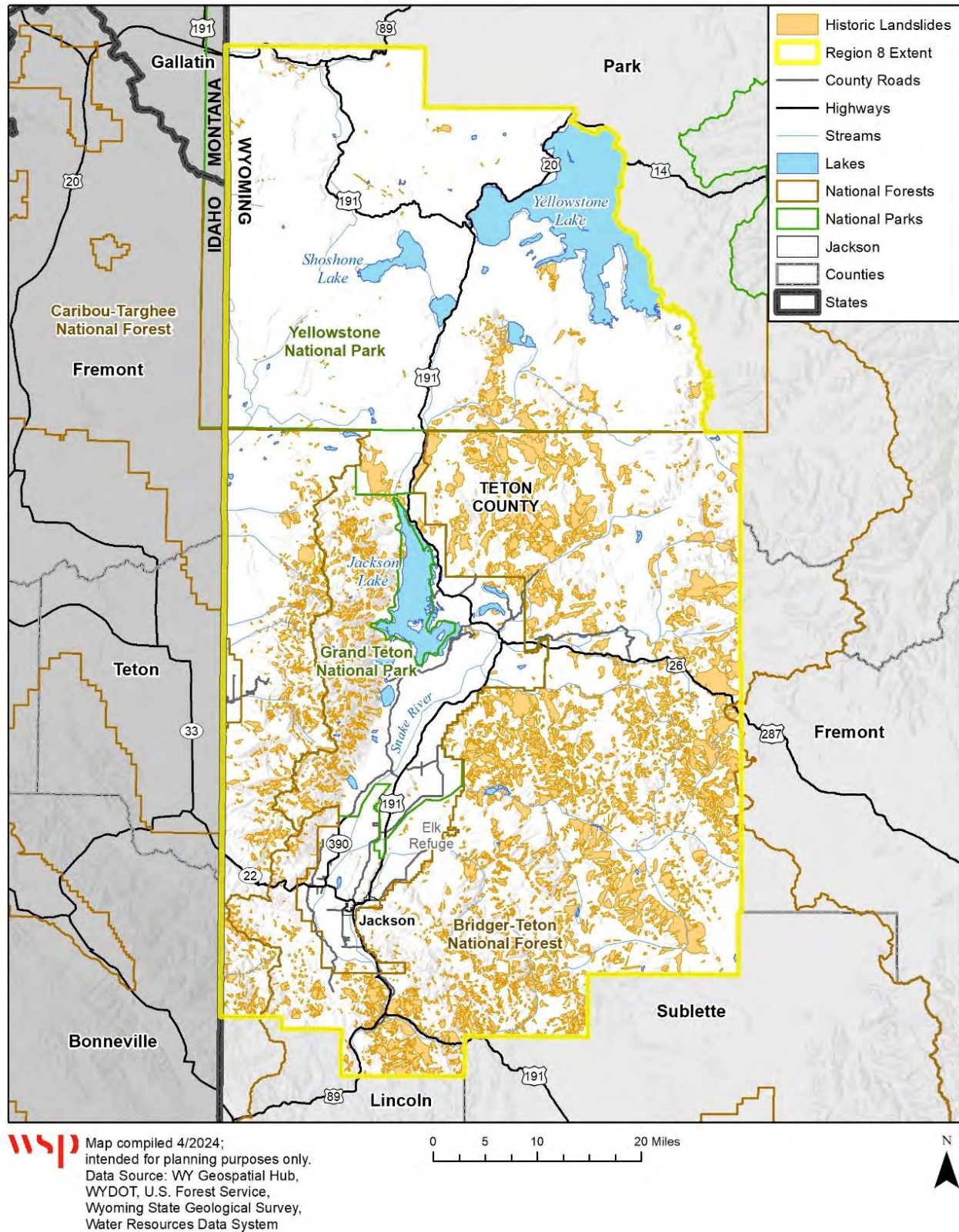


Figure 4-25 Jackson Historic Landslides

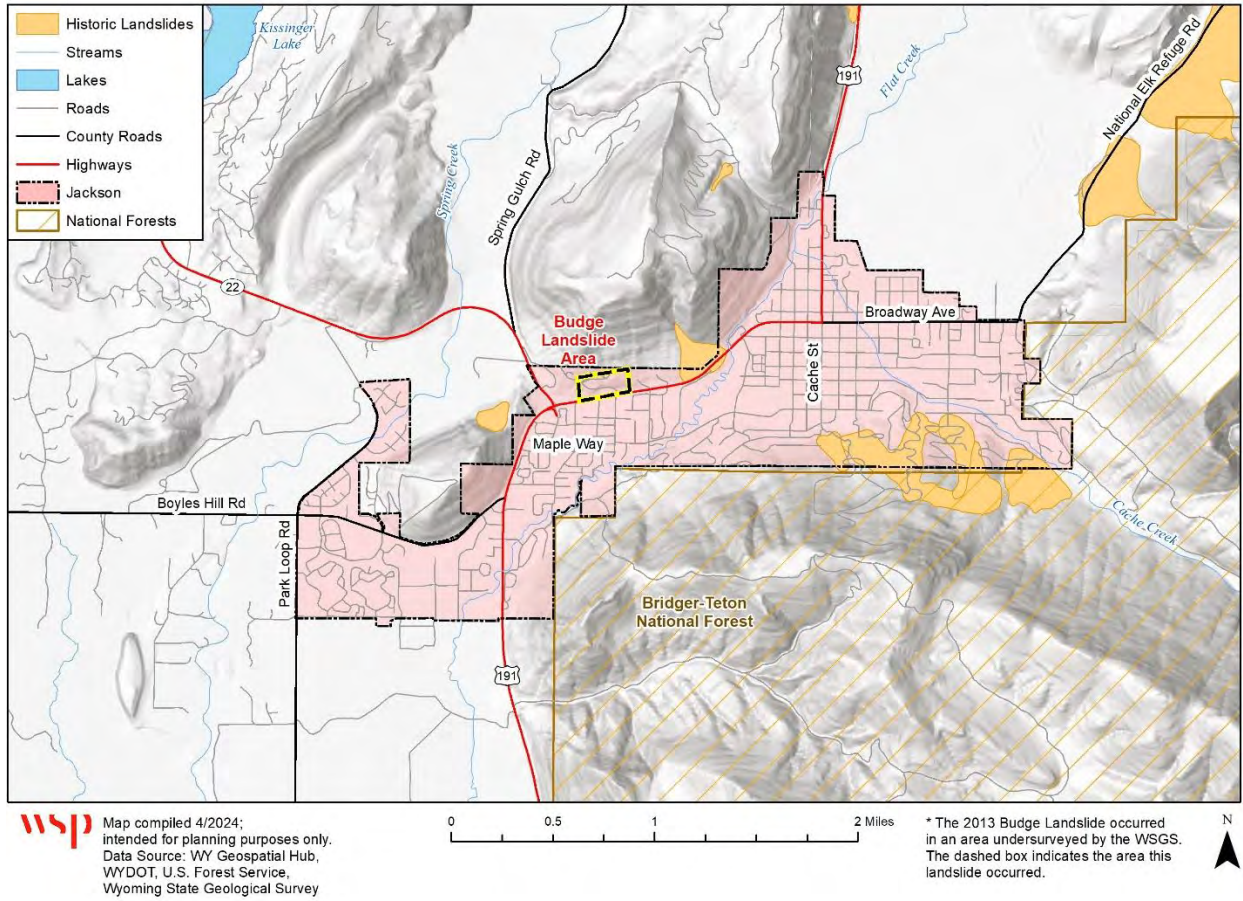


Table 4-35 Landslides of Note in Wyoming Region 8

LANDSLIDE REFERENCE NAME	YEAR
Gros Ventre Slide	6/22/1925
Crystal Peak Slide	2007-2012
Double Draw Slide	5/14/2011
West Broadway (Budge) Slide	5/16/2014
Teton Pass	5/8/2016
Cave Falls	6/7/2016
Granite Creek Earthquake	8/27/2016
Avalanche on Teton Pass	12/16/2016
Twin Pine Landslide on Highway 89	3/16/2017
Porcupine Landslide	2/8/2018
Budge Drive Slide	8/3/2018
WY22 and Hoback Canyon	4/10/2023
Periodic Springs Trail Mudslide	6/15/2023
Teton Pass Highway 22 Landslide/Embankment Failure	6/8/2024

Source: NASA Landslide Viewer

GROS VENTRE SLIDE

In the 1920s, persistent small earthquakes shook parts of Teton County, particularly the eastern side, culminating in a magnitude 4 earthquake on June 22, 1925. The following day, a local farmer witnessed a 30-to-40-foot-high riverbank collapse into the Gros Ventre River, triggering the catastrophic Gros Ventre Slide. This event, estimated to have moved 50 million cubic yards of debris over 1.5 miles, formed Lower Slide Lake when it dammed the river. Although no casualties occurred during the slide, a flash flood resulting from the dam's breach claimed six lives in the town of Kelly two years later.

CRYSTAL PEAK SLIDE

In 2007, significant movement of earth on the northern flank of Crystal Peak in the Gros Ventre Wilderness caused the descent of bus-sized boulders, trees, silt, dirt, and mud into the valley below. Subsequent years saw the continuation of this process, with silt and sediment from the upper mountain forming an alluvial fan feature in 2008, diverting Crystal Creek across the valley. Further flows in 2009 and 2010 deepened the valley with rock and sediment, while in 2012, the emergence of Crystal Lake marked the formation of a lake above the earthen obstruction of Crystal Creek. These slides prompted significant alterations to the Crystal Creek Trail by Bridger-Teton National Forest staff, impacting recreational access and travel within the Gros Ventre Wilderness area.



Crystal Peak Slide. Photo courtesy Dina Mishev- Jackson Hole Magazine

DOUBLE DRAW SLIDE

The state experienced record snowpack and above-average precipitation in the spring of 2011, leading to a significant landslide in Snake River Canyon on May 14, 2011. This slow-moving mass of mud, rock, and trees crossed South Highway 89, blocking approximately 300 feet of the road and covering the pavement to depths of up to 50 feet before flowing into the Snake River. The landslide spanned about 2,000 feet, and contractors removed an estimated 200,000 cubic yards of debris. The closure of the commuter corridor for residents of Alpine and Star Valley lasted nearly two weeks, forcing the approximately 5,740 vehicles that commute to and from Jackson each day to take a 74-mile detour through Idaho and Teton Pass. In response to the severe storms, flooding, and landslides affecting multiple counties, President Obama declared a major disaster for the State of Wyoming on July 22, 2011.



Photo courtesy Teton Squadron Civil Air Patrol

WEST BROADWAY (BUDGE) SLIDE

The Budge Drive Landslide (later named the West Broadway Slide) originated behind a steep rock face formed by extensive quarrying from the late 1950s to the 1970s. With slopes up to 55 degrees, significantly steeper than the region's typical 15-degree slopes, the site became destabilized. The presence of highly fractured andesite overlying clays facilitated water flow, creating conditions for potential slipping.

On May 29, 2014, a high rate of precipitation and snow melt triggered rapid motion of this slide. But the fractures surrounding the slide mass began to form and nucleate by the fall to winter of 2011, potentially influenced by factors like a water leak, quarrying, or previous instability. Deformation of a home at 1045 Budge Drive began in fall to winter 2011, escalating to significant sinking by April 2014, accompanied by movement of the landslide's toe towards West Broadway, prompting considerations for future slope stability measures by the Town of Jackson and Teton County.



Photo courtesy JH News and Guide

In 2018, Budge Drive experienced another slow-moving landslide as a result of heavy rain and snowmelt. The slide moved on average, a quarter-inch every month and an inch during wet weather. The slide cut off access to a 60-person neighborhood and threatened town utilities, including a water line.

2024 TETON PASS (BIG FILL) LANDSLIDE

June 8, 2024, a 10 mile stretch of Teton Pass closed due to a landslide/highway embankment failure on Highway 22 which caused significant impacts to the area's workforce and economy. The slide impacted at least 2,500 people that live on the other side of the pass who commute to work, or 15% of Teton County's workforce. This event led to the catastrophic failure of the roadway. On June 21st the U.S. Department of Transportation awarded the WYDOT \$6 million to offset the costs of repairs as well as make a detour. The temporary detour was put into place on June 28th, 2024 near the Idaho and Wyoming border to also restore critical access to tourist destinations such as Jackson Hole and Grand Teton National Park. The next phase of construction included the Wyoming Transmission Commission awarding a \$12 million bid to Ames Construction on August 2nd. Since then, WYDOT and Ames Construction have been working 24/7 to rebuild Highway 22 and the surrounding area.

Probability of Future Events

The probability of a landslide causing damage in the Region is difficult to determine because of the poor historic data. However, WSGS mentions that landslides are one of the most common geologic hazards in Wyoming. Landslides also occur every year in Wyoming, however, most occur in remote areas and do not typically cause damage. In addition, given the analysis of topographic map quadrangles by the WSGS, along with landslide-prone location data, it is reasonable to assume that damaging events have between 10 and 100% chance of occurrence on an annual basis. Therefore, landslides, rockfalls or debris flows are likely to occur. Heavy periods of precipitation or significant development could affect slope stability. Typically, there is a landslide/rockfall 'season' that coincides with increased freeze-thaw cycles and wetter weather in the spring and early summer, as previously mentioned.

Climate Change Impacts

With climate change driving up temperatures, altering precipitation patterns, increasing the risk of wildfires, and diminishing snow caps, the likelihood of landslides is on the rise. The Fifth National Climate Assessment highlights a concerning trend: all states within the Northern Great Plains region experienced their wettest five-year period between 1995 and 2019. This pattern is indicative of broader shifts in precipitation patterns—both in terms of quantity, timing, and type—that are anticipated to unfold throughout the twenty-first century.

In Teton County, the projections indicate a significant increase in precipitation. This uptick in precipitation, particularly in the form of extreme events during both summer and winter seasons, is poised to heighten the vulnerability to landslides. Compounding this risk is the ongoing transition from snow-dominated to rain-dominated precipitation, a transition already in progress and expected to persist. The dwindling snow cover not only exacerbates the threat of landslides but also introduces additional risks, particularly concerning wildfires. In Wyoming, where wildfires are primarily ignited by lightning strikes rather than human activity, snow cover has mitigated winter wildfires. However, as snow cover diminishes, the potential for wildfires escalates, setting the stage for a cascade of secondary hazards, including landslides and debris flows. Following a wildfire, the absence of vegetation to stabilize slopes, coupled with the increased runoff resulting from burned soil surfaces, creates conditions ripe for landslide activity.

Vulnerability Assessment

PEOPLE

People could be susceptible if they are caught in a landslide or debris flow, potentially leading to injury or death. There is a danger to drivers operating vehicles, as rocks and debris can strike vehicles passing through the hazard area or cause dangerous shifts in roadways.

Similar to the methodology used in the flood section, the total people at risk were estimated by multiplying the average number of persons per household in the Town of Jackson (2.45 persons) and the County (2.33 persons) with the number of residential parcels in landslide-prone areas to estimate the population residing in landslide hazard areas. As shown in Table 4-36, there are approximately 5,257 people potentially residing in landslide susceptible areas.

Table 4-36 Teton County Population at Risk to Landslide Susceptibility Summary

JURISDICTION	STRUCTURE COUNT HIGHEST	STRUCTURE COUNT MODERATELY HIGH	STRUCTURE COUNT MODERATE	TOTAL RESIDENTIAL COUNT	POPULATION
Jackson	239	500	64	803	1,967
Unincorporated	276	1,040	96	1,412	3,290
Total	515	1,540	160	2,215	5,257

Source: Teton County, Wyoming CAMA 2024, Wyoming State Geological Survey, WSP GIS Analysis

BUILT ENVIRONMENT

Slope failures typically damage or destroy portions of roads, sewer and water lines, homes and public buildings, and other utility lines. Even small-scale landslides are expensive due to clean-up costs that may include debris clearance from streets, drains, streams and reservoirs; new or renewed support for road embankments and slopes; minor vehicle and building damage; personal injury; and livestock, timber, crop and fencing losses and damaged utility systems.

GIS analysis was used to estimate Region 8's potential property losses in a landslide scenario. The county parcel layers were used as the basis for the inventory of developed parcels, which was based on address points and assessor parcel data. Overlaid is landslide susceptibility data provided by Wyoming State Geological Survey. The summarized results for the Region are shown below in Table 4-37.

Table 4-37 Teton County Parcels at Risk to Landslide Susceptibility Summary

JURISDICTION	TOTAL PARCELS	STRUCTURE COUNT HIGHEST	STRUCTURE COUNT MODERATELY HIGH	STRUCTURE COUNT MODERATE	TOTAL STRUCTURE COUNT	IMPROVED VALUE	ESTIMATED CONTENT VALUE	TOTAL VALUE
Jackson	910	302	604	65	971	\$1,455,495,603	\$919,042,360	\$2,374,537,963
Unincorporated	1,495	281	1,116	176	1,573	\$5,457,088,061	\$2,945,115,705	\$8,402,203,766
Total	2,405	583	1,720	241	2,544	\$6,912,583,664	\$3,864,158,065	\$10,776,741,729

Source: Teton County, Wyoming CAMA 2024, Wyoming State Geological Survey, WSP GIS Analysis

ECONOMY

Economic impacts typically center around transportation routes temporarily closed by debris flow or landslide activity. These roads may be used to transport goods across the County or provide access for tourists and local workers. Teton County's economy strongly relies on tourism, hosting popular outdoor recreation spaces such as Jackson Hole Ski Resort, Grand Teton National Park, and a substantial portion of Yellowstone National Park. Given the region's reputation for breathtaking landscapes and outdoor recreational activities such as hiking, skiing, and wildlife viewing, any disruption caused by landslides could minimize these recreation opportunities and deter tourists from visiting. Road closures, trail damage, or the perception of increased risk due to landslides might lead to decreased visitor numbers and revenue loss for businesses reliant on tourism. Road closures also close off routes to businesses and schools, reducing the ability of employees. The Big Fill landslide is an example of this, with 15% of Teton's workforce unable to get to work due to damage to Highway 22.

CRITICAL FACILITIES AND LIFELINES

To assess the potential impact of landslides on critical facilities and lifelines, a Geographic Information System (GIS) overlay was conducted using landslide susceptibility, historic hazard layers, and critical facility point data. However, due to the unavailability of replacement values within the data, a precise estimate of potential monetary loss could not be determined. Nonetheless, the consequences of damage to these facilities extend beyond mere property loss, potentially triggering cascading impacts throughout various sectors. Summary tables of the GIS analysis results are shown below. Each table includes only the facilities located within that specific hazard ranking; they are not cumulative of the categories below them.

Table 4-38 Critical Facilities at Risk to Highest Landslide Susceptibility by Jurisdiction

JURISDICTION	COMMUNICATIONS	ENERGY	FOOD, HYDRATION, SHELTER	HAZARDOUS MATERIAL	HEALTH AND MEDICAL	SAFETY AND SECURITY	TRANSPORTATION	WATER SYSTEMS	OTHER	TOTAL COUNT
Jackson	-	-	-	1	1	-	-	-	1	3
Unincorporated	9	1	1	1	-	2	4	3	3	24
Total	9	1	1	2	1	2	4	3	4	27

Source: Teton County, Emergency Management, Wyoming State Geological Survey, HIFLD, National Bridge Inventory, National Inventory of Dams, WSP GIS Analysis

Table 4-39 Critical Facilities at Risk to Moderately High Landslide Susceptibility by Jurisdiction

JURISDICTION	COMMUNICATIONS	ENERGY	FOOD, HYDRATION, SHELTER	HAZARDOUS MATERIAL	HEALTH AND MEDICAL	SAFETY AND SECURITY	TRANSPORTATION	WATER SYSTEMS	OTHER	TOTAL COUNT
Jackson	-	1	-	1	1	2	1	-	1	7
Unincorporated	4	1	-	10	3	8	27	7	4	64
Total	4	2	0	11	4	10	28	7	5	71

Source: Teton County, Wyoming State Geological Survey, HIFLD, National Bridge Inventory, National Inventory of Dams, WSP GIS Analysis

Table 4-40 Critical Facilities at Risk to Moderate Landslide Susceptibility by Jurisdiction

JURISDICTION	COMMUNICATIONS	ENERGY	FOOD, HYDRATION, SHELTER	HAZARDOUS MATERIAL	HEALTH AND MEDICAL	SAFETY AND SECURITY	TRANSPORTATION	WATER SYSTEMS	OTHER	TOTAL COUNT
Jackson	-	-	-	-	-	-	-	-	-	0
Unincorporated	4	1	-	1	-	1	4	1	-	12
Total	4	1	0	1	0	1	4	1	0	12

Source: Teton County, Emergency Management, Wyoming State Geological Survey, HIFLD, National Bridge Inventory, National Inventory of Dams, WSP GIS Analysis

Table 4-41 Critical Facilities at Risk in Historic Landslide Areas by Jurisdiction

JURISDICTION	COMMUNICATIONS	ENERGY	FOOD, HYDRATION, SHELTER	HAZARDOUS MATERIAL	HEALTH AND MEDICAL	SAFETY AND SECURITY	TRANSPORTATION	WATER SYSTEMS	OTHER	TOTAL COUNT
Jackson	-	-	-	-	-	-	-	-	-	0
Unincorporated	2	-	-	-	-	-	4	1	-	7
Total	2	0	0	0	0	0	4	1	0	7

Source: Teton County, Wyoming State Geological Survey, HIFLD, National Bridge Inventory, National Inventory of Dams, WSP GIS Analysis

District specific GIS analysis did not yield risk to FCWID or Airport facilities.

ENVIRONMENTAL, NATURAL, AND CULTURAL RESOURCES

As primarily a natural process, landslides and debris flows can have varying impacts on the natural environment. Debris flows have the potential to permanently alter the natural landscape. The impacts of landslides and debris flows on historical and cultural structures would be similar to the impacts on the general property.

Land Use and Development Trends

The occurrence of landslides is highly dependent upon availability of moisture, soil saturation, and freeze/thaw cycles. Teton County and the Town of Jackson should expect to see landslide activity that is commensurate with rainfall frequency and intensity as well as snowpack condition. The same climate impacts that bring heavy snowfall to the Tetons and surrounding ranges in the planning area can also create conditions of rapid warming and snowmelt, which can increase landslide activity, especially the rockfall variety in steep terrain. Continued development and re-development, including reconstruction, road repairs and maintenance, and other uses near and along hillsides, especially in areas surrounding the Town of Jackson like Snow King Mountain, East and West Gros Ventre Buttes, and Boyles Hill, as well as areas along the base of the Tetons in the County, perpetuates the risk associated with these areas.

While there are existing vulnerabilities and exposure to landslides as discussed throughout this chapter, new development over the past 5 years has not significantly increased or altered the overall vulnerability of the County, Town of Jackson, or Teton Conservation District. The Jackson Teton County Comprehensive Plan include policies specific to landslides including policy 3.4.b avoiding development in potential landslide paths, Policy 3.4.c prohibiting new development on steep slopes, and policy 3.4.d limiting new development on poor soils susceptible to erosion. In addition, the level of disturbance required to develop on steep slopes has a disproportionate impact on natural resources. Slope development also poses difficulties for emergency access. Development on steep slopes will be avoided to the greatest extent possible. When development is not avoidable, it should employ best management practices for slope stabilization, erosion control and stormwater management. Impacts should be reduced by minimizing disturbance and adapting development to fit the topography, rather than modifying the topography to accommodate development. Hillside Land Development Regulations (LDRs) are currently being updated by the Town of Jackson with the goal of improving landslide information and establishing best practices for identifying, avoiding, and mitigating hazards in hillside development. Current regulations focus solely on slope angle and ignore soil conditions, slide history, and other factors.

Risk Summary

Landslide hazard has **medium** overall significance for Teton County. Landslides are one of the most common geologic hazards in Wyoming with a likely probability for future occurrences. While the area susceptible to landslides is primarily outside of municipalities, there is a great deal of outdoor recreation trails and roadways that exist in this overlay, making the geographic extent significant. Activities and hazards that trigger landslides tend to be wildfires, flooding, alternate freezing, seismic activity, construction, and human activity. This often leads to moderate impacts such as road closures causing long detours or clogging up drainage channels where leach-field septic systems are used.

Table 4-42 Risk Summary by Jurisdiction: Landslide

JURISDICTION	OVERALL SIGNIFICANCE	KEY ISSUES AND JURISDICTIONAL DIFFERENCES
County	Medium	Impacts to transportation network are the greatest vulnerability; past events have cut off Teton County by blocking or destroying highways.
Town of Jackson	Low	Areas along the municipal boundaries of Jackson are exposed to landslide risk, which could result in direct damage to buildings and infrastructure, as well as increased risk of injuries.
Teton Conservation District	Low	Not considered to have impacts to District facilities. Landslides could cause a natural dam or increased sedimentation.
Flat Creek Watershed Association	Low	Landslides can alter or block streams and increase downstream sedimentation
Jackson Hole Airport	NA	The airport is not exposed to landslide risk

4.2.7 Severe Winter Storm

Description

The National Weather Service defines a storm as “any disturbed state of the atmosphere, especially affecting the Earth’s surface, and strongly implying destructive and otherwise unpleasant weather.” Winter storms, then, are storms that occur during the winter months and produce snow, ice, freezing rain, sleet, and/or cold temperatures. Winter storms are a yearly occurrence in climates where precipitation may freeze and are not always considered a disaster or hazard. Disasters occur when severe storms impact the operations of the affected community by damaging property, stalling the delivery of critical services, or causing injuries or deaths among the population.

For the purposes of this planning element, severe winter storms are those which produce heavy snow, significant ice accumulation, or prolonged blizzard conditions. The National Weather Association (NWA) Online Glossary does not define a ‘severe winter storm.’ However, it does define a Severe Local Storm as “A convective storm that usually covers a relatively small geographic area, or moves in a narrow path, and is sufficiently intense to threaten life and/or property.” Therefore, while the term ‘severe winter storm’ is not an official term from the NWA, it is drawn from other official definitions and is intended to reflect these standards as much as possible while still addressing the specific needs of this Plan.

Heavy snow can immobilize a region, stranding commuters, stopping the flow of supplies, and disrupting emergency and medical services. Accumulations of snow can collapse roofs and knock down trees and power lines. In rural areas, homes and farms may be isolated for days, and unprotected livestock may be lost. The cost of snow removal, damage repair, and business losses can have a tremendous impact on cities and towns. Heavy accumulations of ice can bring down trees, electrical wires, telephone poles and lines, and communication towers. Communications and power can be disrupted for days until damages are repaired. Even small accumulations of ice may cause extreme hazards to motorists and pedestrians. Some winter storms are accompanied by strong winds, creating blizzard conditions with blinding wind-driven snow, severe drifting, and dangerous wind chills. Strong winds with these intense storms and cold fronts can knock down trees, utility poles, and power lines. Blowing snow can

reduce visibilities to only a few feet in areas where there are no trees or buildings. Serious vehicle accidents can result with injuries and deaths. Extreme cold often accompanies a winter storm or is left in its wake. It is most likely to occur in the winter months of December, January, and February. Prolonged exposure to the cold can cause frostbite or hypothermia and can become life-threatening. Infants and the elderly are most susceptible. Pipes may freeze and burst in homes or buildings that are poorly insulated or without heat. Extreme cold can disrupt or impair communications facilities. Extreme cold temperatures can destroy crops and cause utility outages, leaving people without water or power until the utility companies are able to restore service. What constitutes extremely cold temperatures varies across different areas of the United States, based on normal climate temperatures for the time of year. In Wyoming, cold temperatures are normal during the winter. When temperatures drop at least 20 degrees below normal winter lows, the cold is considered extreme and begins to impact the daily operations of the region. Extreme cold/wind chill impacts plants, animals, and water supplies. The effects of extremely cold temperatures are amplified by strong to high winds that can accompany winter storms. Wind-chill measures how wind and cold feel on exposed skin and is not a direct measurement of temperature. As wind increases, heat is carried away from the body faster, driving down the body temperature, which in turn causes the constriction of blood vessels, and increases the likelihood of severe injury or death to exposed persons. Animals are also affected by wind-chill; however, cars, buildings, and other objects are not.

Location

Winter storms are a yearly feature of the Wyoming climate and may occur anywhere in the state. Generally, severe winter storms and extreme cold events are considered regional, which implies the storms impact multiple counties or a large area simultaneously, often for extended time periods. It is possible for the geographic extent of the hazard to vary significantly within a single county - a regional storm may directly impact only a small portion of the planning area while still extending over a large portion of the surrounding area. Therefore, they are considered to have an extensive geographic impact rating.

Zones containing higher elevations (Teton and Gros Ventre Mountains & Yellowstone National Park), on average, see higher snowfall totals from the same storm system that impacts the Jackson Hole forecast zone, where smaller amounts are comparatively more typical.

Extent (Magnitude)

The damages caused by severe winter storms, blizzards and extreme cold vary and are dependent on several factors: the duration of the storm; the geographic extent; the time of year; meteorological factors such as wind, moisture content of the snow, ground, and air temperatures; and the advance warning of the storm. Impacts from the storm dictate the magnitude of the event, meaning that the amount of snow may not always directly correlate to how bad the storm is. Damaged power lines and dangerous or impassable roadways may impede the delivery of critical services such as medical and emergency assistance, the delivery of food supplies and medications, or even the provision of basic utilities such as heat and running water. When events are preceded by an extended warning time, it is possible to mitigate the effects of insufficient supply levels or to test emergency generators, which may prevent some of the previously described impacts from occurring. Unanticipated storms increase the number of people stranded, both in cars and at public locations, which may increase the number of injuries and deaths attributed to the event (often caused by exposure) and place additional strain on public sheltering capacities. The weight of the snow, driven by the water content, influences the potential for damages caused to structures and trees. Lighter snow caused by extreme cold may increase the damages to livestock, agriculture, and landscaping due to freezing conditions. Winter storms which go through periods of thaw and freeze prolong dangerous icy conditions, increasing the likelihood of frozen and damaged

water pipes, impassable or dangerous roadways, damaged communication lines, or more extensive damages to infrastructure and structures caused by seeping water freezing under roofs, porches, patios, inside sidings, or causing damage to vehicles. Extreme cold can also impact livestock and even crops if the event occurs during certain times of the year.

In addition to the variety of potential impacts discussed above, there are also several different magnitude scales useful in describing the potential range of severity of winter storm events. The National Weather Service (NWS) describes different types of snow events as the following:

- **Blizzard** - Winds of 35 mph or more with snow and blowing snow reducing visibility to less than ¼ mile for at least 3 hours.
- **Blowing Snow** - Wind-driven snow that reduces visibility. Blowing snow may be falling snow and/or snow on the ground picked up by the wind.
- **Snow Squalls** - Brief, intense snow showers accompanied by strong, gusty winds. Accumulation may be significant.
- **Snow Showers** - Snow falling at varying intensities for brief periods of time. Some accumulation is possible.
- **Snow Flurries** - Light snow falling for short durations with little or no accumulation.

Winter storm watches and warnings issued by the National Weather Service (NWS) may also be helpful for determining the difference between a seasonal winter storm and a severe winter storm. Warnings are issued if the storm is producing or suspected of producing heavy snow or significant ice accumulations. Watches are usually issued 24 to 36 hours in advance for storms capable of producing those conditions, though criteria may vary between locations. Winter Weather Advisories are issued when a low-pressure system produces a combination of winter weather that presents a hazard but does not meet warning criteria. Descriptions of various NWS winter weather alerts are provided in Table 4-43.

Table 4-43 NWS Winter Weather Alert Categories

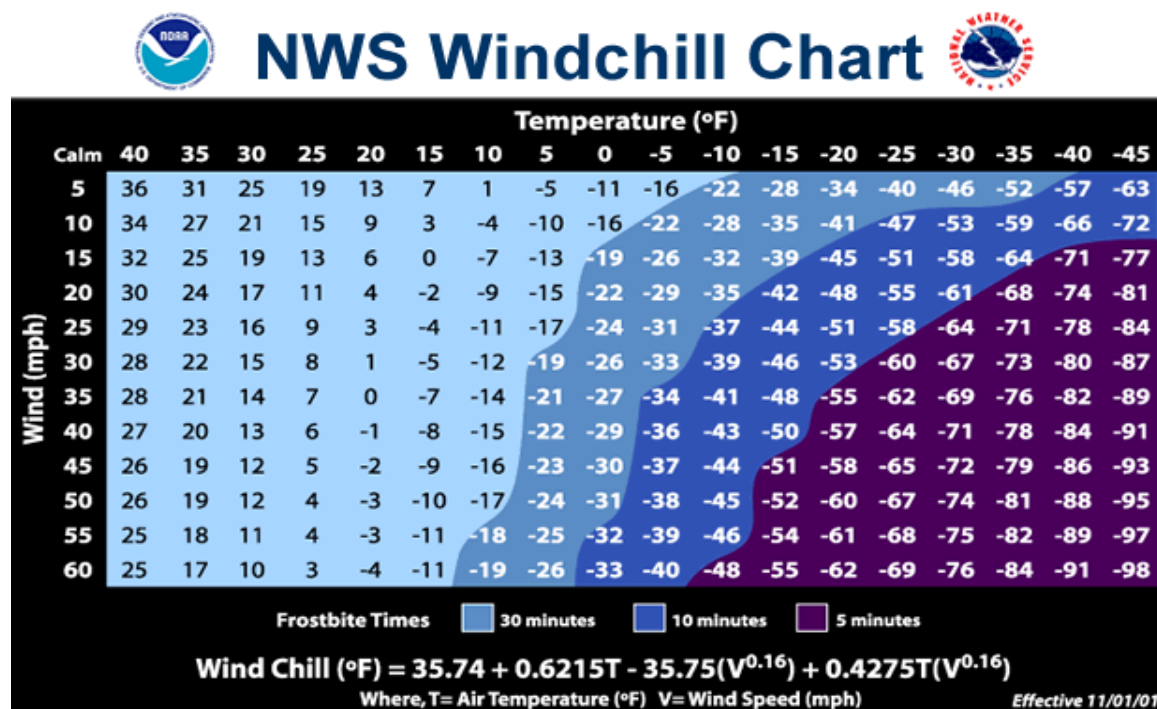
ALERT NAME	ALERT DESCRIPTION
Winter Weather Advisory	This alert may be issued for a variety of severe conditions. Weather advisories may be announced for snow, blowing or drifting snow, freezing drizzle, freezing rain, or a combination of weather events.
Winter Storm Watch	Severe winter weather conditions may affect your area (freezing rain, sleet or heavy snow may occur separately or in combination)
Winter Storm Warning	Severe winter weather conditions are occurring or imminent.
Freezing rain or freezing drizzle	Rain or drizzle is likely to freeze upon impact, resulting in a coating of ice glaze on roads and all other exposed objects.
Sleet	Small particles of ice usually mixed with rain. If enough sleet accumulates on the ground, it makes travel hazardous.
Blizzard Warning	Sustained wind speeds of at least 35 mph with visibility reduced to ¼ mile or less, for at least 3 hours accompanied by considerable falling or blowing snow. This alert is the most perilous winter storm with visibility dangerously restricted
Snow Squall Warning	Quick, intense bursts of snow, accompanied by strong gusty winds. Expected rapid reduction of visibility, these are typically issued as smaller polygons, like tornado warnings, along transportation corridors. They are short-fuse products that typically last 30 to 60 minutes.
Frost/Freeze Warning	Below freezing temperatures are expected and may cause significant damage to plants, crops and fruit trees.

ALERT NAME	ALERT DESCRIPTION
Wind Chill	A strong wind combined with a temperature slightly below freezing can have the same chilling effect as a temperature nearly 50 degrees lower in a calm atmosphere. The combined cooling power of the wind and temperature on exposed flesh is called the wind - chill factor.

Source: National Weather Service

In 2001, the NWS implemented an updated Wind-Chill Temperature index. This index was developed to describe the relative discomfort/danger resulting from the combination of wind and temperature. Wind chill is based on the rate of heat loss from exposed skin caused by wind and cold. As the wind increases, it draws heat from the body, driving down skin temperature and eventually the internal body temperature.

Figure 4-26 National Weather Service Wind-Chill Chart



Source: NOAA

Previous Occurrences

For a record of previous occurrences, the NOAA National Centers for Environmental Information (NCEI) database was used. NCEI data on winter storms and extreme cold events in Region 8 extends from January 1996 through October 2023. During that time, Region 8 experienced 459 winter weather incidents, including blizzards, extreme cold/wind chill, heavy snow, winter storms, and winter weather. It is important to note that this database is comprised of information that is reported to NOAA, so the records are likely incomplete regarding the total number of events as only those with measurable impacts typically get reported. Table 4-44 includes a breakdown of the reported events. The Region experiences an average of 17 winter weather incidents annually. There have been no reported fatalities associated with these incidents, and one reported injury. (Many minor injuries from winter weather likely go unreported.) Total reported property damages in the Region amounted to \$1,100,000, the majority of which occurred in a single storm on October 15, 1998.

Table 4-44 Winter Weather Events Summary, 1996-2023

EVENT TYPE	NUMBER OF EVENTS	FATALITIES/ INJURIES	PROPERTY DAMAGE	CROP DAMAGE
Blizzard	2	0 / 0	\$0	\$0
Extreme Cold/ Wind Chill	15	0 / 0	\$0	\$0
Heavy Snow	84	0 / 0	\$0	\$0
Winter Storm	354	0 / 1	\$1,100,000	\$0
Winter Weather	4	0 / 0	\$0	\$0
Total	459	0 / 1	\$1,100,000	\$0

Source: NCEI

As shown in Table 4-45 above, Teton County falls into 3 different NWS forecast zones. The NWS has issued 482 Advisories, Watches, and/or Warnings concerning winter weather phenomena specifically for the Jackson Hole forecast zone between 2005 and March 2024, as shown in Table 4-45 which also includes information from the Teton & Gros Ventre Mountains and Yellowstone National Park forecast zones.

Table 4-45 Winter Weather Watches, Warnings, and Advisories for Teton County, 2005 - March 2024

	JACKSON HOLE ZONE	TETON & GROS VENTRE ZONE	YELLOWSTONE NP ZONE
Blizzard Warning	1	0	0
Freeze Warning	27	0	0
Freeze Watch	9	0	0
Snow Advisory	41	59	58
Wind Chill Advisory	2	2	1
Wind Chill Warning	3	3	3
Winter Storm Warning	109	169	96
Winter Storm Watch	95	146	111
Winter Weather Advisory	195	300	259
Total	482	679	528

Source: Iowa State University Environmental Mesonet Database (<https://mesonet.agron.iastate.edu/vtec/search.php#byugc>)

The winter of 2018-2019 was one of the snowiest on record for the Jackson area. Prior to February 2019, the snowiest February on record was 1978, when 33 inches were recorded that month. By February 21, 2019, Jackson had received 41.5 inches of snow for the month, easily surpassing the previous record from 1978. By the end of the month, February 2019 would go down as the second snowiest month ever recorded for Jackson, totaling 51.8 inches. The record stands at 56 inches recorded for January of 1969.

The winter season of 2022-2023 also saw much heavier snowfalls and colder than average temperatures throughout Teton County and the Jackson Hole Valley. According to data from Bridger-Teton National Forest, total snowfall for the season recorded on in the Rocky Mountains within Grand Teton National Park from October 1, 2022 to April 1, 2023 was 572 inches, which was only four inches shy of the record seasonal snowfall set during the winter of

1996-1997. Snowfall and accumulated snow depths are typically much lower in the Town of Jackson and areas of the Jackson Hole Valley.

(<https://www.mountainweather.com/2023/04/jacksons-cold-and-snowy-winter-of-2022-23/#:~:text=In%20the%20bigger%20picture%2C%20the,snowfall%20during%20that%20same%20period.>)

Probability of Future Events

Winter storms and extreme cold are an annual occurrence in Wyoming, often occurring multiple times each winter, and affecting entire regions in their size and scope. Since 1996, Teton County has averaged 17 recorded severe winter weather events per year according to the NCEI database. Additionally, as shown in Table 4-45 based on the number of NWS winter weather watches and warnings, the number of issuances varies depending on the forecast zone and phenomena; however this provides an average of between 25 and 36 issuances per year across the county, further indicating how this hazard is all but guaranteed to occur multiple times per year in the future.

It is important to note that the lack of specific historical accounts on extreme cold temperatures does not necessarily indicate a low frequency of occurrence. Residents of Wyoming are used to cold weather and may be less likely to report events that might be considered extreme in other areas.

Climate Change Impacts

One possible outcome of a warming climate are warmer winters, the benefits of which may include lower winter heating demand, less cold stress on humans and animals, and a longer growing season. According to the Fifth National Climate Assessment, increasing average temperatures have occurred across all seasons, but are most pronounced in winter for the Northern Great Plains region (which includes Wyoming). Climate models from the University of Wyoming predict warmer temperatures in the winter months. This could lead to more precipitation and a greater intensity of storms.

Protect Our Winters, a 501(c)(3) nonprofit, identified a strong positive relationship between skier visits and snow cover and/or snow water equivalent. During high snow years, their analysis showed increased participation levels in snow sports resulting in more jobs and added economic value. In low-snow years, participation drops, resulting in lost jobs and reduced revenue. The effects of low snow years impact the economy more dramatically than those of high snow years.

Vulnerability Assessment

PEOPLE

Winter storms in the Region, including strong winds and blizzard conditions, may cause localized power and phone outages, closures of streets, highways, schools, businesses, and non-essential government operations, and increase the likelihood of winter-weather related injury or death. People may be stranded in vehicles or other locations not suited to sheltering operations or isolated from essential services. A winter storm can escalate, creating life threatening situations when emergency response is limited by severe winter conditions. Other issues associated with severe winter storms include the threat of physical overexertion that may lead to heart attacks or strokes. Snow removal costs can pose significant budget impacts, as can repairing the associated damages caused by downed power lines, trees, structural damages, etc. Heavy snowfall during winter can also lead to flooding or landslides during the spring if the area snowpack melts too quickly.

Extreme cold/wind chill pose the greatest danger to outdoor laborers, such as highway crews, police and fire personnel, and construction. The elderly, children, people in poor physical

health, and the homeless are also vulnerable to exposure. Overall, the population has a medium exposure to severe cold.

Severe winter weather also increases the vulnerability of the commuting population. While there is no way to quantify which of these accidents occur during severe winter storms versus regular winter storms, the numbers indicate that winter driving conditions raise the vulnerability of the commuting population.

BUILT ENVIRONMENT

The built environments vulnerability to severe winter weather includes physical damage caused by high winds, ice, or snowpack and melting snow. Vehicles may be damaged as well or left temporarily unusable due to the driving conditions created by severe winter weather. Contents of homes, storage units, warehouses and storefronts may be damaged if the structures are compromised or fail due to excessive snow loading. Very wet snowpacks down densely and is very heavy. This may cause strain on structures, leading to partial or entire collapses of walls, roofs, or windows in extreme cases. Crops, livestock, and other agricultural operations are also vulnerable to severe winter storms.

Extreme cold/wind chill presents a minimal risk to structures; however, it is common for damage to occur when water pipes freeze and break. Homes without adequate insulation or heating may put owners at a higher risk for damages or cold-related injury. Vehicles may not start or may stall once started due to the cold temperatures and the risks of carbon monoxide poisoning or structure fires increases as individuals attempt to warm cars in garages and use space heaters. Driving conditions may deteriorate if extreme cold/wind chill prolongs icy road conditions, which will impact commutes and emergency response times as well. Landscaping and agricultural products may be damaged or destroyed by unseasonable occurrences of extreme cold/wind chill, causing plants to freeze and die. This may increase the indirect vulnerabilities to severe cold by causing greater economic costs and losses for the year. The overall vulnerability of general property is low.

ECONOMY

The regional economy in the winter is dependent on winter storms to bring snow to the ski areas and visitors to enjoy the recreational opportunities that are common in the winter. Economic impacts can result when road closures block travel and transportation of goods into the region, however these are usually temporary.

CRITICAL FACILITIES AND LIFELINES

Ice or heavy accumulations of snow, particularly with blowing and drifting, can significantly impact roadways and commuters that use them. Storms and storm warnings also require vast amounts of overtime for County and local highway and streets departments to remove snow and melt ice. Further, as is described in the avalanche hazard section, many commuters to and from the Jackson Hole area rely on high mountain passes or steep canyons for commuter travel. Highway 22 over Teton Pass from Idaho to Wyoming is the most heavily traveled of these routes, as the local workforce has access to more affordable home prices in areas like Victor and Driggs, ID. Responding to the effects of a winter storm is made difficult for certain county services due to development in remote or hard-to-access locations. Grand Targhee Resort and the Alta area of Teton County are especially difficult for emergency service access, as getting there requires a 45-mile drive over Teton Pass, north through Idaho, and back into Wyoming via Ski Hill Rd.

ENVIRONMENTAL, NATURAL, AND CULTURAL RESOURCES

Natural resources may be damaged by the severe winter weather, including broken trees and death of unsheltered wildlife. Unseasonable storms may damage or kill plant and wildlife,

which may impact natural food chains until the next growing season. Historical areas may be more vulnerable to severe winter storms due to construction and age of structures. Cultural resources generally experience the same vulnerabilities outlined in General Property, in addition to lost revenue impacts due to transportation impacts. The overall vulnerability of these resources is medium.

Land Use and Development Trends

The county has experienced a notable increase in residential development as individuals are drawn to the scenic and recreational opportunities the area offers. As areas are being developed the County Building Codes Resolution of Teton County requires in sections 35-9-101 through 35-9-121 that structural supports of roofs must be designed to resist wind, snow, and earthquake loads. Additionally, the county requires that any new buildings being constructed should have an ice and water shield on the roof, which is an underlayment designed to be installed underneath a shingle, tile, or metal roof. This is not required by code in many other counties but due to the amount of winter storms in the region every year, Teton County requires it. Measures such as this have ensured that risk and vulnerability to winter storms has not been increased significantly for the County, Town of Jackson, or Teton Conservation District due to growth over the last 5 years.

Additionally, there has been a strong effort and focus to balance development with environmental conservation, resulting in stringent land use regulations aimed at preserving the county's natural resources and wildlife habitats. The ongoing challenge for Teton County is to manage growth sustainably while maintaining the delicate balance between development and conservation.

Risk Summary

While winter storms are characteristic of the planning area, in general, Teton County, the Town of Jackson, and residents have adapted to the consequences of this hazard, and impacts are less severe than they would be in other planning areas where winter storms are less common.

Table 4-46 Risk Summary by Jurisdiction: Severe Winter Storm

JURISDICTION	OVERALL SIGNIFICANCE	KEY ISSUES AND JURISDICTIONAL DIFFERENCES
County	Medium	Winter storms typically affect a large area, with potential for localized variations in the severity. Vulnerability and impacts generally do not vary between jurisdictions. Structural damage, power outages, and transportation disruptions are all common impacts.
Town of Jackson	Medium	Vulnerability and impacts generally do not vary between jurisdictions. Structural damage, power outages, and transportation disruptions are all common impacts.
Teton Conservation District	Medium	Vulnerability and impacts generally do not vary between jurisdictions. Structural damage, power outages, and transportation disruptions are all common impacts.
Flat Creek Watershed Association	Medium	Frazil ice could cause the overflow of certain areas within the watershed and damage property. Additionally, power outages and transportation disruptions are also common impacts of winter storms in this area.
Jackson Hole Airport	Medium	Winter storms can often cause delays and sometimes temporarily ground flights. Even if the airport remains open, closures of North Highway 89 can prevent travelers from getting to or leaving the

JURISDICTION	OVERALL SIGNIFICANCE	KEY ISSUES AND JURISDICTIONAL DIFFERENCES
		airport and also prevent delivery of critical supplies to the airport, including fuel.

4.2.8 High Winds (Including Tornado)

Description

High Winds

High winds/windstorms, the most prevalent form of severe weather, often accompany severe thunderstorms, known as convective windstorms. These events pose significant risks, including property and crop damage, threats to public safety, and disruptions to utilities and communications. Straight-line winds, which are lacking rotation, can occasionally surpass speeds of 100 miles per hour (mph). The National Weather Service (NWS) defines high winds as sustained speeds of 40 mph or greater lasting for at least an hour, or speeds exceeding 58 mph regardless of duration.

The NCEI database categorizes wind events into three categories: high winds, strong winds, and thunderstorm winds. The key divergence between high winds and thunderstorm winds in the National Centers for Environmental Information (NCEI) dataset lies in their timing and reporting scale. High winds are most frequently reported in winter months (December, January, and February) and are recorded on a zonal scale, whereas thunderstorm winds are most reported in the summer months (June, July, and August) and recorded on a local county or city scale. Strong winds on the other hand originate from thunderstorms and can range from 32 to 73 mph. Strong winds are the least frequently documented category of wind in Teton County. Despite these differences, the winds speeds and associated impacts from these winds are comparable.

Wind speed is also rated on the Beaufort wind scale (Table 4-47). The Beaufort wind scale is particularly useful for estimating wind speed in the absence of instrumentation. This HMP update uses the aforementioned NCEI wind speed classifications and data to evaluate wind hazard extent.

Table 4-47 Beaufort Wind Scale

FORCE	SPEED (MPH)	DESCRIPTION
0	0-1	Calm
1	1-3	Light Air
2	4-7	Light Breeze
3	8-12	Gentle Breeze
4	13-18	Moderate Breeze
5	19-24	Fresh Breeze
6	25-31	Strong Breeze
7	32-38	Near Gale
8	39-46	Gale
9	47-54	Severe Gale
10	55-63	Storm

Source: NWS

Tornadoes

Tornadoes are one of the destructive types of severe weather. Tornadoes are violently rotating columns of air, formed by a combination of atmospheric instability and wind shear. Instability occurs when warm, moist air is wedged under drier, cooler air aloft. This warm air rises, causing the intense updrafts and downdrafts seen in strong thunderstorms – the incubators of tornadoes. Wind shear refers to changes in wind direction and speed at different elevations in the atmosphere. The combination of instability and wind shear forms the rotating column of air that we associate with a tornado. Tornadoes that form over water are known as waterspouts. Tornadoes that do not reach the ground surface are simply referred to as funnel clouds.

Until 2006, tornadoes were categorized by the Fujita Scale based on the tornado's wind speed. The Enhanced Fujita (EF) Scale was implemented in place of the Fujita Scale and began operational use on February 1, 2007. A comparison of the Fujita and EF scales and wind speeds is summarized in Table 4-48. The EF-scale has six categories from zero to five representing increasing degrees of damage. It was revised to better align wind speeds closely with associated storm damage. It also adds more types of structures as well as vegetation, expands degrees of damage, and better accounts for variables such as differences in construction quality. The EF-scale is a set of wind estimates based on damage. It uses three-second estimated gusts at the point of damage. These estimates vary with height and exposure. Forensic meteorologists use 28 damage indicators and up to 9 degrees of damage to assign estimated speeds to the wind gusts. Table 4-48 describes the EF-scale ratings versus the previous Fujita Scale used prior to 2007 (NOAA 2007).

Table 4-48 The Fujita Scale and Enhanced Fujita Scale

FUJITA SCALE			DERIVED EF SCALE		OPERATIONAL EF SCALE	
F Number	Fastest 1/4-mile (mph)	3 Second Gust (mph)	EF Number	3 Second Gust (mph)	EF Number	3 Second Gust (mph)
0	40-72	45-78	0	65-85	0	65-85
1	73-112	79-117	1	86-109	1	86-110
2	113-157	118-161	2	110-137	2	111-135
3	158-207	162-209	3	138-167	3	136-165
4	208-260	210-261	4	168-199	4	166-200
5	261-318	262-317	5	200-234	5	Over 200

Notes:

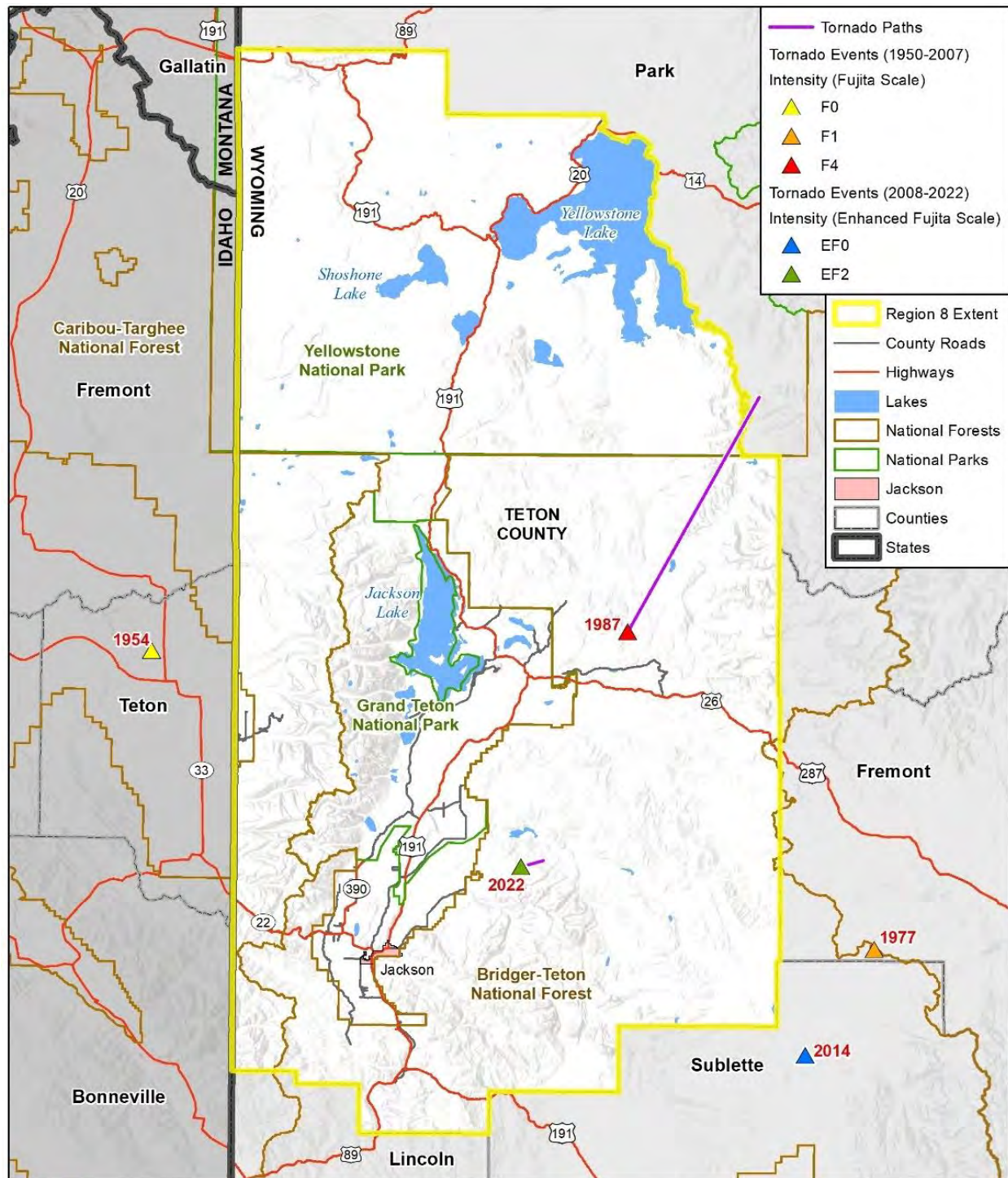
EF = Enhanced Fujita; F = Fujita; mph = Miles per Hour

Location

Teton County is susceptible to tornadoes, as well as the entire State of Wyoming. While some areas may have seen more tornadoes than others, this is more of a statistical anomaly than a casual result. Like other hazard events, greatest losses are likely to be in cities, where there is a

greater concentration of infrastructure. Figure 4-27 through Figure 4-28 displays the location of historic tornado and wind events in Teton County from 1950-2022.

Figure 4-27 Teton County Tornado Events 1950-2022

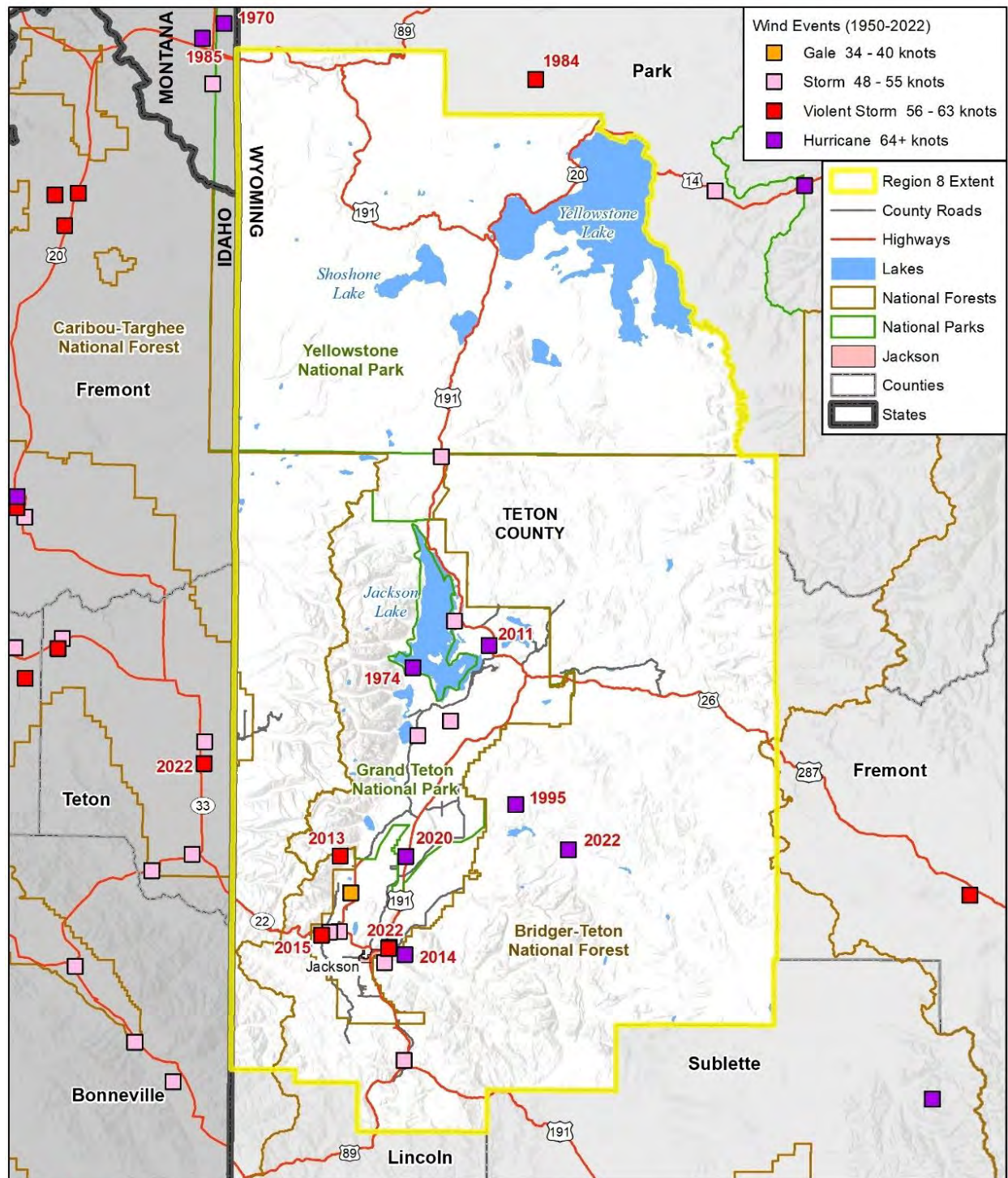


wsp Map compiled 3/2024;
intended for planning purposes only.
Data Source: WY Geospatial Hub,
WYDOT, National Forest System, NOAA,
National Weather Services SVRGIS 2023

0 5 10 20 Miles



Figure 4-28 Teton County Wind Events 1950-2022



wsp Map compiled 3/2024;
intended for planning purposes only.
Data Source: WY Geospatial Hub,
WYDOT, National Forest System, NOAA,
National Weather Services SVRGIS 2023

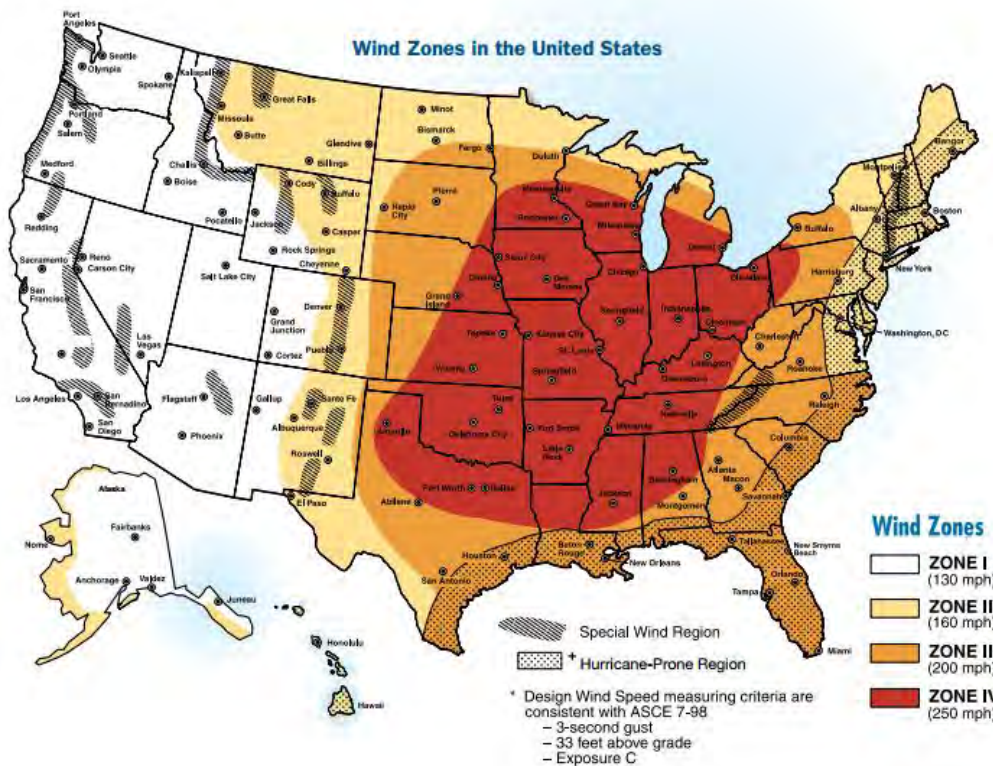
0 5 10 20 Miles



Extent (Magnitude)

The National Weather Service considers tornadoes to be among nature's most violent storms. The most violent tornadoes are capable of tremendous destruction with wind speeds of 250 mph or more. Tornadoic winds can cause people and autos to become airborne, rip ordinary homes to shreds, and turn broken glass and other debris into lethal missiles. Even weaker tornadoes can cause large economic damages. The wind zone map shown below indicates the potential magnitude of wind speeds. Teton County is located in Zone I, which can expect winds up to 130 mph. While F4 tornadoes have been the strongest recorded in the Region, it is possible stronger tornadoes could occur.

Figure 4-29 Wind Zones in the United States



Source: FEMA

Though the strength of the tornado often dictates the impacts, it is important to remember that the location (rural or urban) of the tornado is just as important when assessing these risks, and location is a random factor. Impacts can vary depending on multiple factors, including the size and strength of a tornado, and its path.

Previous Occurrences

The NCEI database was used to gather information on tornadoes and severe windstorms in Teton County. The NCEI data is a comprehensive list of oceanic, atmospheric, and geophysical data across the United States and aggregated by county and zone. The NCEI uses unique methods of recording various hazards.

The NCEI database reported 68 windstorm events and 2 tornado events since 1970. A summary of these events is captured in Table 4-49. In total, over \$3.5 million was lost in property.

damages and \$0 lost in crop damages. No fatalities have occurred due to severe windstorms and tornadoes, although there were 4 injuries reported in the County. It is important to note that due to the nature of NCEI data, losses from unreported events are not included in the dataset and some losses may be duplicated between jurisdictions, therefore, the real losses from severe windstorms and tornadoes are likely different than what is displayed in the table below, but estimates are useful for planning purposes.

Table 4-49 Summary of Losses by Hazard in Teton County, 1970-2023

	DEATHS	INJURIES	PROPERTY LOSS	CROP LOSS	DAYS WITH EVENTS	TOTAL EVENTS
High Wind	0	3	\$554,000	\$0	13	17
Strong Wind	0	0	\$0	\$0	0	0
Thunderstorm Wind	0	1	\$487,000	\$0	43	51
Tornadoes	0	0	\$2,500,000	\$0	2	2
Total	0	4	\$3,541,000	\$0	58	70

Source: NCEI, Table by WSP

The NCEI reported details on significant events in Teton County:

- **July 21, 1987:** Teton County experienced the strongest tornado ever recorded in the State of Wyoming. Based off the Fujita Scale, the tornado was estimated to be an F4/EF4. While it has since been surpassed by several others, at the time this was the highest elevation tornado known in the United States. Over 1,000,000 trees were knocked down as the tornado tracked through altitudes up to 10,000 feet with wind speeds of 207 to 260 mph. The tornado event caused \$2,500,000 in damages, due to the blown down timber.
- **August 5, 1996:** A high wind event took place in Yellowstone Nation Park causing \$54,000 in property loss. Wind gusts in the County reached approximately 82 mph.
- **March 16, 1999:** A high wind event occurred in the county with wind gusts reaching 84 mph. There was a significant amount damage to property and trees throughout the county, causing approximately \$500,000 in property damages.
- **February 9, 2017:** In February of 2017 the region experienced a winter storm that cut power to many homes, primarily due to wind damages throughout the County. A State of Emergency was declared for the Teton Village Area of Jackson Hole. The storm downed 17 transmission poles/towers resulting in the loss of power for residents served by Lower Valley Energy. Wind and flooding from this storm caused approximately \$2.42 million in damage, resulting in a Federal Disaster Declaration under the Stafford Act. The county received FEMA Public Assistance funding to support. Lower Valley Energy was able to use funds from the Hazard Mitigation Program during their cleanup effort. This event was classified by FEMA as a severe storm and information is not included in the table above, which only includes data from NCEI.
- **July 24, 2023:** A thunderstorm occurred at the Sweetwater County airport, shortly moving into Teton County. There was a wind gust that was reported to reach 61 mph at the Jackson Hole Airport, that caused power outages in Wilson. There was approximately \$250,000 in property damages.

Probability of Future Events

According to the NCEI dataset, there has been 70 total recorded severe windstorm and tornado events over the past 53 years in Teton County since 1970. The probability of future

occurrences would be rated as **likely**. Tornado is the least documented type of windstorm in Teton County and thunderstorm winds are the most common. In the county, there has been only two recorded tornados. As mentioned previously, the tornado that occurred in 2017 caused approximately \$2,800,000 in damages and the closure of popular sites such as Grand Teton National Park.

Climate Change Impacts

For some types of extreme weather events, such as tornadoes and severe thunderstorms, more research is also needed to understand how climate change will affect them. These events occur over much smaller scales, which makes observations and modeling more challenging. Projecting the future influence of climate change on these events can also be complicated by the fact that some of the risk factors for these events may increase with climate change, while others may decrease, like the complexity of predicting future wind patterns.

Vulnerability Assessment

Due to the rural makeup, the county has historically experienced minimal impact on people and property during tornado incidents. The F-scale ratings assigned to historical tornadoes in the region are relatively low, largely due to limited recorded damage. However, if these tornadoes had struck one of the numerous communities in the region instead of timberland, remote areas, and farmland, the recorded damage could be significantly more severe. Tornadoes strike randomly across the county, making all structures, critical facilities, essential services, and populations vulnerable to their unpredictable paths.

PEOPLE

The entire planning area is at risk of windstorms and tornadoes, with certain areas being more exposed due to their geographic positioning and local weather patterns. Populations residing at higher elevations, surrounded by extensive tree cover and power lines, may face heightened vulnerability to wind damage and power outages. Although tornadoes typically form in flat plains where conditions are optimal, they have been known to cross rivers and traverse mountainous terrain.

Vulnerable populations encompass the elderly, low-income individuals, linguistically isolated communities, those with life threatening illnesses, and residents dwelling in areas isolated from major road networks. Severe wind or tornado-induced power outages can pose life-threatening situations for individuals reliant on electricity for medical equipment. These groups may endure isolation and increased exposure during thunderstorm wind, high wind, and tornado occurrences, potentially suffering from secondary effects of the hazards.

Individuals caught in the path of a tornado without access to suitable shelter face heightened vulnerability. This includes the outdoors, in vehicles, or lacking access to basements, cellars, or designated safe rooms. Hikers and climbers in the region may also be more susceptible to severe weather events. Visitors to the area might not be fully aware of how swiftly thunderstorms can develop in mountainous regions.

BUILT ENVIRONMENT

All properties are potentially exposed to damage during thunderstorms and high winds, with those in poor condition or situated in particularly vulnerable areas facing the greatest risk. While damage is often minimal and goes unreported, properties located at higher elevations or on ridges may be more susceptible to wind damage. Additionally, properties situated beneath or near overhead lines or large trees are at risk of damage in the event of a collapse.

Similar to severe winds, buildings are potentially exposed, and some are more susceptible to tornadoes. Older buildings in the area may have been constructed to lower code standards or none at all, rendering them more vulnerable to severe wind and tornado events. Mobile homes are disproportionately at risk due to their design, and tornadoes frequently generate flying

debris that can cause damage to homes, vehicles, and the landscape. In Teton County, property damages resulting from wind and tornadoes exceeded \$3.5 million. Reported impacts of high winds in the planning area include damage to trees, mobile homes, roofs, power lines, and vehicles.

ECONOMY

Tornado and windstorm events can cause significant damages to commercial and private structures. Debris from these hazard events would need to be collected and properly disposed of. Such an event would likely have sustainably negative effects on the local economy, such as tourism. Businesses throughout the county can also face disruptions in operations due to damages to facilities. This can also lead to infrastructure repair. Teton County has had approximately \$3,541,000 in property damages from wind and tornadoes since 1970, with the most recent 2017 storm causing \$2,800,000 in damage. Many local businesses also lost income due to closing for several days during peak season.

CRITICAL FACILITIES AND LIFELINES

The primary transportation disruptions resulting from windstorms and tornadoes typically involve road closures and loss of access. These events can inflict significant damage to trees and power lines, leading to the obstruction of roads with debris, hindering transportation, isolating communities, and disrupting both inbound and outbound travel. Of particular concern are roads that provide access to remote areas and vulnerable populations such as the elderly.

Among the most common challenges associated with these weather events is the loss of utilities. Downed power lines can trigger widespread blackouts, effectively isolating large areas, a scenario documented numerous times in the National Centers for Environmental Information (NCEI) dataset. Furthermore, disruptions to phone, water, and sewer systems may occur. The loss of electricity and phone connectivity could leave certain populations stranded, as residents would be unable to request assistance.

ENVIRONMENTAL, NATURAL, AND CULTURAL RESOURCES

Tornadoes and windstorms pose a risk to the environment, natural, and cultural resources throughout the County. Trees are particularly vulnerable to wind damage during tornadoes, with broken branches and limbs becoming airborne debris that can cause property damage. According to NOAA, Wyoming is the windiest state in the country. With little variety in elevation and lack of vegetation, the southern half of the state has experienced the highest wind speeds. However Teton and neighboring Fremont County have had a jet stream produce over 100 mph winds from Idaho. Throughout the county and state historic buildings constructed before modern building codes are also more susceptible to tornado/windstorm hazards.

Land Use and Development Trends

While significant growth and development in Teton County have occurred since the last plan update, which has increased exposure of critical facilities and property to the impacts of high winds, it has not significantly altered the vulnerability to this hazard for the County, Town of Jackson, or Teton Conservation District. The prevalence of open space and sporadic development throughout Teton County generally lowers the risk to damage to existing development from tornadoes, while tornado occurrence remains possible. High winds are more likely to cause damage as they impact a larger area at once than tornadoes do. The ability to withstand impacts lies in sound land use practices and consistent enforcement of codes and regulations for new construction. Development regulations that require safe rooms, basements, or other structures that reduce risk to people would decrease vulnerability but may not be cost-effective given the relative infrequency of damaging tornadoes in Teton County.

Risk Summary

- Severe windstorms (high wind and thunderstorm wind) and tornado events are rated as Low overall significance for Teton County.
- These events can impact anywhere in the planning region; therefore, the hazard extent is rated as Significant.
- The NCEI data reported 70 events with severe weather since 1970. Therefore, the future occurrence is rated as Likely.
- The NCEI reported no deaths, 4 injuries, and \$3,541,000 million in property damages there the magnitude is rated Limited.
- Related Hazards: Wildfire, Severe Summer Weather, Severe Winter Weather, Transportation Accidents

Table 4-50 Risk Summary by Jurisdiction: High Winds

JURISDICTION	OVERALL SIGNIFICANCE	KEY ISSUES AND JURISDICTIONAL DIFFERENCES
County	Medium	People who are dependent on electricity and populations who work outdoors or in transportation are most vulnerable to severe windstorm events and tornadoes. Individuals living in mobile homes are also disproportionately likely to experience losses from wind and tornado events.
Town of Jackson	Low	Power outages and damage to buildings are frequently reported impacts to property of severe windstorm events and tornadoes. Significant economic losses are possible in the event of a severe windstorm or tornado due to infrastructure repair and business/service disruptions.
Teton Conservation District	Low	Damages to trees from windstorms are the greatest impacts.
Flat Creek Watershed Association	N/A	No impacts.
Jackson Hole Airport	Low	High winds can potentially cause delays and sometimes temporarily ground flights. Microbursts can affect takeoff of an aircraft by reducing lift, increasing drag, and decreasing engine thrust. Microburst mitigation is important especially with high wind speeds in Wyoming.

4.2.9 Wildfire

Description

A wildfire is characterized as a highly destructive fire or any instance of uncontrolled burning in grasslands, brush, or woodlands. The encroachment of wildfires into urban areas is on the rise, driven by population growth near forested settings. According to the National Interagency Fire Center (NIFC), a “wildland fire” refers to any non-structure fire occurring in natural terrain excluding prescribed fires. The term “wildland/urban interface” (WUI) is commonly used in

wildfire management to describe areas where the man-made structures are built near or within natural terrain, posing a high risk of wildland fires.

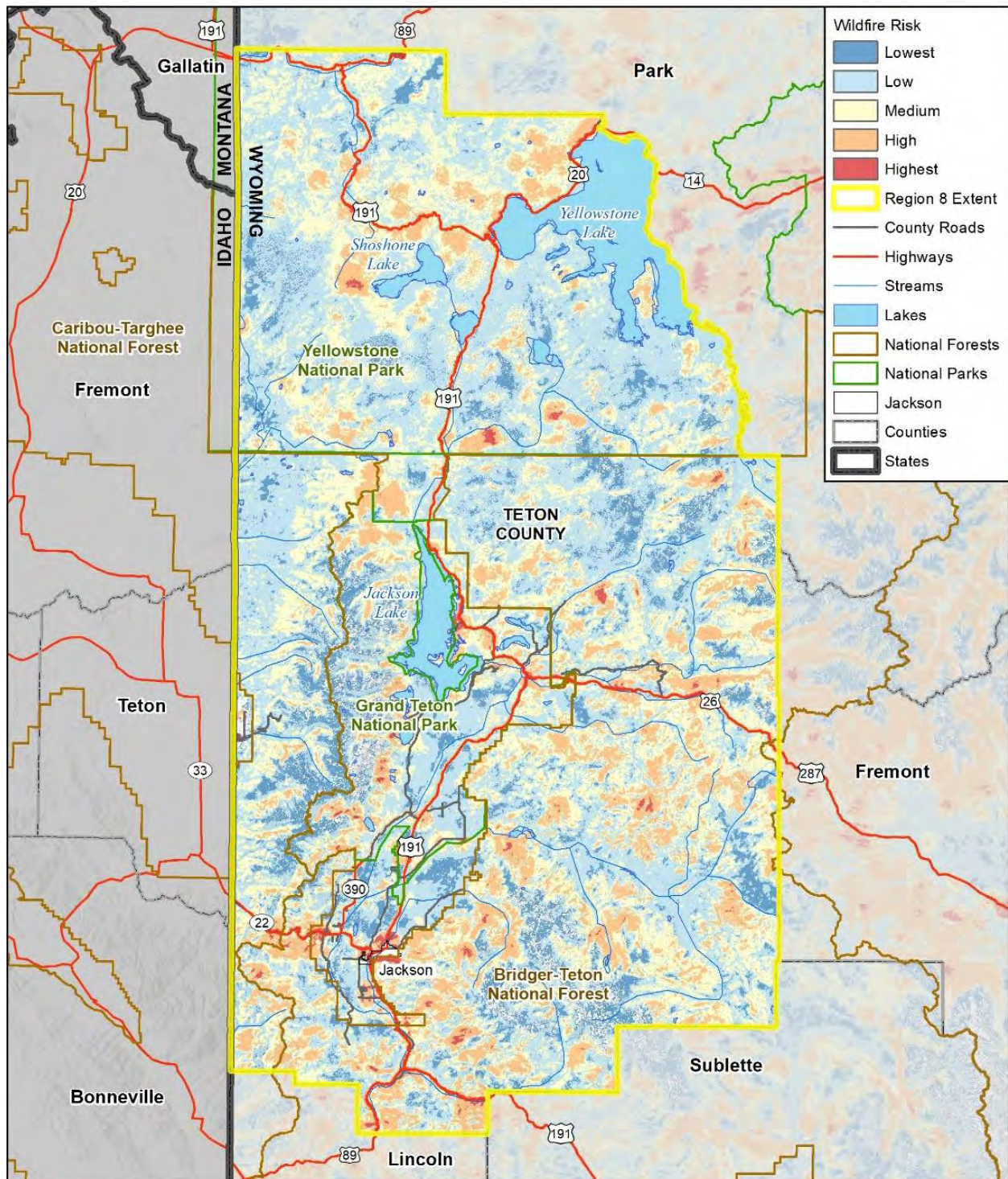
The direction a slope faces known as “aspect”, and the arrangement of vegetation on hillsides significantly influence wildfire susceptibility. High temperatures, low humidity, wind, and lightning are key weather components affecting wildfire potential. Drought conditions exacerbate the risk by drying out fuels, making them more prone to ignition and intense burning. Wind, particularly influential, can accelerate fire spread regardless of temperature and humidity.

As Wyoming’s population and wildland/urban interface expand, the wildfire risk escalates. Decades of fire suppression have led to dense vegetation growth, increasing the potential fuel load for wildfires. The growth of densely populated forests within the wildland/urban interface amplifies the threat of catastrophic wildfires. While wildfires historically played a natural role in Western landscapes, their effects vary depending on the resources at risk. While some species thrive following fire, others face negative impacts, highlighting the complex relationship between wildfires and their ecosystems.

Location

Over the last 25 years, Teton County and Town of Jackson have endured notable wildfire seasons. While fire is a natural phenomenon vital for ecosystem health in many vegetation types in this area, its impact on private and crucial community infrastructure can be severe. Teton County can have dry, hot summers that make it easier for wildfire ignition with the blend of forests, grasslands, and sagebrush. Over time, the county has experienced wildfires of different sizes and intensities. Figure 4-30 and Figure 4-31 shows the areas at greatest risks of wildfire, based on WYWRAP (Wyoming Wildfire Risk Assessment Portal) data, in Teton County and Town of Jackson, and Figure 4-32 and Figure 4-33 show the risk for FCWID and the Jackson Hole Airport District, respectively. While the threat of wildfire is statewide and regionwide, the greatest risk to people and property is concentrated near inhabited areas.

Figure 4-30 Teton County Wildfire Risk

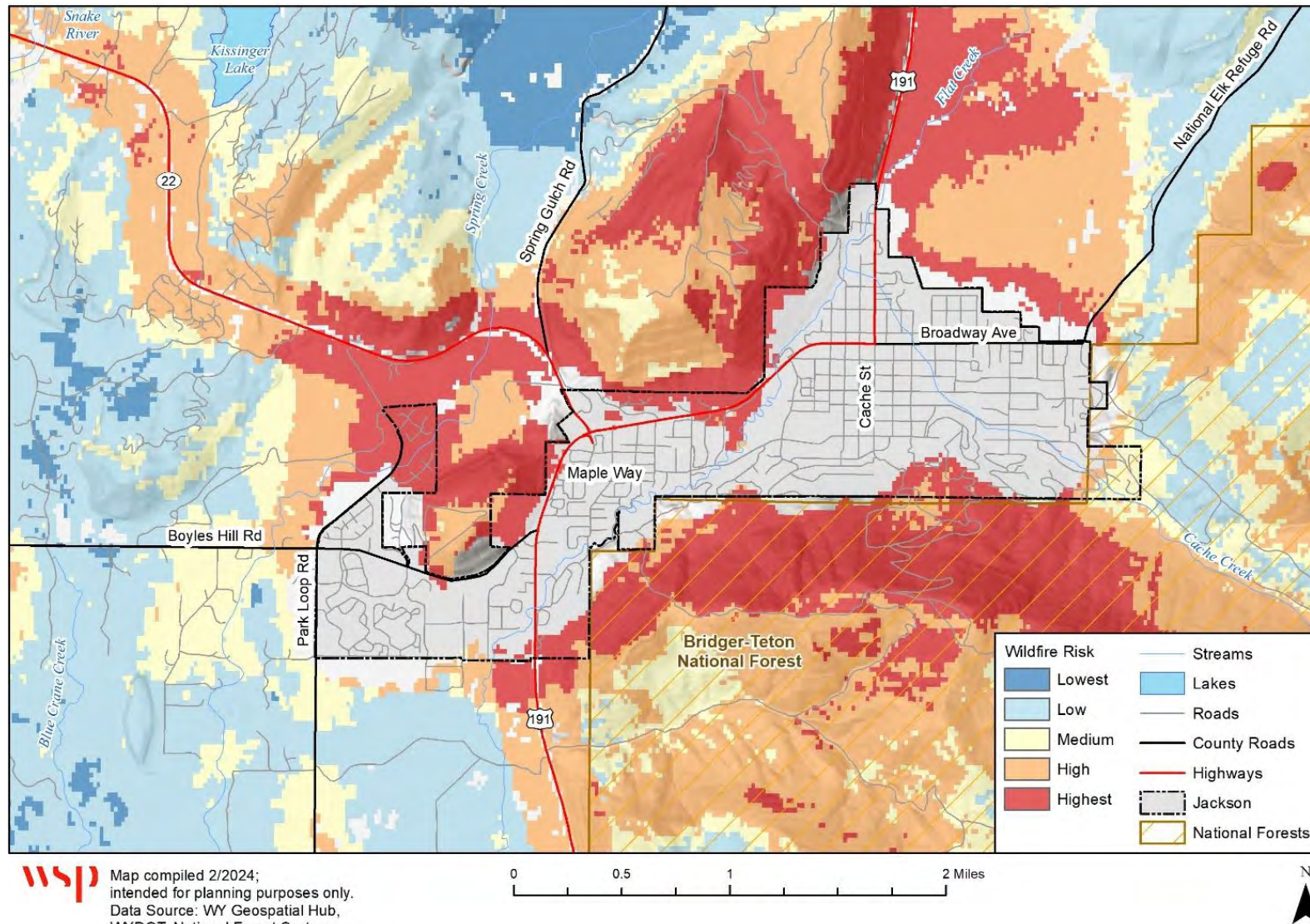


wsp Map compiled 2/2024;
intended for planning purposes only.
Data Source: WY Geospatial Hub,
WYDOT, National Forest System,
Wyoming Wildfire Risk Assessment Portal,
Wyoming State Forestry Division

0 5 10 20 Miles



Figure 4-31 Town of Jackson Wildfire Risk



wsp Map compiled 2/2024;
intended for planning purposes only.
Data Source: WY Geospatial Hub,
WYDOT, National Forest System,
Wyoming Wildfire Risk Assessment Portal,
Wyoming State Forestry Division

Figure 4-32 Flat Creek Watershed Improvement District Wildfire Risk

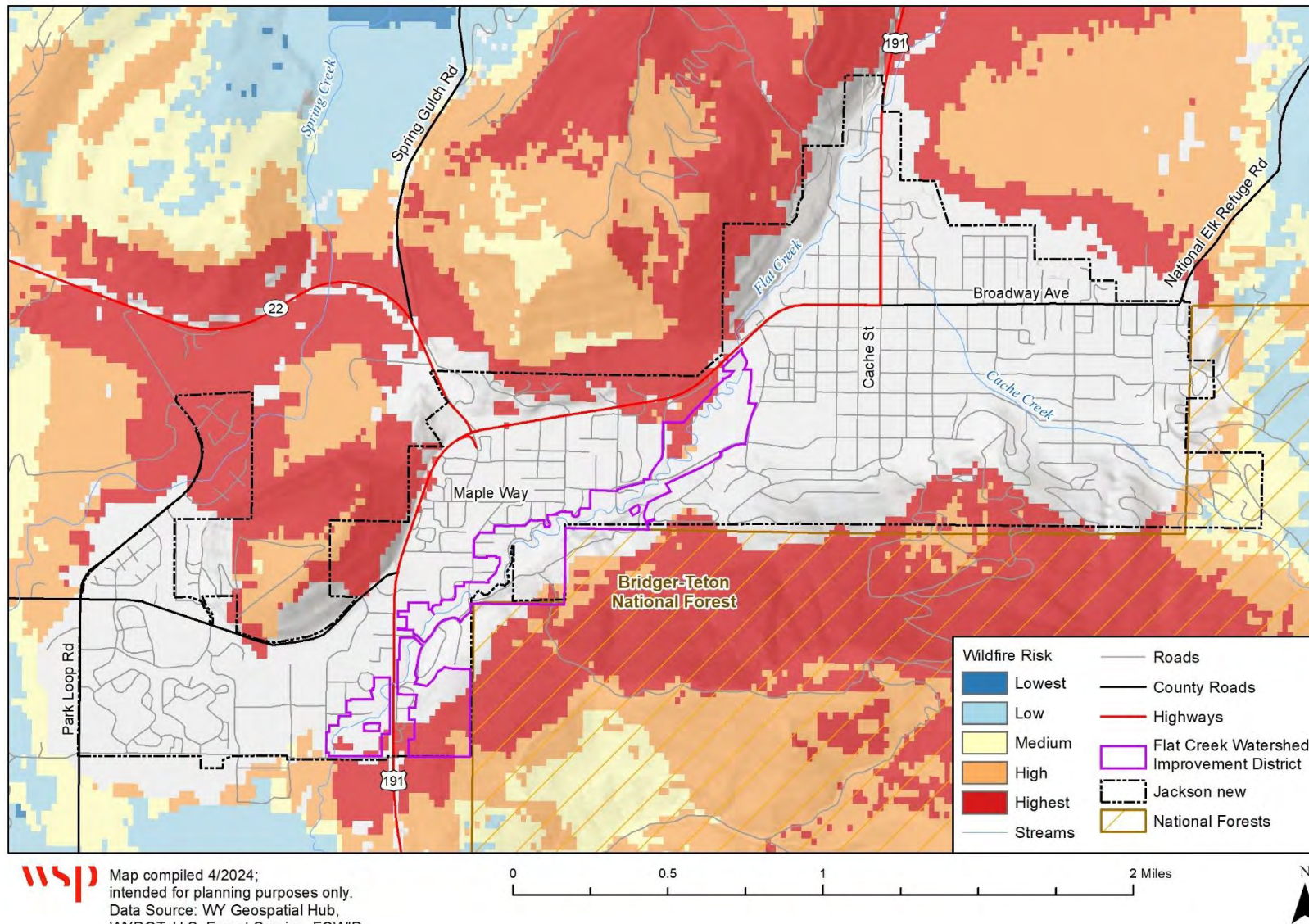
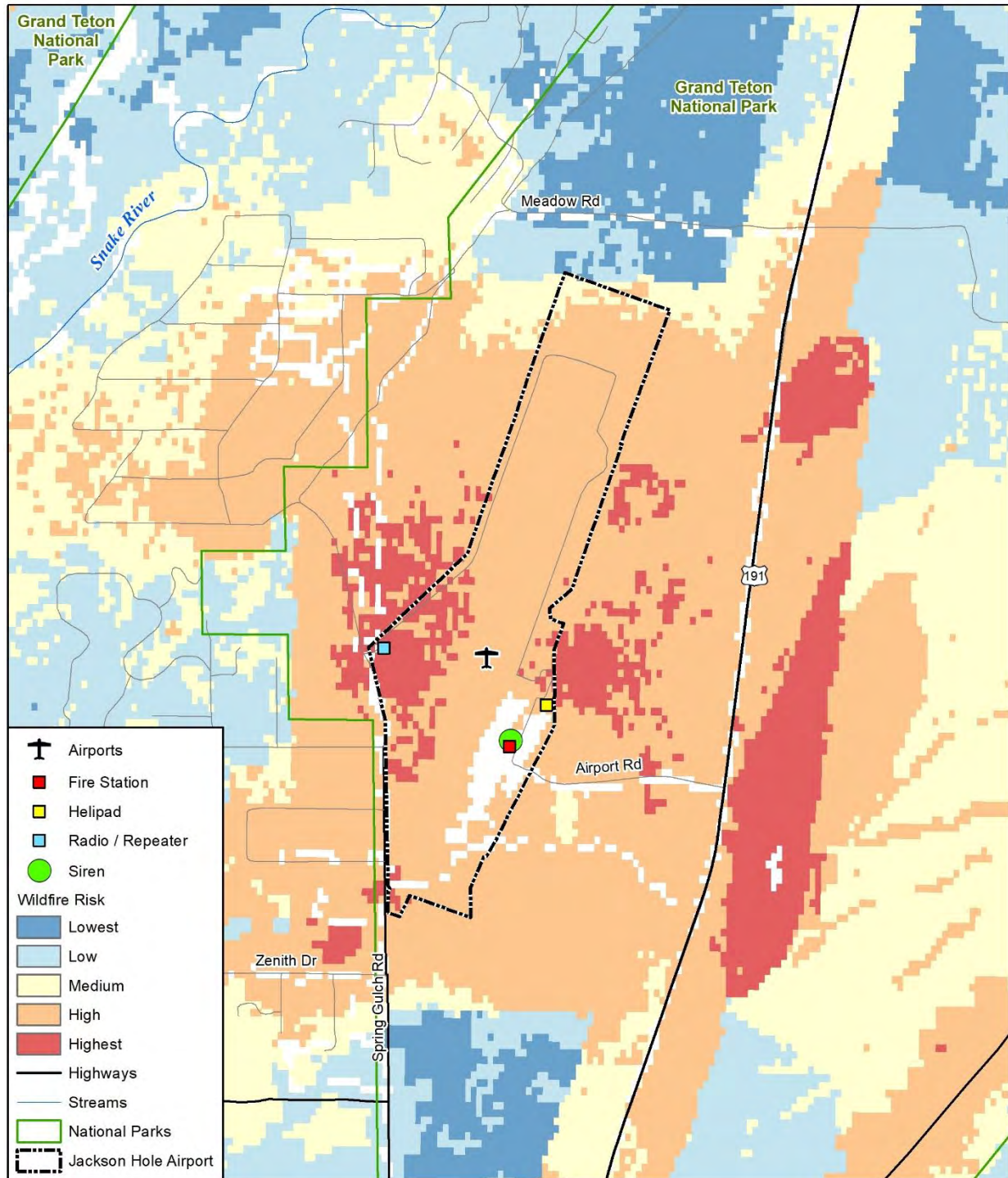


Figure 4-33 Jackson Hole Airport District Wildfire Risk



wsp Map compiled 4/2024;
intended for planning purposes only.
Data Source: WY Geospatial Hub,
WYDOT, U.S. Forest Service,
Wyoming Wildfire Risk Assessment Portal,
Wyoming State Forestry Division

0 0.5 1 Miles



Extent (Magnitude)

Wildfire across the county can have a significant impact to property, facilities, and services. Also, there can be an impact on the economy as wildfires can coincide with the busy tourist season in the summer and fall months. This makes the overall potential magnitude of wildfires rather **critical**. It is crucial to recognize that although wildfires may only directly impact a limited portion of built environment such as infrastructure in towns and cities, the damage to the watersheds, viewsheds and other valued assets in the region can be extensive. This damage can have cascading effect on various aspects and sectors of the regional economy as well as cause long term lung and respiratory issues for people in the area due to smoke inhalation. The US Forest Service scale shown below classifies wildfires based on the number of acres burned. This can be used as a measure of extent or magnitude; several Class H fires have burned in the county and larger class fires, such as the Fish Creek/Pack Trail Fire that burned across multiple counties, can occur due to the expansive forests and wildlands in the region. The Fish Creek/Pack Trail Fire in 2024 burned nearly 90,000 acres and can be classified as Class I as shown in the table below.

Table 4-51 Fire Size Classification

SIZE CLASS	SIZE (ACRES)
Class A	≤ 0.25
Class B	0.26 – 9
Class C	10-99
Class D	100-299
Class E	300-999
Class F	1,000-4,999
Class G	5,000 to 9,999
Class H	10,000 to 49,999
Class I	50,000 to 99,999
Class J	100,000 to 499,999
Class K	500,000 to 999,999
Class L	1,000,000 + Acres

Source: NWCG Data Standard

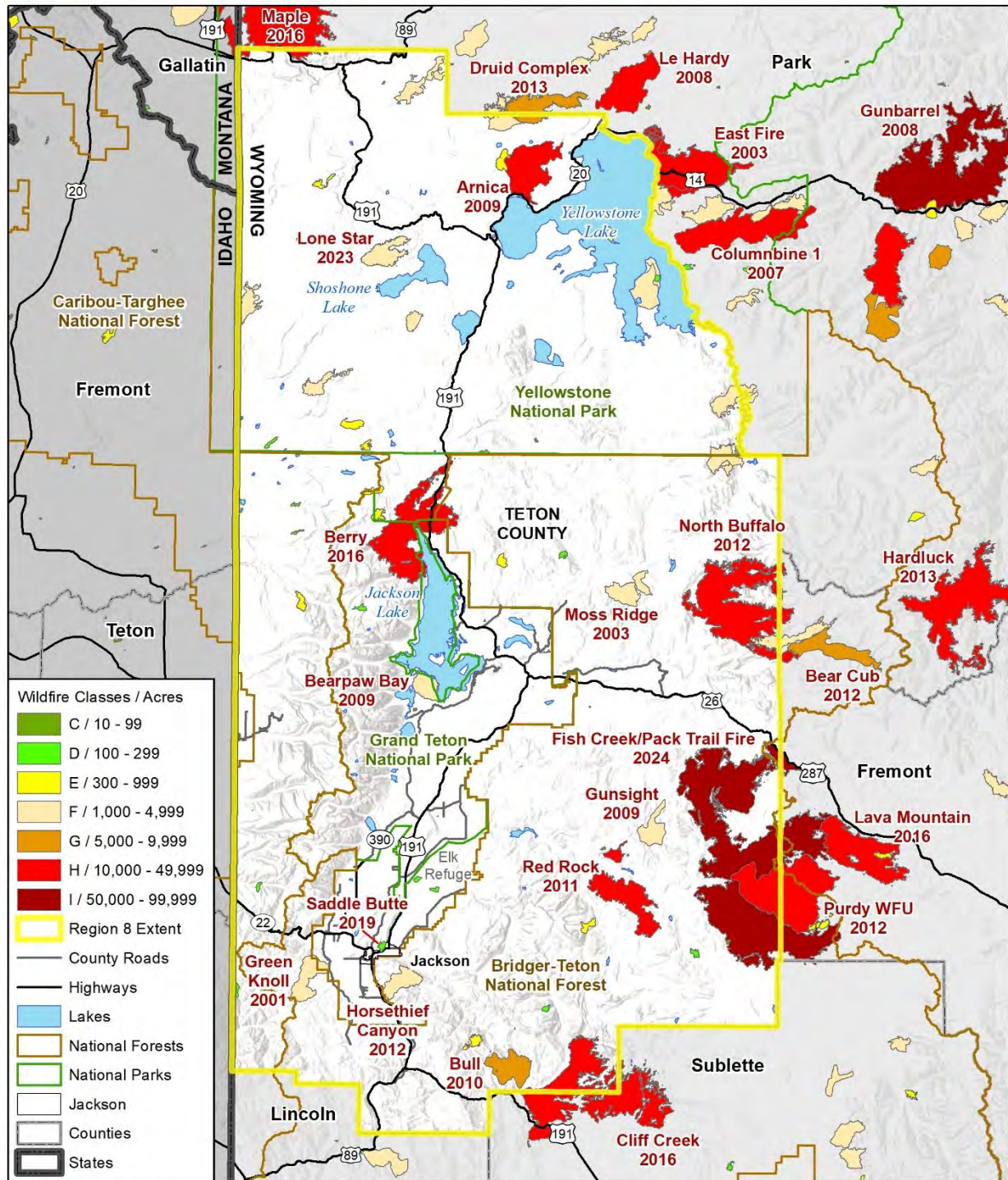
Previous Occurrences

The National Interagency Fire Center (NIFC) Database was used to analyze fire history in Teton County. The database, maintained by the USGS and other agencies, includes perimeter and point GIS layers for fires on public lands throughout the United States. The National Park Service, Bureau of Land Management, and U.S. Forest Service reports include fires of 10 acres and greater. The database is limited to fires on federal lands. Some fires may be missing altogether or have missing or incorrect attribute data. Some fire information may be lacking in the database because historical records were lost or damaged, fires were too small for the minimum cutoffs, documentation was inadequate, or fire perimeters had not yet been incorporated into the database. Also, agencies are at different stages of participation. For these reasons, the data should be used cautiously for statistical or analytical purposes.

Wildfires are highly likely to occur in Teton County. It is important to note that the risk of wildfires occurring may increase during times of drought, especially in prolonged droughts. According to Teton County, wildfire season typically occurs from June to October, with July and August having the highest occurrences of wildfires. NCEI reported 36 wildfires since 2000 throughout Teton County.

Figure 4-34 shows wildfires that have affected the area based on the National Interagency Fire Center.

Figure 4-34 Teton County Past Wildfire Occurrences, 2000-2024



wsp Map compiled 12/2024;
intended for planning purposes only.
Data Source: WY Geospatial Hub,
WYDOT, U.S. Forest Service,
National Interagency Fire Center (NIFC)

0 5 10 20 Miles



Probability of Future Events

Wildfires continue to pose a threat to all jurisdictions in Teton County. Wildfires are **highly likely** to occur in Teton County each year. Teton Conservation District noted that there has been an increase in resource allocation to wildfire mitigation following fires adjacent to developed areas. It is important to note that the risk of wildfires occurring may increase during times of drought, especially in prolonged droughts. Hot, dry weather conditions, paired with low humidity and high winds, can increase the likelihood of wildfires in the county. Shifts in climatic patterns have extended the average wildfire season. Years with low snowfall and premature snowmelt, among other factors, diminish moisture levels during the summer and fall, heightening the likelihood and intensity of wildfires by fostering dry conditions conducive to ignition.

Climate Change Impacts

The threat of severe wildfire is expected to increase due largely to climate-change related increases in warmer air temperatures and drought. Historically, snow cover limited wildfire in Teton County. However, climate change has led to earlier spring snowmelt, which is correlated with increased fire activity.¹ In forested areas of Montana and Wyoming, wildfire numbers and fire-season length increased from the 1970s to the 2000s by 89% and 85 days, respectively.² The effects of climate change on evapotranspiration, a key driver of drought, is expected to increase as much or more in Teton County than anywhere in Wyoming (Figure 4-35).

The effect of severe heat and drought on wildfire in Wyoming is both intuitive and evident in environmental data. Widespread and severe drought affected the state in 2012 and 2020, which were statistically two of the worst wildfire years in state history.³ Uncertainty remains in placing a number on the amount of increase in wildfire acreage over time, but the change may be large.

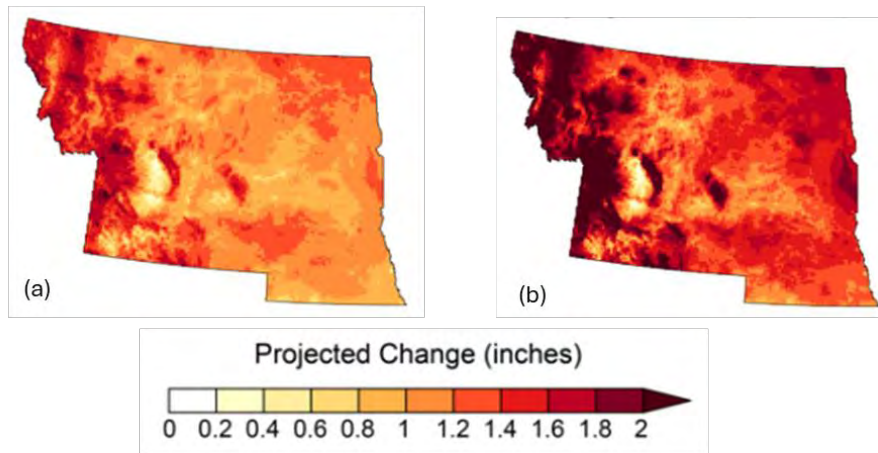
¹ Westerling, A.L., 2016, Increasing western US forest wildfire activity: Sensitivity to changes in the timing of spring. *Philosophical Transactions of the Royal Society B, Biological Sciences Geophysical Research Letters*, 371(1696).
<https://royalsocietypublishing.org/doi/pdf/10.1098/rstb.2015.0178>.

² National Climate Assessment 5 (2023) Chapter 25, Northern Great Plains,
https://nca2023.globalchange.gov/downloads/NCA5_Ch25_Northern-Great-Plains.pdf.

³ NOAA National Centers for Environmental Information, State Climate Summaries 2022: Wyoming. <https://statesummaries.ncics.org/chapter/wy/>

Figure 4-35 Projections of future evapotranspiration.

Projected change in potential evapotranspiration, 2036-2065, under intermediate emissions scenario (RCP 4.5, image a), and very high emissions scenario (RCP 8.5, image b).



Adapted from: National Climate Assessment 5 (2023) Chapter 25, Northern Great Plains, https://nca2023.globalchange.gov/downloads/NCA5_Ch25_Northern-Great-Plains.pdf.

Vulnerability Assessment

It is important to note that at the time of this HMP update the County had been in the process of developing an update to the Teton County CWPP, but the updated WUI mapping was not yet available. The wildfire vulnerability assessment in this HMP subsequently references the WUI as it was delineated in the 2014 Teton County CWPP and uses WYWRAP data for the vulnerability assessment. Readers should refer to the 2024 Teton County CWPP upon approval for the most up to date WUI mapping available. The Teton County CWPP will further inform future updates to this Regional HMP.

PEOPLE

The most vulnerable populations to wildfire reside in the wildland-urban interface (WUI) zones, where residential properties encroach directly into traditional wildland areas. Indirect impacts of wildfires on people include the pervasive smoke emitted from fires within the region. Over recent years, wildfires have significantly reduced air quality across the Western United States. Dense smoke poses risks to individuals with compromised health as well as those considered healthy.

Population at-risk estimates were developed by multiplying the average household size from the U.S. Census Bureau for the county by the number of residential structures found within each wildfire risk category based on WYWRAP data. The results are shown below.

Table 4-52 Population Risk to Wildfire Hazards

JURISDICTION	STRUCTURE COUNT HIGHEST	STRUCTURE COUNT HIGH	STRUCTURE COUNT MEDIUM	TOTAL RESIDENTIAL COUNT	POPULATION
Jackson	84	12	22	118	289
Unincorporated	657	1,951	1,553	4,161	9,695
Total	741	1,963	1,575	4,279	9,984

Source: Teton County, Wyoming CAMA 2024, Wyoming Wildfire Risk Assessment Portal, WSP GIS Analysis

However, specific populations that are vulnerable to a wildfire include those unable to evacuate as well as those with health risk that can be accelerated with smoke inhalation. This includes individuals with disabilities, the elderly, or anyone with limited access to main roads. According to the United States Census, within Teton County 18.5% of the population is over the age of 65 and 2.7% is under the age of 65 with a disability. People within these categories need extra planning for safe and timely evacuations and care once relocated.

BUILT ENVIRONMENT

The potential impacts of wildfires on the built environment includes destruction of infrastructure, residences, and other structures within wildfire-prone areas. Properties situated in high and very high hazard zones, including the Wildland-Urban Interface (WUI), as well as those within forested regions like national parks and forests, face the greatest risk. Structures made of flammable materials are particularly susceptible during wildfire events.

The vulnerability of properties typically increases with increasing proximity to wildfire-prone areas. This vulnerability is further heightened if neighboring properties lack adequate fire mitigation measures. Effective mitigation strategies entail employing flame-resistant construction materials, maintaining sufficient distance between structures and vegetation, and implementing vegetation management practices such as underbrush and tree clearing. Both the Teton Area Wildfire Protection Coalition and the Teton County Community Wildfire Protection Plan (CWPP) recognize that establishing proper defensible space is crucial for safeguarding structures and minimizing future impacts.

A wildfire risk vulnerability assessment was performed for Region 8 using Geographic Information Systems (GIS). The vulnerability assessment was performed for Teton County using the following GIS methodology. The County's parcel layer, address point data, and associated assessor's building improvement valuation data were provided by the County and were used as the basis for the inventory. GIS was used to spatially join the address point layer to the County parcel layer to obtain the number of buildings per parcel. Only parcels with improvement values greater than zero were used in the analysis. This method assumes that improved parcels have a structure of some type.

The Wyoming State Forestry's wildfire risk layer was then overlaid in GIS on the joined address point and parcel layers to identify structures that would likely be at risk from Highest to Lowest risk. Building improvement values for those points were then extracted from the parcel/assessor's data and summed for each jurisdiction in the study area. Content values were estimated for the buildings based on their occupancy type, using FEMA methodology. This includes 100% of the structure value for agricultural, commercial, and exempt structures, 50% for residential structures, and 150% for industrial structures. Building and content values were then totaled by wildfire risk type. Table 4-53, Table 4-54, and Table 4-55 summarize the estimated exposed value of improvements in each wildfire risk category.

Table 4-53 Teton County at Risk to Highest Wildfire Risk by Jurisdiction and County

Jurisdiction	Property Type	Parcel Count	Structure Count	Improved Value	Content Value	Total Value	Population
Jackson	Commercial	23	24	\$67,020,092	\$67,020,092	\$134,040,184	
	Multi-Use	1	1	\$335,379	\$335,379	\$670,758	2
	Res Vacant Land	3	3	\$10,039,314	\$5,019,657	\$15,058,971	7
	Residential	80	80	\$143,168,163	\$71,584,082	\$214,752,245	196
	Total	107	108	\$220,562,948	\$143,959,210	\$364,522,158	206
Unincorporated	Agricultural	5	8	\$5,335,475	\$5,335,475	\$10,670,950	
	Com Vacant Land	2	58	\$341,157	\$341,157	\$682,314	
	Commercial	121	172	\$159,711,323	\$159,711,323	\$319,422,646	
	Res Vacant Land	1	1	\$3,321,460	\$1,660,730	\$4,982,190	2
	Residential	638	656	\$1,005,306,157	\$502,653,079	\$1,507,959,236	1,528
	Total	767	895	\$1,174,015,572	\$669,701,764	\$1,843,717,336	1,531
	Grand Total	874	1,003	\$1,394,578,520	\$813,660,973	\$2,208,239,493	1,737

Source: Teton County, Wyoming CAMA 2024, Wyoming Wildfire Risk Assessment Portal, WSP GIS Analysis

Table 4-54 Teton County at Risk to High Wildfire Risk by Jurisdiction and County

JURISDICTION	PROPERTY TYPE	PARCEL COUNT	STRUCTURE COUNT	IMPROVED VALUE	CONTENT VALUE	TOTAL VALUE	POPULATION
Jackson	Commercial	34	34	\$30,258,114	\$30,258,114	\$60,516,228	
	Residential	12	12	\$7,837,117	\$3,918,559	\$11,755,676	29
	Total	46	46	\$38,095,231	\$34,176,673	\$72,271,904	29
Unincorporated	Agricultural	26	28	\$59,046,715	\$59,046,715	\$118,093,430	
	Com Vacant Land	3	35	\$506,497	\$506,497	\$1,012,994	
	Commercial	89	111	\$360,584,328	\$360,584,328	\$721,168,656	
	Multi-Use	1	1	\$630,798	\$630,798	\$1,261,596	2
	Res Vacant Land	16	16	\$16,997,778	\$8,498,889	\$25,496,667	37
	Residential	1,913	1,934	\$3,875,155,152	\$1,937,577,576	\$5,812,732,728	4,506
	Total	2,048	2,125	\$4,312,921,268	\$2,366,844,803	\$6,679,766,071	4,546

JURISDICTION	PROPERTY TYPE	PARCEL COUNT	STRUCTURE COUNT	IMPROVED VALUE	CONTENT VALUE	TOTAL VALUE	POPULATION
	Grand Total	2,094	2,171	\$4,351,016,499	\$2,401,021,476	\$6,752,037,975	4,575

Source: Teton County, Wyoming CAMA 2024, Wyoming Wildfire Risk Assessment Portal, WSP GIS Analysis

Table 4-55 Teton County at Risk to Medium Wildfire Risk by Jurisdiction and County

JURISDICTION	PROPERTY TYPE	PARCEL COUNT	STRUCTURE COUNT	IMPROVED VALUE	CONTENT VALUE	TOTAL VALUE	POPULATION
Jackson	Commercial	5	5	\$5,472,246	\$5,472,246	\$10,944,492	
	Residential	21	22	\$7,457,506	\$3,728,753	\$11,186,259	54
	Total	26	27	\$12,929,752	\$9,200,999	\$22,130,751	54
Unincorporated	Agricultural	21	22	\$36,346,043	\$36,346,043	\$72,692,086	
	Com Vacant Land	3	3	\$898,920	\$898,920	\$1,797,840	
	Commercial	34	34	\$203,271,023	\$203,271,023	\$406,542,046	
	Multi-Use	1	1	\$2,072,542	\$2,072,542	\$4,145,084	2
	Res Vacant Land	8	10	\$27,181,435	\$13,590,718	\$40,772,153	23
	Residential	1,537	1,542	\$4,449,817,064	\$2,224,908,532	\$6,674,725,596	3,593
	Total	1,604	1,612	\$4,719,587,027	\$2,481,087,778	\$7,200,674,805	3,618
	Grand Total	1,630	1,639	\$4,732,516,779	\$2,490,288,777	\$7,222,805,556	3,672

Source: Teton County, Wyoming CAMA 2024, Wyoming Wildfire Risk Assessment Portal, WSP GIS Analysis

An alternative approach to gauging vulnerability involves assessing the value of structures within wildfire risks zones. It was assumed that parcels with a non-zero improves value were developed, thus only these parcels and their values were analyzed. This analysis which includes the value of structures and estimated contents, provides insight into potential wildfire losses. As shown in Table 4-56, an estimated \$16,183,083,023 in total property value is potentially exposed to highest to medium wildfire hazards throughout Teton County.

Table 4-56 Wildfire Hazard Exposure

JURISDICTION	TOTAL PARCELS	STRUCTURE COUNT HIGHEST	STRUCTURE COUNT HIGH	STRUCTURE COUNT MEDIUM	TOTAL STRUCTURE COUNT	IMPROVED VALUE	ESTIMATED CONTENT VALUE	TOTAL VALUE	POPULATION
Jackson	179	108	46	27	181	\$271,587,931	\$187,336,881	\$458,924,812	289
Unincorporated	4,419	895	2,125	1,612	4,632	\$10,206,523,867	\$5,517,634,344	\$15,724,158,211	9,695
Total	4,598	1,003	2,171	1,639	4,813	\$10,478,111,798	\$5,704,971,225	\$16,183,083,023	9,984

Source: Teton County, Wyoming CAMA 2024, Wyoming Wildfire Risk Assessment Portal, WSP GIS Analysis

ECONOMY

The economic impacts of wildfire include loss of property, direct agricultural sector job loss, secondary economic losses to business in or near wildland resources like parks, national forests, and loss of public access to recreational resources. Teton County depends on ecotourism as a primary driver of its economy. Wildfire smoke can also deter this tourism and have a negative impact on the economy. Damage to these assets or disruption of access to them can have far reaching negative impacts to the local economy. Fire suppression may also require increased cost to local and state government for water acquisition and delivery, especially during periods of drought when water resources are scarce.

CRITICAL FACILITIES AND LIFELINES

Wildfire can have significant repercussions on critical facilities, ranging from structural harm or complete destruction to endangering individuals within these facilities, disrupting transportation, shipping, and evacuation operations, and halting facility operations and essential services. The interruption of facility operations can have cascading effects disrupting essential services such as power supply, water treatment, and emergency medical care. Loss of functionality in these facilities not only jeopardizes immediate safety but also has long-term economic, environmental and public health consequences.

To assess the potential impact of wildfires on critical facilities and lifelines, a Geographic Information System (GIS) overlay was conducted using wildfire hazard layers and critical facility point data. However, due to the unavailability of replacement values within the data, a precise estimate of potential monetary loss could not be determined. Nonetheless, the consequences of damage to these facilities extend beyond mere property loss, potentially triggering cascading impacts throughout various sectors. Summary tables of these results are shown below in Table 4-57 through Table 4-59, highlighting the type and number of facilities that are located in Highest, High, and Medium Wildfire risk areas. Each table includes only the facilities located within that specific hazard classification; they are not cumulative of the classifications below them.

Table 4-57 Critical Facilities at Risk to Highest Wildfire

JURISDICTION	COMMUNICATIONS	ENERGY	FOOD, HYDRATION, SHELTER	HAZARDOUS MATERIAL	HEALTH AND MEDICAL	SAFETY AND SECURITY	TRANSPORTATION	WATER SYSTEMS	OTHER	TOTAL COUNT
Jackson	-	-	-	1	-	-	1	1	-	3
Unincorporated	7	7	2	13	5	19	18	3	5	79
Total	7	7	2	14	5	19	19	4	5	82

Source: Teton County, Emergency Management, WYWRAP, HIFLD, National Bridge Inventory, National Inventory of Dams, WSP GIS Analysis

Table 4-58 Critical Facilities at Risk to High Wildfire

JURISDICTION	COMMUNICATIONS	ENERGY	FOOD, HYDRATION, SHELTER	HAZARDOUS MATERIAL	HEALTH AND MEDICAL	SAFETY AND SECURITY	TRANSPORTATION	WATER SYSTEMS	OTHER	TOTAL COUNT
Jackson	-	-	-	-	-	1	-	-	-	1
Unincorporated	10	3	-	15	2	3	24	5	3	65
Total	10	3	0	15	2	4	24	5	3	66

Source: Teton County, Emergency Management, WYWRAP, HIFLD, National Bridge Inventory, National Inventory of Dams, WSP GIS Analysis

Table 4-59 Critical Facilities at Risk to Medium Wildfire

JURISDICTION	COMMUNICATIONS	ENERGY	FOOD, HYDRATION, SHELTER	HAZARDOUS MATERIAL	HEALTH AND MEDICAL	SAFETY AND SECURITY	TRANSPORTATION	WATER SYSTEMS	OTHER	TOTAL COUNT
Jackson	-	-	-	-	-	1	-	-	-	1
Unincorporated	10	4	-	7	1	12	15	7	-	56
Total	10	4	0	7	1	13	15	7	0	57

Source: Teton County, Emergency Management, WYWRAP, HIFLD, National Bridge Inventory, National Inventory of Dams, WSP GIS Analysis

In regard to the special districts, GIS analysis indicates that the Jackson Hole Airport's airport facilities and infrastructure are in a highest wildfire risk category, and parts of the airport include areas of High including the repeater in the Airport Lighting Vault and the Air Traffic Control Tower. The FCWID analysis revealed that a water treatment well (Town of Jackson Well #5) was in an area of highest wildfire risk.

ENVIRONMENTAL, NATURAL, AND CULTURAL RESOURCES

A portion of the County comprises of National Forests and Grasslands, housing numerous natural and cultural treasures that are susceptible to potential risks. Wildfires can result in the contamination of drinking water sources, both surface-level and in wells. Moreover, wildfires occurring within national forests can have broader county impacts, affecting summer tourism and various economic sectors.

The detrimental effects of wildfires extend to critical habitats, such as mule deer winter ranges and sage-grouse breeding and winter habitats, particularly when significant areas of sagebrush are consumed by fire. However, it's worth noting that wildfires can also facilitate the rejuvenation of natural ecosystems, fostering healthy ecological renewal in areas previously affected by native species.

Historic and cultural resources share a vulnerability akin to general properties, with vulnerability increasing nearer to the Wildland-Urban Interface (WUI) and in landscapes with

less fire mitigation. Additionally, older buildings, particularly those exempt from internal fire mitigation measures like sprinklers and fire suppression technology, may face heightened vulnerability.

Land Use and Development Trends

The wildland/urban interface (WUI) has become a highly desirable location for residential development, as evidenced by national and statewide trends. There is a growing number of homes being constructed within the interface, although Wyoming generally has less developed WUI compared to other western states. This has led to a general increase in vulnerability to wildfire for the County, Town of Jackson, and Teton Conservation District due to development over the last 5 years. Despite this, there remains potential for future home construction in undeveloped, forested private lands adjacent to fire-prone public lands throughout Wyoming.

Constructing homes in these high-risk areas poses significant threat to lives and property in the event of wildfires. Regulating growth in these areas requires a delicate balance between safeguarding private property rights and promoting public safety. In the event of WUI growth, local government may consider implementing regulations regarding subdivision entrance/exit roads and bridges to ensure the safety of property owners and fire personnel. Building consideration, particularly for land on slopes exceeding 25%, should prioritize access for fire protection of structures. Additionally, water supply requirements, including provisions for ponds, fire apparatus access, pumps, and backup generators are essential for safeguarding residents, properties, and emergency service personnel, as well as conserving government and public resources.

Teton County has implemented various strategies to safeguard life and property against the impacts of uncontrolled wildfires. Among these approaches, the establishment, adoption, and enforcement of codes and regulations play a crucial role. Jackson Hole Fire/EMS oversees compliance with codes such as the International Fire Code, the International Wildland-Urban Interface Code, and the Teton County Fire Protection Resolution for New Subdivisions. Each code is tailored to mitigate fire risks to property in distinct ways, influencing the design on infrastructure and buildings within interface areas.

These regulations address both the fire resistance of structures within the interface and their susceptibility to ignition. Structures situated or planned for construction within high-risk zones must adhere to stringent standards for both interior and exterior protection. Additionally, these codes empower the County to mandate vegetation management near structures and throughout subdivisions. The Teton County Fire Protection Resolution for New Subdivisions serves the purpose of ensuring adequate emergency access and egress routes, as well as reliable and sufficient water supply for firefighting efforts.

Risk Summary

In summary, wildfire is a high significance for Teton County. Through variability exists between jurisdiction, summarized in Table 4-60 Key issues relating to wildfire are as follows.

- Wildfire is considered to be overall **High** significance for the County.
- Socially vulnerable populations are likely to experience the worst effects of wildfire.
- The potential magnitude of wildfires throughout the county is ranked as critical.
- The geographical extent of wildfire in Teton County is ranked at Significant.
- Property, structures, and critical infrastructure is at moderate to extreme risk from wildfire throughout the county.

- Parts of the county that is surrounded by more fire-prone landscapes (e.g., forests and rangelands), generally have structures and critical infrastructure most at risk to extreme wildfire.
- As climate change increases, drought will be more likely and the detrimental impacts on human health and the built environment from wildfire will likely increase as the fire season becomes extended.
- Related Hazards: Drought, Floodings, Severe Summer Weather.

Table 4-60 Risk Summary by Jurisdiction: Wildfire

JURISDICTION	OVERALL SIGNIFICANCE	KEY ISSUES AND JURISDICTIONAL DIFFERENCES
County	High	This will need to be coordinated with the new CWPP when it is published, as WUI areas are likely to increase.
Town of Jackson	High	The outskirts of the Town of Jackson are at higher risk to wildfire; there is potential for a large conflagration to spread throughout the Town if a wildfire was able to ignite this area. Smoke can cause health impacts to residents, and evacuations can create severe economic impacts.
Teton Conservation District	High	Severity of smoke events and potential to affect watersheds and increase erosion in burn scars.
Flat Creek Watershed Association	High	Wildfires lead to increase post-fire flooding, runoff, and sedimentation which negatively impact stream health.
Jackson Hole Airport	High	The airport facilities are at lower risk of wildfire but impacts of a large fire would still be felt. Disruptions to flights could occur.

4.2.10 Severe Summer Weather

Description

For this plan, severe summer weather in Teton County includes hail, lightning, extreme heat, and thunderstorms. A brief description of these weather phenomena is presented below. More information on thunderstorm winds, high winds, and tornadoes, which typically are associated with summer weather, can be found in the tornado/windstorm section of this plan.

HAIL

Hail formation begins when raindrops are carried upward by powerful updrafts into extremely cold regions of the atmosphere, where they freeze into ice. As these particles grow in size, they eventually become heavy enough to overcome the strength of the updraft and fall towards the Earth due to gravity. During their descent, hailstones may undergo a cycle of thawing, rising back into the updraft, and refreezing multiple times, gradually increasing in size. While hailstones are typically less than two inches in diameter, larger sizes have been reported, with some reaching speeds of up to 120 mph. Severe hail is classified as hailstones measuring 1 inch diameter or larger. Hailstorms are often associated with thunderstorms and tend to occur during the summer months in the County.

LIGHTNING

Lightning is an electrical discharge that results from the building of positive and negative charges within a thunderstorm and the earth's surface. When the buildup becomes strong enough, lightning appears as a "bolt". This flash of light usually occurs within the clouds or between the clouds and the ground. The electrical charge and intense heat of lightning can have devastating effects including electrocution upon contact, tree damage, fire ignition, and disruptions to electrical system.

This visible discharge can occur within or between clouds and the surrounding air, between clouds and the ground, or between the ground and clouds. Among these types of cloud-to-ground lightning is the most hazardous, although less frequent. Lightning often strikes outside the main rain area of the thunderstorm, sometimes extending 5-10 miles away from the storm itself. This can catch many who are outdoors by surprise if they do not receive sufficient warning.

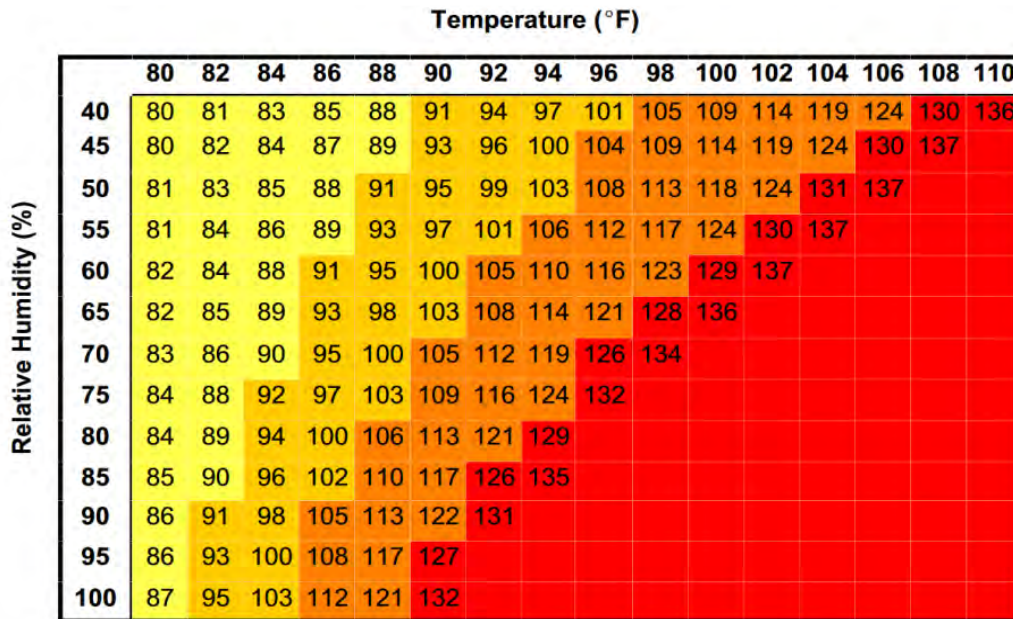
THUNDERSTORMS

A thunderstorm is defined as a storm that contains lightning and thunder, which is caused by unstable atmospheric conditions. When the colder upper air sinks and warm moist air rises, storm clouds or 'thunderheads' develop, resulting in thunderstorms. This can occur singularly, in clusters, or in lines. The lifting of moist atmosphere can also occur due to terrain, such as mountain ranges, in a phenomenon known as orographic lift. Typically, this rain-bearing cloud will also produce lightning. Other hazards associated with thunderstorms and lightning include heavy rains causing flash flooding (discussed separately in section 4.2.4) and tornadoes and windstorms (discussed further in section 4.2.8).

EXTREME HEAT

According to FEMA, extreme heat is characterized by an extended period (2 to 3 days) of elevated heat and humidity, with temperatures surpassing 90 degrees Fahrenheit. Ambient air temperatures represent one aspect of heat conditions, while relative humidity constitutes the other. The interplay between these factors gives rise to what is termed the apparent temperature. The heat index is a numerical representation in degrees Fahrenheit, indicating how hot it genuinely feels when factoring in relative humidity alongside the actual air temperature. Exposure to direct sunlight can further elevate the heat index by a minimum of 15 degrees. Extreme heat poses a significant strain on both animals and humans, particularly impacting vulnerable demographics such as the elderly, individuals with health conditions, and young children.

Figure 4-36 NWS Heat Index and Potential for Health Effects



Likelihood of Heat Disorders with Prolonged Exposure and/or Strenuous Activity

 Caution
 Extreme Caution
 Danger
 Extreme Danger

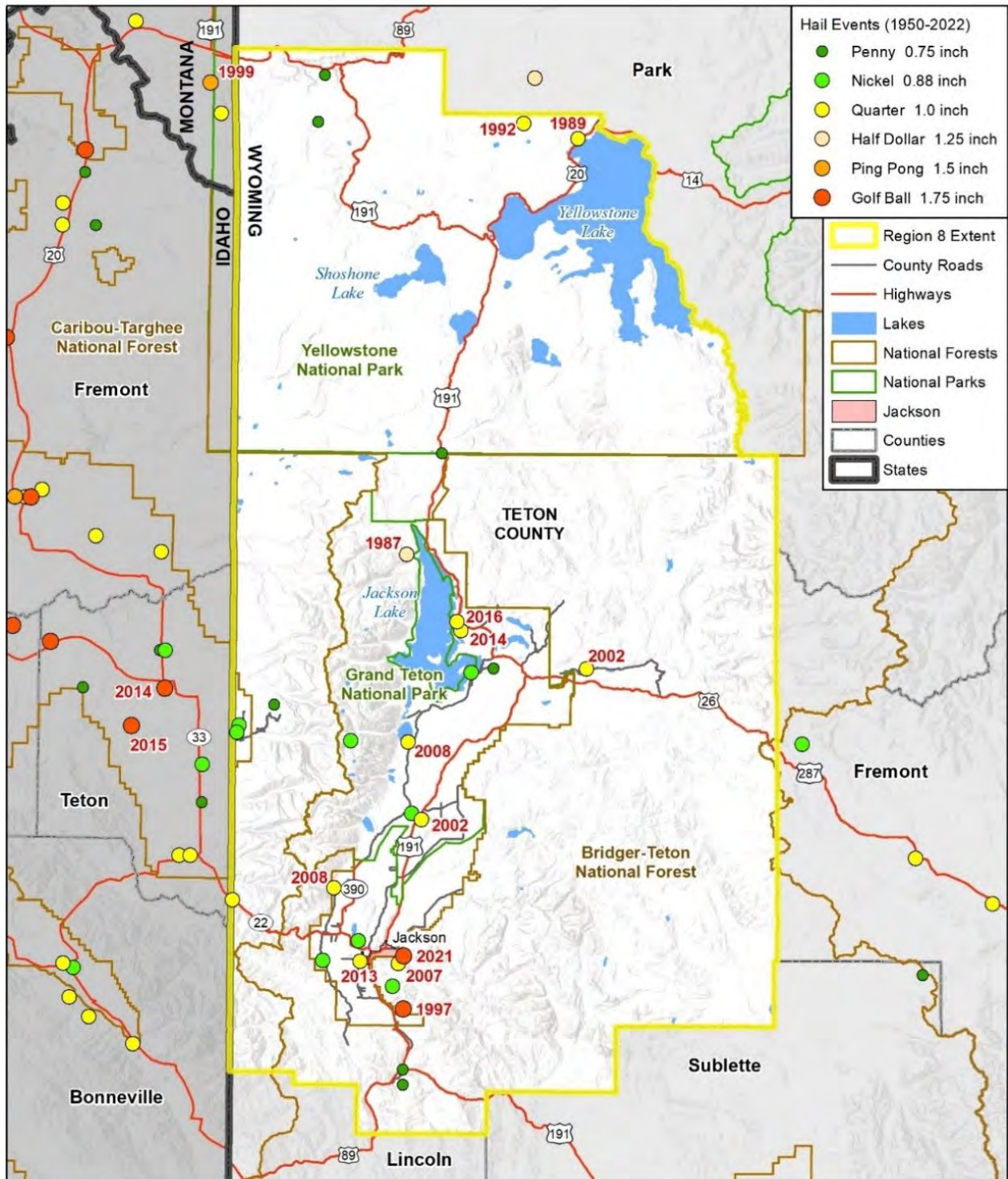
Image adapted from <https://www.weather.gov/ama/heatindex>

Note: Heat index values here are for shady locations. Exposure to direct sunlight can increase these values by up to 15 degrees Fahrenheit.

Location

Teton County is vulnerable to experiencing severe summer weather, but there are regional variations apparent when looking at the frequency of events. Certain hazards, like extreme heat events, have a regional scope and often affect multiple or all counties within the planning area simultaneously. In contrast, hazards such as lightning, hail, and heavy rain tend to impact more localized areas. Lightning typically strikes specific points, with occurrences of multiple strikes on people or property during a single storm event being rare. Hail and heavy rain typically manifest in isolated pockets within accompanying storms. Town of Jackson has the majority of the parks and ballfields in the County that could be at high risk of severe summer weather. Parks and Pathways have installed NWS “When Thunder Roars, Go Indoors” signs at all entrances to parks and pathways. The County faces the highest risk of large gatherings at top of Snow King Mountain, Teton Village, the Jackson Town Square, Jackson Hole Center for the Arts, and Targhee Resort, which could be affected by severe summer weather. Figure 4-37 below displays the hail history in Wyoming.

Figure 4-37 Teton County Hail Events 1950-2022



wsp Map compiled 3/2024;
intended for planning purposes only.
Data Source: WY Geospatial Hub,
WYDOT, National Forest System, NOAA,
National Weather Services SVRGIS 2023

0 5 10 20 Miles



Extent (Magnitude)

Severe summer weather can cause damage to buildings, homes, and other property but rarely cause death, serious injury, or long-lasting health effects. However, significant economic losses from property and crop damage, as well as several reported injuries and deaths have occurred in the county; therefore, the severity of summer weather is ranked as **moderate** for Teton County. In numerical measurements, severe summer weather events are often categorized based on criteria established by organizations such as National Weather Service (NWS). The NWS reports that severe summer weather has caused \$487,000 in property damage and \$0 in crop damage since 1950 in Teton County. Two deaths and 54 injuries were attributed to lightning strikes. Across the country, large hail results in nearly \$1 billion in damage annually to property and crops. The extent for specific severe summer weather hazards is described below.

HAIL

Hail events are often associated with thunderstorms that may also cause high winds and tornadoes. Hail causes nearly \$1 billion in damage to crops and property each year in the United States. Hail is also one of the requirements which the National Weather Service uses to classify thunderstorms as 'severe.' If hailstones of more than one inch in diameter are produced in a thunderstorm, the storm qualifies as severe.

The National Weather Service (NWS) classifies hail by diameter size and corresponding everyday objects to help relay scope and severity to the population. Table 4-61 indicates the hailstone measurements utilized by the National Weather Service.

Table 4-61 Common Hailstone Measurements

AVERAGE DIAMETER (IN INCHES)	CORRESPONDING HOUSEHOLD OBJECT
.25	Pea
.5	Marble/Mothball
.75	Dime/Penny
.875	Nickel
1.0	Quarter
1.5	Ping-pong Ball
1.75	Golf Ball
2.0	Hen Egg
2.5	Tennis Ball
2.75	Baseball
3.0	Teacup
4.0	Grapefruit
4.5	Softball

Data attained from <https://www.spc.noaa.gov/misc/tables/hailsize.htm>

Hailstorms occur during severe storms, which are regional in nature. However, just as the amount of precipitation in the form of snow or rain may vary significantly within a single storm, so may the amount, size, and duration of hail within a severe storm. This can have a wide range of impacts.

LIGHTNING

Lightning is an electrical discharge between positive and negative regions of a thunderstorm. Intra-cloud lightning is the most common type of discharge. This occurs between oppositely charged centers within the same cloud. Usually, it takes place inside the cloud and looks from

the outside of the cloud like a diffuse brightening that flickers. However, the flash may exit the boundary of the cloud, and a bright channel can be visible for many miles.

Although not as common, cloud-to-ground lightning is the most damaging and dangerous form of lightning. Most flashes originate near the lower-negative charge center and deliver negative charge to earth. However, some flashes carry positive charge to earth. These positive flashes often occur during the dissipating stage of a thunderstorm's life. Positive flashes are also more common as a percentage of total ground strikes during the winter months. This type of lightning is particularly dangerous for several reasons. It frequently strikes away from the rain core, either ahead or behind the thunderstorm. It can strike as far as 5 or 10 miles from the storm in areas that most people do not consider to be a threat. Positive lightning also has a longer duration, so fires are more easily ignited. And, when positive lightning strikes, it usually carries a high peak electrical current, potentially resulting in greater damage.

THUNDERSTORMS

It is possible for the entire county to be affected by a large thunderstorm and lightning event, but effects are often localized. One or more severe thunderstorms occurring over a short period can lead to flooding and cause extensive damage to power systems, communication outages, and agricultural damage. In extreme or isolated circumstances, severe thunderstorms can bring straight-line winds in excess of 100 mph. Straight-line winds are responsible for most thunderstorm damage. High winds can damage trees, homes, and businesses.

EXTREME HEAT

Extreme heat is considered to have a limited magnitude and severity. Due to the high elevation of Teton County, extreme heat is a historically unusual occurrence, but unusually hot weather has been having impacts in recent years as many older buildings and residential structures do not have air conditioning. Extreme heat events typically occur with ample warning time. Weather forecasters predict heat events several days before they occur.

Previous Occurrences

The NCEI database was used to gather information on historic severe summer weather in Teton County, Wyoming. The NCEI Storm Events Database is a comprehensive list of oceanic, atmospheric and geophysical data across the United States and aggregated by county and zone. Table 4-62 summarizes the data from NCEI for lightning, hail, extreme heat, and thunderstorms from 1970-2023. It is important to note that all severe summer weather events get reported by the NCEI and losses are estimates, therefore, actual losses may be higher than those reported below. Based on this data, thunderstorms are the most frequently occurring and damaging severe summer weather event in Teton County. Only lightning has resulted in casualties. The NCEI recorded \$487,000 in property losses due to severe summer weather events in Teton County from 1970-2023. However, the Storm Events Database uses data from the National Weather Service (NWS) for historical and current events, so any property loss data that was not reported to NWS will not be represented.

Table 4-62 Summary of Historic summer weather Events and Losses

	DEATHS	INJURIES	PROPERTY LOSS	DAYS WITH EVENTS	TOTAL EVENTS
Lightning	2	53	\$0	8	10
Hail	0	2	\$0	23	34
Extreme Heat	0	0	\$0	2	3
Thunderstorms	0	1	\$487,000	45	51
Total	2	56	\$487,000	78	98

Source: NCEI

The NCEI dataset reports details on several of the severe weather events in Teton County that cause injuries or fatalities:

- July 26, 2003: Woman was struck by lightning strike while hiking in Grand Teton. She was among 13 other climbers. The lightning strike resulted in 1 death and 5 injuries among all the climbers.
- June 21, 2005: Lightning hit approximately 15 yards from a boardwalk encircling Old Faithful Geyser in Yellowstone National Park, injuring eleven bystanders who were gathered to witness the eruption of the renowned geyser. Among the victims was a 12-year-old boy who received prompt CPR and was successfully resuscitated. Subsequently, he was airlifted to a regional medical center for further treatment.
- July 21, 2010: Lightning struck in Grand Teton Mountain in Grand Teton National Park, causing 17 climbers who were part of three separate private climbing parties. Tragically, one of the injured climbers ultimately fell 2,000 feet to his death as an indirect consequence of the lightning strike. National Park Service rangers were transported by helicopters to the renowned mountain to rescue the injured climbers. Surviving climbers endured moderate to severe injuries, ranging from burns to numbness. A total of 83 individuals contributed to the rescue efforts.
- August 2, 2022: This event happened at Enos Lake in the Teton Wilderness, when a group of backpackers were camping. This event resulted in one death, while another male sustained minor injuries. It was reported that the backpackers were struck while at camp. In total, they were a part of a group of 14.

Probability of Future Events

The frequency of severe summer weather events in Teton County is ranked as **Highly Likely**. Since 1970, 98 severe summer events have been recorded in the County. As discussed above, there are variations in frequency and severity of damage from severe summer weather across Teton County. Based on the NCEI data demonstrated above, it shows that hail, lightning, extreme heat, and thunderstorms are common throughout the county.

Climate Change Impacts

The impact of climate change on hail, lightning, and extreme heat, and thunderstorm hazards in Teton County is variable. NCA5 provides a summary of recent climate research and documents unprecedented increases in hail frequency and size in the Northern Great Plains.⁴ Hail is a significant hazard in Teton County (Table 4-62) and any potential increase is worth consideration. Fortunately, by far the most extreme hail hazard exists in the southeastern part of Wyoming, the opposite corner of the state.⁵

The impact of climate change on lightning has received comparatively little attention in recent research. The NOAA State Climate Summary for Wyoming (2022) and NCA5 each mention lightning only once, either acknowledging that it exists or that it is relevant to wildfire ignition.

Nationwide, extreme heat is responsible for more climate-related deaths than any other factor. The Northern Great Plains is fortunate to have not experienced an increase in this hazard to the

⁴ National Climate Assessment 5 (2023) Chapter 25, Northern Great Plains, https://nca2023.globalchange.gov/downloads/NCA5_Ch25_Northern-Great-Plains.pdf.

⁵ NOAA National Centers for Environmental Information, State Climate Summaries 2022: Wyoming. <https://statesummaries.ncics.org/chapter/wy/>

degree felt elsewhere. In fact, Teton County experiences very little extreme heat and has not recorded any financial loss to this hazard in recent years (Table 4-62). Air temperatures across the state have increased 2.5°F since 1900. However, Wyoming is not exempt from the impacts of climate changes and more mitigation strategies surrounding higher temperatures should be considered. According to researchers at the University of Wyoming, Teton County has experienced less of an increase in daytime highs than the global average, but there has been an increase in overnight lows, meaning nighttime temperatures have gotten progressively warmer. This increases the risk of wildfire ignition and the inability to slow the spread if one were to start.

Comparatively little research has evaluated the frequency and intensity of the thunderstorms. The effect of climate change on thunderstorms is not mentioned in NCA5 and the NOAA Climate Summary for Wyoming (2022) simply acknowledges that the state experiences this type of weather. Haberlie et al. (2022) evaluated the effects of climate change on thunderstorms in the eastern two-thirds of the United States, but did note a modest increase in low and medium severity thunderstorms in northwest Wyoming in both moderate and high GHG emissions scenarios.⁶

Vulnerability Assessment

In general, assets in the planning area are all vulnerable to severe summer weather including people, crops, livestock, vehicles, and built structures. The presence of buildings and people increase the potential for damage, injuries, and even death. As such, hail, lightning, extreme heat, and thunderstorm vulnerability are higher for the Town of Jackson than it is for Teton County as a whole, although areas of the county outside of public land exist that exhibit higher density of people and buildings. Hail can cause considerable damage to vehicles and buildings, but only rarely results in loss of life directly, although injuries can occur. Effects of this hazard could range from minimal, localized property damage to widespread or significant property damage affects a large portion of a jurisdiction.

PEOPLE

While the health-related impacts of severe summer weather affect all individuals, certain demographics, such as the elderly and young children, are particularly vulnerable. According to the Center for Disease Control (CDC), extreme heat is one of the leading causes of weather-related deaths in the United States. As previously mentioned, the elderly, young children, and people with weakened immune systems are often most susceptible. Aside from extreme heat, hail can cause serious injuries to unprotected people, like lightning strikes.

BUILT ENVIRONMENT

All outdoor property is equally exposed to severe summer weather events. For Teton County, it was reported that majority of the damage occurred due to thunderstorm winds. NCEI showed that thunderstorm winds were the only severe summer weather event that caused property or crop damage to the county. While there are no reported property damages for hail, lightning, and extreme heat, there is still a possibility of the hazard affecting the county.

ECONOMY

As seen from the NCEI dataset, severe summer weather can result in significant economic losses, particularly hail. NCEI recorded a total of \$487,000 in property damage due to severe summer weather in Teton County from 1970-2023. However, the Storm Events Database uses data from National Weather Service (NWS) for historical and current events, so any property

⁶ Haberlie, A.M., et al. (2022). Thunderstorm activity under intermediate and extreme climate change scenarios. *Geophysical Research Letters*, 49(14), e2022GL098779.

loss data that was not reported to NWS will not be represented. Losses can be seen when severe storm events cause direct damage to property or crops, but indirect losses can be a result of the storms as well. Also, the increase in temperature throughout the county can impact tourism in the future and reduce revenue from tourism. In the event of flash flooding or extreme hail events, this can force businesses to close, and commuters will also be unable to drive to work, causing disruption in local economies.

CRITICAL FACILITIES AND LIFELINES

All infrastructure and critical facilities are equally vulnerable as severe storms impact the entire planning area without discrimination. For instance, hail can accumulate on highways, hindering the movement of commuters and emergency responders, thereby impacting travel safety and efficiency. Lightning on the other hand, can cause direct damage to buildings and infrastructure, especially if infrastructures are not protected by lightning protection systems. Any structural damage to critical facilities can compromise the functionality of the community.

ENVIRONMENTAL, NATURAL, AND CULTURAL RESOURCES

Hailstorms have been known to inflict damage to crops and plants in the planning area, as well as break branches off trees. Additionally, lightning strikes can ignite fires in trees which in turn can impact vegetation and crops. Lastly, structures in poor condition or those not constructed to meet building codes are more susceptible to damage during severe weather occurrences.

Land Use and Development Trends

No specific new growth or development within the County, Town of Jackson, or the Teton Conservation District in the past five years has significantly altered the general risk to severe summer weather. There is a growing emphasis on constructing resilient buildings and infrastructure capable of withstanding severe summer weather. For example, ensuring that new infrastructures are built with durable materials that will be able to withstand high winds, hail, and other severe summer weather events. Considerations are also being made for mitigating against increasing summer temperatures with new buildings including air conditioning, particularly in government-subsidized housing projects that are typically occupied by socially vulnerable populations. Strategic planning initiatives in the Town of Jackson and Teton County prioritize directing density and services to existing population centers and clustered developments across the planning area. This intentional approach aims to restrict new areas of density, thus mitigating susceptibility to severe summer weather events, such as hail. However, it is important to note that any new development carries the risk of lightning strikes, which increases as the population grows in Teton County.

Risk Summary

- The hazard significance of severe summer weather (hail, thunderstorm, extreme heat, and lightning) in Teton County is ranked as **Low**.
- Teton County can be impacted by severe summer weather; therefore, the geographic extent is rated as **limited**.
- The NCEI dataset recorded 98 days of severe summer weather events in Teton County since 1970. Therefore, the probability of future occurrences is ranked as **Highly Likely**.
- The NCEI reported two deaths, 56 injuries and \$487,000 in property damages since 1970, therefore the potential magnitude is ranked as **moderate**.
- Most people vulnerable to severe summer weather events are children, the elderly, individuals with pre-existing medical conditions, outdoor workers/enthusiasts, and people living in dense urban areas.
- All outdoor property is vulnerable to severe summer weather events in Teton County.
- Critical infrastructure such as roadways and electrical equipment are especially vulnerable to severe summer weather.

- Economic losses typically occur from thunderstorm winds in the County. Although, there is possibility of severe hail events and associated cost of repairs from hail damage. Areas with high infrastructure, are more likely to experience economic damages from severe summer weather events because there is a greater quantity of property that can be damaged.
- Related hazards: Drought, wildfire, and tornado/windstorms.

Table 4-63 Risk Summary by Jurisdiction: Severe Summer Weather

JURISDICTION	OVERALL SIGNIFICANCE	KEY ISSUES AND JURISDICTIONAL DIFFERENCES
County	Low	Lightning strikes in wilderness areas throughout the county can often trigger wildfires.
Town of Jackson	Low	Some potential to affect limited developed areas in Town limits, particularly from impacts of hail. Lighting strikes to critical infrastructure can cause cascading effects.
Teton Conservation District	NA	No impacts
Flat Creek Watershed Association	NA	No impacts
Jackson Hole Airport	Low	Thunderstorms can sometimes cause delays and sometimes temporarily ground flights.

5 Mitigation Strategy

5.1 Mitigation Strategy: Overview

This section describes the mitigation strategy process and mitigation action plan for the Region 8 Hazard Mitigation Plan. It describes how the participating jurisdictions in the Region met the following requirements from the 10-step planning process:

- Planning Step 6: Set Goals
- Planning Step 7: Review Possible Activities
- Planning Step 8: Draft an Action Plan

The results of the planning process, the risk assessment, the goal setting, the identification of mitigation actions, and the hard work of the county's HMPC led to this mitigation strategy and action plan. Section Mitigation Goals Section 5.2 below identifies the goals of this plan, Section 5.3 describes the action identification and prioritization process, and Section 5.4 contains the updated mitigation action plan for 2025.

5.2 Mitigation Goals

Up to this point in the planning process, the county HMPC has organized resources, assessed hazards and risks, and documented mitigation capabilities. The resulting goals and mitigation actions were reviewed and updated based on these tasks. During the 2025 update of this plan, the county HMPC held a series of meetings designed to achieve a collaborative mitigation strategy as described further throughout this section.

During the mitigation strategy workshop held on June 11, 2024, the HMPC reviewed the results of the hazard identification, vulnerability assessment, capability assessment and goals from the 2020 hazard mitigation plan as well as the State of Wyoming Multi-Hazard Mitigation Plan. This analysis of the risk assessment identified areas where improvements could be made and provided the framework for the county to update planning goals and to base the development of new or updated mitigation strategies for the Region.

Goals were defined for the purpose of this mitigation plan as broad, public policy-based statements that:

- Represent basic desires of the community;
- Encompass all aspects of community, public and private;
- Are nonspecific, in that they refer to the quality (not the quantity) of the outcome;
- Are future-oriented, in that they are achievable in the future; and
- Are time-independent, in that they are not scheduled events.

During the 2025 update the goals from the 2020 plan were revisited at a series of meetings with the HMPC/LEPC. The four goals generally were still valid, but the group felt that re-ordering some of the goals was important to reflect current priorities. The goal of improving protection of the general population was moved to Goal 1 and revised to "minimize impacts of hazards..." Consideration of economic losses was added to Goal 4 to reflect the impacts that hazards have had on the local economy. The word "manage" was added to Goal 3 in regard to natural resources to reflect the emphasis on vegetative management for wildfire fuels and invasive removal. The goals as revised for the 2024 plan updated are as follows:

- **Goal 1:** Minimize impacts of hazards on the general population including residents, commuters, and visitors
- **Goal 2:** Protect existing and future critical facilities, utilities, infrastructure, and other FEMA community lifelines
- **Goal 3:** Protect, restore, and manage the environment to support community and environmental resiliency

- **Goal 4:** Continue to implement actions to mitigate the effect of hazards through education, ordinances, resolutions, and proper project analysis to enhance life safety and reduce property and economic losses

5.3 Identification and Analysis of Mitigation Actions

The next step in the mitigation strategy is to identify and analyze a comprehensive range of specific mitigation actions and projects to reduce the effects of each hazard on new and existing buildings and infrastructure. During the 2024 Regional Plan update, the HMPC analyzed viable mitigation actions by hazard that supported the identified goals. The HMPC was provided with the following list of categories of mitigation actions, which originate from FEMA's local hazard mitigation planning guidance:

- **Plan and Regulations (Prevention):** Administrative or regulatory actions or processes that influence the way land and buildings are developed and built.
- **Structural and Infrastructure Projects:** Actions that involve the construction of structures to reduce the impact of a hazard.
- **Education and Awareness:** Actions to inform and educate citizens, elected officials, and property owners about the hazards and potential ways to mitigate them.
- **Natural Resource Protection:** Actions that, in addition to minimizing hazard losses, also preserve or restore the functions of natural systems.

To identify and select mitigation actions in support of the mitigation goals, the HMPC evaluated each hazard identified and profiled in Chapter 4. A link to reference documents titled "Mitigation Ideas" and "Mitigation Action Portfolio" developed by FEMA was made available in the meeting presentation. These documents list common ideas for mitigation by hazard and best practices. The jurisdictions considered both current and future buildings in considering possible mitigation actions. A facilitated discussion took place to examine and analyze the options.

The mitigation strategy is based on existing local authorities, policies, programs, and resources, as well as the ability to expand on and improve these existing tools. As part of the HMP development, the planning team reviewed existing capabilities for reducing long-term vulnerability to hazards. Those capabilities are noted in Chapter 3 and can be assessed to identify gaps to be addressed and strengths to enhance through new mitigation actions.

Based upon the key issues identified in the risk assessment, including the capability assessment, the planning team came to consensus on proposed mitigation actions for each hazard for their jurisdictions. Certain hazards' impacts were best reduced through multi-hazard actions. A lead agency or department for each new action was identified to provide additional details on the project so they could be captured in the plan.

5.3.1 Prioritization Process

Once the mitigation actions were identified, the HMPC reviewed and evaluated each action to come up a prioritization scale for the mitigation strategy. This prioritization process was largely done for the new actions developed in 2025; however, the planning team was given the opportunity to re-prioritize any continuing actions if they wanted. In order to accomplish this, the planning team utilized the STAPLEE prioritization criteria to determine the importance, effectiveness, and implementation steps of each action. The STAPLEE criteria were developed by FEMA as a means of standardizing a consistent set of evaluation criteria for all jurisdictions to follow. STAPLEE is an acronym for the following:

- **Social:** Does the measure treat people fairly? (e.g., different groups, different generations)
- **Technical:** Is the action technically feasible? Does it solve the problem?

- **Administrative:** Is there adequate staffing, funding, and other capabilities to implement the project?
- **Political:** Who are the stakeholders? Will there be adequate political and public support for the project?
- **Legal:** Does the jurisdiction have the legal authority to implement the action? Is it legal?
- **Economic:** Is the action cost-beneficial? Is there funding available? Will the action contribute to the local economy?
- **Environmental:** Does the action comply with environmental regulations? Will there be negative environmental consequences from the action?

Other criteria used to inform the priority of a mitigation action included:

- Does the action address multiple hazards or areas with the highest risk?
- Does the action protect lives?
- Does the action protect infrastructure, community assets or critical facilities?
- Does the action meet multiple objectives?

While STAPLEE provided a template for the planning team to evaluate a range of specific mitigation actions and projects, the results of the risk assessment were also considered (i.e., probability and severity of impacts for each hazard). During this process, a planning level cost-benefit review of each action was also considered, in accordance with the requirements of the Disaster Mitigation Act. Quantitative cost-benefit analysis will be considered in additional detail when seeking FEMA mitigation grant funding for eligible projects identified in this plan. Planning Team members also weighed the pros and cons of proposed actions based on their judgement, subject matter expertise and experience with local hazards.

Keeping the STAPLEE criteria in mind, the planning team prioritized the mitigation actions by giving an indication of relative priority, which was then translated into high, medium, and low. The results of the STAPLEE evaluation process produced prioritized mitigation actions for implementation within the planning area. During the plan update, the HMPC identified several mitigation actions that were ongoing or incomplete projects to be carried forward from the 2020 HMP. Priority levels on these actions were revisited and, in some cases, modified to reflect current priorities based on the STAPLEE principles.

5.4 Mitigation Action Plan

This section outlines the development of the mitigation action plan. The action plan consists of the specific projects, or actions, designed to meet the plan's goals. Over time the implementation of these projects will be tracked as a measure of demonstrated progress on meeting the plan's goals.

5.4.1 Progress on Previous Mitigation Actions

As part of the update process the HMPC reviewed the previously identified actions to assess progress on implementation. These reviews were completed using worksheets to capture information on each action including if the action was completed or deferred to the future. Actions that were not completed were discussed for continued relevance and were either continued in the Plan or in some cases recommended for deletion.

The jurisdictions of Region 8 have been working steadily towards meeting the plan's goals and completing the identified mitigation actions. While several remain to be completed, many were noted as in-progress. Progress on mitigation actions previously identified in the 2020 HMP are detailed in the mitigation action strategy in Section 5.4. Reasons that some actions have not been completed include low priority, lack of funding, or lack of administrative resources.

As of December 2024, there have been 32 actions completed in Region 8, demonstrating significant progress in implementing mitigation actions and reducing community vulnerability to hazards. One action, concerning creating a more efficient creek flow for Flat Creek, was deleted as existing rock weirs in the creek were all removed., The table below summarizes progress implementing mitigation actions for Region 8, inclusive of the municipalities and special districts.

Table 5-1 Completed and Deleted Actions

JURISDICTION	ACTION NAME & DESCRIPTION	HAZARD(S) MITIGATED	STATUS
Teton County	Levee Maintenance Stockpile Facility. Will provide a location for stockpiling of materials for levee maintenance and repair for Teton County and the Army Corps of Engineers.	Dam/Levee Incident, Flood	Completed.
Teton County	Renovate West Bank/ Wilson Fire Station #2. Enhance response and fire fighter safety	Wildfire	Completed. New roof installed.
Teton County	Teton Idaho/Wyoming Mutual Aid Agreement. Develop a mutual aid agreement between the Teton County Wyoming and Teton County Idaho Boards of County Commission for the sharing of resources during emergencies and combined training/exercises to increase disaster resiliency.	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Landslide, Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm, Wildfire	Completed in September of 2023
Teton County	Alta Stateline Rd Bridge. Puts a bridge where one has been missing for decades. Will now provide alternate emergency evacuation route for residents of North Alta without having to go out to Highway 33. completion Fall 2019.	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Landslide, Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm, Wildfire	Completed.
Teton County	WiRē Community Wildfire Risk Assessment. Work with WiRē to conduct wildfire risk assessment and analysis for various communities. Assessment includes rapid windshield survey of community, followed by research-based survey of community members. Use results to develop improved strategies for communicating risk and preparedness to the public	Wildfire	Completed. Information from assessment feeding into current CWPP update.

JURISDICTION	ACTION NAME & DESCRIPTION	HAZARD(S) MITIGATED	STATUS
Teton County	County web camera network. Develop network of web cameras in strategic locations around Teton County to Allow the EOC, Dispatch Centers, and first responders to monitor roads, wildfires, critical infrastructure, and other incidents remotely.	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Landslide, Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm, Wildfire	Completed. ArcGIS web map created with publicly-accessible web cams on it for first responder use. Also installed tower-mounted webcams at EOC for views across valley and of S Highway 89.
Teton County	Hoback Outdoor Warning Siren Upgrade. Upgraded outdoor warning siren install to replace broken old siren at Hoback. New siren has higher decibel level and modern design to Allow for better coverage. Can be used for severe weather, wildfire, hazardous materials spills, and more	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Landslide, Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm, Wildfire	Completed. Installed June 2019.
Teton County	Gros Ventre Bank Stabilization. Will protect the pathway along N. Hwy 89 on the Gros Ventre River, as well as the pathway bridge and highway bridge across the Gros Ventre.	Flood	Completed in Fall 2019
Teton County	Avalanche Response Equipment Deployment to first responders. TCSO Deputies and Wyoming Highway Patrol Trooper have been issues avalanche beacons, and probes and will also be receiving training on their use. Would like to consider getting same for JHFEMS BCs, ambulances, and first-outs	Avalanche	Completed.
Town of Jackson	START fuel station. Provides continuous fuel service to buses and other emergency/core services fleet vehicles, ensuring core municipal service provision in times of disaster	Avalanche, Drought, Earthquake, Flood, Landslide, Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm, Wildfire	Completed.
Town of Jackson	Snow King Estates water line. New installations and upgrades to water supply infrastructure to ensure service to all residents in the area and sufficient pressure for firefighting	Drought, Wildfire	Completed.
Town of Jackson	Outdoor Warning Siren - Central Jackson. Outdoor warning sirens	Avalanche, Dam/Levee Incident, Drought,	Deleted. Combined with C&T-11.

JURISDICTION	ACTION NAME & DESCRIPTION	HAZARD(S) MITIGATED	STATUS
	can be used to alert the public to wildfire evacuations, severe weather, hazardous materials incidents, terrorist incidents, and more. Coverage is lacking in central Jackson, east Jackson, and Alta.	Earthquake, Flood, Landslide, Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm, Wildfire	
Town of Jackson	Outdoor Warning Siren - East Jackson. Outdoor warning sirens can be used to alert the public to wildfire evacuations, severe weather, hazardous materials incidents, terrorist incidents, and more. Coverage is lacking in central Jackson, east Jackson, and Alta.	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Landslide, Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm, Wildfire	Deleted. Combined with C&T-11.
Jackson Hole Airport	Fuel Facility and Rental Car Facility Generator. Installed Backup Generator for 100% Coverage of these facilities	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Landslide, Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm, Wildfire	Completed.
Town of Jackson	Fleet maintenance facility. Ensures emergency and core public services fleets are in good state of repair so that they are able to respond in hazard or emergency situations; provides state-of-the-art management of necessary hazardous materials	Avalanche, Drought, Earthquake, Flood, Landslide, Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm, Wildfire	Completed in 2024.
Town of Jackson	Stormwater Treatment Units on Powderhorn Lane. This unit provides protection to Flat Creek by removing dirt, sand, gravel, rocks from entering creek	Flood	Completed, Constructed 2019
Town of Jackson	Purchase of New Street Sweeper. New Sweeper will replace our old sweeper that is at the end of its life. This New sweeper will remove sand, silt, dust, rocks, and gravel from the roadway and prevent it from entering waterways, causing sedimentation and increased flooding	Flood	Completed.
Town of Jackson	Purchase of All Electric START Buses. To provide alternative fuel transportation (electric) to provide redundancy against diesel shortages	Avalanche, Earthquake, Flood, Severe Summer Weather, Severe Winter Weather, Landslide,	Completed. Electric START buses purchased; however, bankruptcy of supplier has caused

JURISDICTION	ACTION NAME & DESCRIPTION	HAZARD(S) MITIGATED	STATUS
		Tornado/Windstorm, Wildfire	maintenance and implementation issues.
Town of Jackson	Purchase of New Loader. To replace aging front-end loader to assist in snowstorm mitigation and flood fight	Severe Winter Weather, Flood	Completed.
Town of Jackson	Town of Jackson Public Works Shop Generator. The Town of Jackson has a new Public Works Shop where vehicle maintenance takes place for town, county, non-profit, and even some federal vehicles. This includes emergency response vehicles and critical public works equipment such as graders and snowplows. This new shop is co-located with the START Bus public transit facility. Generators are being installed to power baseline emergency functions, but both of these facilities need to operate during long-term power outages in order to provide fuel and service to emergency vehicles and to transport the public during evacuations. A more robust generator system is needed to power the entire facility.	Earthquake, High winds & Downbursts, Landslides (include Rockfall/Debris Flos), severe summer weather (lightning, Extreme Heat, Thunderstorms), Severe Winter Weather (incl Extreme Cold), Tornado/Windstorm, Wildfire	Completed.
Town of Jackson	Tree removal. Arborists/forester to determine health of old trees in town and if one is deemed unsafe (high risk of Falling), it is removed and replaced with a young tree	Avalanche, Earthquake, Flood, Severe Summer Weather, Severe Winter Weather, Landslide, Tornado/Windstorm, Wildfire	Deleted. Action was combined with action TJ-3.
Town of Jackson	North King Street Extension. To provide alternative traffic routes to hospital in case of hazards preventing traffic around the town square	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Landslide, Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm, Wildfire	Completed.
Town of Jackson	Replacement of Motor Graders and Additional Front-End Loaders. To replace aging equipment used in landslide, winter storm, and flood mitigation	Flood, Landslide, Severe Winter Weather	Completed.

JURISDICTION	ACTION NAME & DESCRIPTION	HAZARD(S) MITIGATED	STATUS
Teton County, Town of Jackson	Lightning Safety Signage. Hang Lightning Safety Awareness signs from the National Weather Service in parks and along the pathways to educate the public on how to recognize dangerous lightning situations and get to safety	Lightning	Completed. Installed at all local parks and entrances to bike pathway system.
Teton County, Town of Jackson	WUI Coordinator Position. Explore the creation of a Wildland Urban Interface coordinator position to manage WUI mitigation projects, head up education of the public for WUI issues, and assist with assessments	Wildfire	Completed. Position created in JH Fire/EMS.
Teton County, Town of Jackson	WYDEQ Continuous Fine Particulate Matter monitoring station. WYDEQ is planning on installing a continuous fine particulate matter monitoring station at the sewage transfer station east of JH High School. This would Allow for real - time monitoring of air quality, including wildfire smoke.	Wildfire	Completed. Instruments are owned and operated by WYDEQ. TCD is emergency site operator.
Teton County, Town of Jackson	Hazard tree mitigation. Staff inspects Parks and Town Core annually to identify hazard trees for removal or maintenance. Currently establishing zones throughout the County of rotating inspections for public trees. Public Safety/Power Outage/Tornado/High wind initiative.	Avalanche, Earthquake, Flood, Severe Summer Weather, Severe Winter Weather, Landslide, Tornado/Windstorm, Wildfire	Deleted. Combined with Action TJ-3
Teton Conservation District	Work with Flat Creek Water Improvement District (FCWID) to prevent flooding from frazil ice. Finalize development of WID. Develop a fund for mitigation work, obtain access, implement. Mitigate repetitive property loss and damage from ice-jam flooding.	Flood	Completed.
Teton Conservation District	Cooperate with WY Water Improvement Study for Upper Snake River drainage. Prevent flood potential. Protect lives and property.	Flood	Completed. Assuming this is the irrigation facility risk assessment. We participated but nothing identified formally because they only engage

JURISDICTION	ACTION NAME & DESCRIPTION	HAZARD(S) MITIGATED	STATUS
			with Irrigation Districts.
Teton Conservation District	Conduct flood risk analysis for Flat Creek. Prevent flood potential. Protect lives and property.	Flood	Completed. Flat Creek flood return interval was adjusted during the Lockhart Project.
Flat Creek WID	Flat Creek Watershed Improvement District (FCWID). Formulation of Emergency Wintertime & Spring Runoff Action Plan. Emergency Wintertime & Spring Runoff Action Plan has been provided to FCWID District Members for the last four years to assist property owners on Flat Creek with preparations and ideas for mitigating flooding that may occur on their properties.	Flood	Completed.
Flat Creek WID	FCWID - Wintertime Data Collection and Oversight on Flat Creek. Engagement of Alder Environmental LLC-perform wintertime data collection on Flat Creek has assisted the FCWID in sending that data for analysis to Drs. Kempema & Ettema for studies & reports; offered professional oversight for wintertime flooding mitigation.	Flood	Completed.
Flat Creek WID	FCWID Access Agreements developed and obtained from district members. two access agreements (1-data collection; 2-emergency mitigation) developed with legal counsel to obtain legal permission from District Members. Helpful during wintertime flooding emergencies for track hoe entrance into Flat Creek to protect properties	Flood	Completed.
Flat Creek WID	FCWID Removal of Shoal in Flat Creek upstream of Smith's Market. In concert with FCWID, the Town of Jackson removed the identified constricting shoal	Flood	Completed.

JURISDICTION	ACTION NAME & DESCRIPTION	HAZARD(S) MITIGATED	STATUS
	in Flat Creek upstream of Smith's Market.		
Flat Creek WID	FCWID Bank Stabilization on Flat Creek @ S. Hwy 89 upstream of Smith's Market. WYDOT at the urging of FCWID, shored up eroding Hwy 89 embankment on Flat Creek upstream of Smith's Market; oversight and help by Town of Jackson & Alder Environmental (acting as paid agent of FCWID); installed riprap to stabilize eroding creek bank.	Flood	Completed.
Flat Creek WID	FCWID - Existing ROCK WEIRS Removal/Reconfiguration to Create More Efficient Creek Flow. FCWID "wish list". Acquire expertise to determine which, if any, ROCK WEIRS need to be removed/recon figured to create more efficient creek flow to Alleviate possible flooding.	Flood	Deleted. All in-stream rock weirs (with the exception of the diversion structure for irrigation purposes at the upstream end of Garaman Park) have been removed.
Flat Creek WID	FCWID - Studies & Reports by Dr. Edward Kempema & Dr. Robert Ettema re: Mitigation of Flooding on Flat Creek. Engagement of Drs. Kempema & Ettema to develop analysis of Flat Creek flooding challenges facilitated important mitigation suggestions for various choke areas on the creek that cause winter flooding.	Flood	Completed.

5.4.2 2025 Mitigation Actions

The action plan presents the recommendations developed by the county planning team, outlining how the Region can reduce the risk and vulnerability of people, property, infrastructure, and natural and cultural resources to future disaster losses.

Further, it should be clarified that the actions included in this mitigation strategy are subject to further review and refinement; alternatives analyses; and reprioritization due to funding availability and/or other criteria. The Region is not obligated by this document to implement any or all of these projects. Rather, this mitigation strategy represents the desires of the community to mitigate the risks and vulnerabilities from identified hazards. The Region also realizes that new needs and priorities may arise as a result of a disaster or other circumstances and reserves the right to support new actions, as necessary, as long as they conform to their overall goals, as listed in this plan.

The table below includes a summary of the numbers of actions completed, continued, and new actions developed for each of the participating jurisdictions in the 2025-2030 HMP. The

HMPC reviewed proposed mitigation actions and determined that TJ-10 should be combined with TJ-3 to address overlapping objectives. Also, the HMPC noted that TJ-15 and TJ-16 of previous mitigation actions should be combined to C&T-11 because this action should only be noted in the County and Town actions. Combining these actions helps enhance efficiency, streamline implementation, and reduce redundancy.

There are a total of 49 actions from the 2020 HMP being continued, along with 24 new actions developed, for a total of 73 actions in the 2025 Region 8 HMP mitigation strategy. For tracking purposes, it is important to note that the Flat Creek Watershed Improvement District (FCWID) and Jackson Hole Airport were not adopting participants in the 2020 HMP. The four continuing actions for FCWID were originally listed as Teton Conservation District actions, and the one continuing action for Jackson Hole Airport was originally noted as a County and Town joint action. These actions are now listed under the correct participating jurisdictions along with new actions for 2025.

Table 5-2 Summary of Actions by Jurisdiction

JURISDICTION	2020 ACTIONS	COMPLETED	DELETED	CONTINUING	NEW ACTIONS 2025	TOTAL NEW AND CONTINUING ACTIONS
County	33	9	0	26	0	26
Town of Jackson	28	11	3	13	7	20
County + Town	7	3	1	2	11	13
Teton Conservation District	18	7	1	3	1	4
FCWID	-	-	-	4	0	4
Airport	-	-	-	1	5	6
Totals	86	30	5	49	24	73

The mitigation actions developed for the plan update are detailed in Table 5-3. Many of the action items included in this plan are a collaborative effort among local, state, and federal agencies and stakeholders in the planning area. The projects are organized by jurisdiction and include notes about the department and partners necessary to implement the project, estimated cost, potential funding sources, timeline, and their relative level of priority: high, medium, and low. The lead agency responsible for each action has been bolded.

The Cost Estimate column describes the estimated project costs using the following categories:

- Little to no cost
- Low: Less than \$10,000
- Moderate: \$10,000-\$100,000
- High: \$100,000-\$1,000,000
- Very High: More than \$1,000,000

The Timeline column describes the estimated time of completion for each project using the following categories:

- Short Term: 1-2 years
- Medium Term: 3-5 years
- Long Term: 5+ years

- Ongoing: action is implemented every year

The tables also provide status/implementation notes that describe progress made on the actions so far, using the following categories, and, where applicable, notes if there were changes in the priority level from the previous plan:

- **Not Started:** Work has not begun.
- **In Progress:** Work has begun but not completed.
- **Continuous:** Ongoing annually with no specific end date.
- **New in 2025:** The action is new to this plan update; little to no work has been completed.

Table 5-3. Teton County Hazard Mitigation Actions

ID	JURISDICTION	ASSOCIATED GOAL(S)	ACTION TITLE AND DESCRIPTION	HAZARD(S) MITIGATED	LEAD AGENCY AND PARTNERS	TIMELINE	COST ESTIMATE AND POTENTIAL FUNDING	PRIORITY	STATUS/IMPLEMENTATION NOTES
TC-1	Teton County	Goals 1 and 2	Upgrade Hoback Fire Station #3. Enhance response and fire fighter safety	Wildfire	JH Fire/EMS; ESF#04- Firefighting	Long Term	Moderate; USDA Community Facilities Direct Loan & Grant Program	Low	In Progress. Still in planning phases depending on strategic direction of JH Fire/EMS. Funds have been secured through SPET and become available winter 2025. Design and build to follow.
TC-2	Teton County	Goals 1 and 2	Upgrade Fire Station #4 at Moran Junction. Enhance response and fire fighter safety	Wildfire	JH Fire/EMS; ESF#04- Firefighting	Long Term	Moderate; USDA Community Facilities Direct Loan & Grant Program	Low	Not Started.
TC-3	Teton County	Goal 4	Offer one CERT basic training course/year to raise awareness of hazards and increase response capability. Offer monthly ongoing training to CERT volunteers.	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Landslide, Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm, Wildfire	TCEM, Teton County CERT	Ongoing	Moderate; Emergency Management Performance Grant Program (EMPG)	High	Annual Implementation. One basic training offered each year in the fall with monthly trainings for CERT volunteers.

ID	JURISDICTION	ASSOCIATED GOAL(S)	ACTION TITLE AND DESCRIPTION	HAZARD(S) MITIGATED	LEAD AGENCY AND PARTNERS	TIMELINE	COST ESTIMATE AND POTENTIAL FUNDING	PRIORITY	STATUS/IMPLEMENTATION NOTES
TC-4	Teton County	Goals 1 and 2	Renovate Teton Pines Fire Station #6. Enhance response and fire fighter safety	Wildfire	JH Fire/EMS; ESF#04- Firefighting	Long Term	Moderate; USDA	Low	In Progress. In planning phases.
TC-5	Teton County	Goals 1 and 4	Outreach to encourage public sign-up with Teton_WY Alerts powered by Everbridge, FEMA phone app and raise awareness of Emergency Alert System, Wireless Emergency Alerts, and NOAA Weather Radio. Citizens warned and better-informed during disasters	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Landslide, Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm, Wildfire	TCEM	Ongoing	Moderate; County General Funds	High	Annual Implementation. Have recently switched from Nixle to Everbridge. Has required additional outreach efforts and increased cost. Increasing to \$5,000 to \$25,000.
TC-6	Teton County	Goals 1 and 4	Develop and run general preparedness public service announcements to enable individuals better able to help themselves	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Landslide, Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm, Wildfire	TCEM	Ongoing	Moderate; County General Funds	High	Annual Implementation. Media campaign created that includes newspaper, online ads, and radio ads for monthly preparedness themes all year long.
TC-7	Teton County	Goals 1 and 4	Improve emergency management website to update preparedness outreach and provide emergency information to the public. Individuals better able to prepare and provide	Avalanche, Dam/Levee Incident, Drought, Earthquake,	TCEM	Short Term	Moderate; County General Funds	Medium	In Progress. ArcGIS Online solution for a public information website is being configured but has

ID	JURISDICTION	ASSOCIATED GOAL(S)	ACTION TITLE AND DESCRIPTION	HAZARD(S) MITIGATED	LEAD AGENCY AND PARTNERS	TIMELINE	COST ESTIMATE AND POTENTIAL FUNDING	PRIORITY	STATUS/IMPLEMENTATION NOTES
			reliable source of emergency information during incidents	Flood, Landslide, Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm, Wildfire					not been deployed. ArcGIS Emergency Management Hub solution implemented for TCIncident.org emergency information website. Non-emergency info side of website needs a complete rewrite.
TC-8	Teton County	Goals 1 and 4	Work with rural subdivisions at risk for flood and wildland fire to develop their own plans. Reduce potential for loss of lives.	Flood, Wildfire	TCEM, JH Fire/EMS, TC Sheriff; TC Floodplain Administrator	Ongoing	Low; EMPG, BRIC, Community Planning Assistance for Wildfire (CPAW)	Medium	In Progress. WUI Coordinator is working with subdivisions on their wildfire preparedness plans. Draft EOP update includes a new section with guidance to the general public on creating community emergency plans.
TC-9	Teton County	Goals 1 and 2	Map critical facilities with back-up power. Obtain/ install generators for those without. Enhanced response, sheltering, and continuity of government	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Landslide, Severe Summer Weather, Severe Winter Weather,	TCEM, Teton County School District, American Red Cross, Teton County Facilities Division, Teton County Library, ESF#12-Energy	Short Term	Moderate; EMPG, BRIC	Medium	In Progress. TCEM has started to map critical infrastructure in the community using ArcGIS Emergency Management Solution. Several facilities, including the Teton County Library – Jackson and

ID	JURISDICTION	ASSOCIATED GOAL(S)	ACTION TITLE AND DESCRIPTION	HAZARD(S) MITIGATED	LEAD AGENCY AND PARTNERS	TIMELINE	COST ESTIMATE AND POTENTIAL FUNDING	PRIORITY	STATUS/IMPLEMENTATION NOTES
				Tornado/Windstorm, Wildfire					Teton County Library – Alta branches have been identified as needing generators to serve as disaster recovery centers, warming shelters, clean air shelters, and cooling shelters. Once completed, next step will be to identify those without emergency power that need it.
TC-10	Teton County	Goal 4	Integrate hazard information into County GIS and make available to the public through County website. Prevent future property damage by ensuring development doesn't occur in hazard areas	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Landslide, Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm, Wildfire	TOJ Planner; TC Planner; TC Engineer; TCEM; WOHS Coordinator, WY State Geological Survey; TC GIS Administrator	Short Term	Low; County General Funds, Staff Time	Medium	In Progress. County has recently hired a GIS Administrator. They are bringing various hazard information online and making available to the public.
TC-11	Teton County	Goal 2	Critical Facility Generator Hookups. Assess EOC power needs and install external hook-ups for a trailer-mounted generator to be installed on the EOC in the event the primary generator fails.	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Landslide,	TCEM; TCSO; JHFEMS; TCHD; TC Library; Teton County Facilities	Short Term	Low; State Homeland Security Program (EMPG/SHSP) Grant	Low	Not Started.

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				Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm, Wildfire					
TC-12	Teton County	Goals 1 and 4	Critical Facility Command Trailer Hookups. In the event the county EOC becomes unusable, or needs additional workspace for a long-term disaster, install hookups on the outside of the building to provide power, internet, and phone to trailer command posts that may come to assist.	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Landslide, Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm, Wildfire	TCEM ; TCSO; JHFEMS; TCHD; TC Library; Teton County Facilities	Short Term	Low; EMPG, SHSP	Low	Not Started.
TC-13	Teton County	Goals 1 and 4	Outdoor Warning Siren -- Alta and Grand Targhee Resort. Outdoor warning sirens can be used to alert the public to wildfire evacuations, severe weather, hazardous materials incidents, terrorist incidents, and more. Coverage is lacking in central Jackson, east Jackson, Grand Targhee Resort, and Alta.	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Landslide, Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm, Wildfire	TCEM ; Community of Alta, Grand Targhee Resort	Short Term	Low; EMPG, BRIC	Low	Not Started.

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TC-14	Teton County	Goals 1 and 4	Update 'quake island' mapping of county, make available on GIS. Enhance response, Ability to better plan ahead	Earthquake	TC GIS Administrator, TCEM, Geologists of JH	Medium Term	Moderate; County General Funds, Staff Time, Non-profit assistance	Medium	Not Started. County now has a GIS Administrator. Will be working with him to get this project started.
TC-15	Teton County	Goal 2	Rank bridges based on quake island analysis. Perform structural retrofitting of vulnerable bridges. Improve resilience of the county's transportation system	Earthquake	FEMA Mitigation Specialist; WYDOT Engineer, FHWA Engineer; TC Road and Levee; TOJ Public Works, Geologists of JH, WY State Geological Survey, ESF#01-Transportation	Medium Term	High; County General Funds, BRIC, Wyoming DOT Funding	Medium	Not Started.
TC-16	Teton County and Teton Conservation District	Goal 4	Use HMP and the Great ShakeOut as a platform to raise awareness and encourage individual responsibility and action. Reduced potential for property damage, business interruption. Teton Conservation District to serve as a participant and promoter of the Great ShakeOut.	Earthquake	TCEM, TCD staff	Ongoing	Little to no cost; Staff Time, Local General Funds	Low	Annual Implementation. TCEM participates in the Great Wyoming ShakeOut every October and conducts public outreach on earthquake preparedness.

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TC-17	Teton County	Goal 1	Identify redundant transportation routes for emergency access and evacuation. Develop county-wide evacuation plan with professional traffic models, especially for limited-access subdivisions and critical trans nodes. Reduces potential for loss of life	Earthquake, Flood, Wildfire	TCEM , TC Road and Levee; ESF#01-Transportation; Homeowners; TAWPC	Medium Term	High cost; Staff Time, Local General Funds, PROTECT Grant	Medium	In Progress. Teton County applied for a PROTECT grant in the amount of \$750,000 to hire a contractor to complete a traffic analysis and develop an evacuation plan for the entire county. Application was denied, but County will try to apply again.
TC-18	Teton County	Goal 4	Complete work to participate in the NFIP Community Rating System. Reduce effects of flood events; lower insurance rates for property owners in the floodplain	Flood	TC Engineer; TCEM; WOHS Floodplain Coordinator; TC Floodplain Administrator; TOJ Floodplain Administrator	Ongoing	Little to no cost; Staff Time, Local General Funds	Low	Not Started. Not much interest from participating jurisdictions. Very few flood insurance policies in place that would benefit.
TC-19	Teton County	Goal 4	Reinstitute automated dam monitoring and alert notification, Jackson Lake Dam. Provide greater response time. Reduce potential for loss of life and property damage	Dam/Levee Incident, Flood	TC Commissioners; National Park Service; US Bureau of Reclamation	Short Term	Moderate; County General Funds, Wyoming Safety of Dams Funding	Low	Not Started. Outside of purview of local government.
TC-20	Teton County	Goal 4	Offer 1-2 weather spotter and/or CoCoRaHS courses/year. Raised awareness, better data	Flood, Severe Summer Weather, Severe Winter Weather	TCEM ; NWS Riverton Warning Coordination Meteorologist	Ongoing	Low; Staff time, EMPG	Medium	Annual Implementation. Continue to offer Weather Spotter and CoCoRaHS each year.

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TC-21	Teton County	Goal 3	EOC Weed Control. Control weed grasses and other fine fuels surrounding the County EOC to help mitigate against wildfire, especially around generator and HVAC systems.	Wildfire	TCEM; Teton County Parks & Recreation	Ongoing	Low; Staff time, BRIC	Low	Annual Implementation.
TC-22	Teton County	Goal 2	County Network Redundancy. Increase resilience of data and internet network of critical County facilities through backup data services	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Landslide, Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm, Wildfire	TC Information Technology , TCEM; TCSO; JHFEMS; TCHD; TC Library; Teton County Facilities	Long Term	High; Wyoming SHSP	Medium	In Progress. TCIT is working on redesigning county network to allow several internet access points to serve as backups to buildings throughout the network. EOC installed a cellular backup internet router for FirstNet, and Starlink. EOC also has budgeted funds for FY25 to install Star Link backup internet at EOC.
TC-23	Teton County	Goal 1	Spring Gulch Rd Avalanche Mitigation. Examine possible solutions to avalanche path on Spring Gulch Rd, just north of Highway 22. Implement steps to mitigate against avalanches that could cause loss of life, property damage, or closure of road.	Avalanche	TC Road & Levee ; TC Engineering; ESF#01-Transportation; ESF#03-Public Works	Long Term	High; BRIC	Medium	Not Started.
TC-24	Teton County	Goals 1, 2, and 3	Water supply analysis. Analyze Teton County to determine areas that are not within a safe distance from a water source for firefighting. Look at population	Drought, Wildfire	Jackson Hole Fire/EMS ; TAWPC; Teton Conservation	Short Term	Moderate; BLM-WUI Community Fire	High	In Progress. Will need to get more info from WUI Coordinator to

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			density, vegetation, wildfire history, and water sources. Use data to determine if supplemental water systems are needed.		District; ESF#04-Firefighting; ESF#11-Agriculture & Natural Resources		Assistance Funds		understand progress on this project.
TC-25	Teton County	Goals 2 and 3	Winter sand/salt storage dome. Provides designated, covered location to store sand/salt for winter roadways maintenance, allowing for larger quantities on-hand; containment of material reduces pollution contributions to surface waters	Severe Winter Weather, Flood	ESF#03- County Public Works	Medium Term	High; Local General Funds	High	Not Started.
TC-26	Teton County	Goals 1 and 2	Snow storage/melting facility. Enhances road safety by providing a larger location to store and/or melt snow so that more can be removed from streets, increasing traffic safety and providing clear routes for evacuation. Strategic melting can also be used for groundwater recharge for drought resiliency.	Severe Winter Weather, Drought	County Public Works ; ESF#01-Transportation; ESF#03-Public Works	Short Term	High; CIP, Local General Funds	Medium	Not Started.
TJ-1	Town of Jackson	Goal 4	Consider natural hazards when creating/updating community development plans. This is to include mitigation actions, data, and overall goals. Risk reduction is incorporated at the community level.	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Landslide, Severe Summer Weather, Severe Winter Weather,	TC Planner; TOJ Planner; TOJ Town Council ; Town of Jackson Floodplain Administrator; County Commission; County Floodplain Administrator	Ongoing	Little to no cost; Staff Time, Local General Funds	High	Annual Implementation.

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				Tornado/Windstorm, Wildfire					
TJ-2	Town of Jackson	Goal 2	Rank bridges based on quake island analysis. Perform structural retrofitting of vulnerable bridges. Improve resilience of the Town's transportation system	Earthquake	TOJ Public Works; WYDOT; ESF#01-Transportation; FEMA Mitigation Specialist; WYDOT Engineer, FHWA Engineer; TC Road and Levee; Geologists of JH; WY State Geological Survey,		Moderate; CIP, State DOT Funds, BRIC	Low	Not Started. Will put into the Capital Planning Document
TJ-3	Town of Jackson, FCWID, Teton County	Associated goals 2 and 3	Continue the Town of Jackson's hazard tree reduction program and expand to include County and FCWID. Arborists/foresters determine health of old trees in town and if one is deemed unsafe (high risk of Falling), it is removed and replaced with a young tree. Limit the secondary effects of severe weather (wind, snow). Currently establishing zones throughout the County of rotating inspections for public trees. Public	Avalanche, Earthquake, Flood, Severe Summer Weather, Severe Winter Weather, Landslide, Tornado/Windstorm, Wildfire, Severe Winter	TC Parks and Recreation; TC Parks & Recreation, TOJ Public Works; ESF#11-Agriculture & Natural Resources, County Public	Ongoing	Little to no cost; Staff Time, Local General Funds	Medium	Annual Implementation. ongoing every year

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			Safety/Power Outage/Tornado/High wind initiative. FCWID to support and promote the program in areas along the pathways near Flat Creek that would require tree management by Parks/Rec.	Weather, Tornado/Windstorm	Works, FCWID Chair				
TJ-4	Town of Jackson	Goal 2	Upgrade to Public Works Communication Tower. Update equipment for All Public Works communication via truck radios and office radios. Ensure interoperability with other first response agencies	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Landslide, Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm, Wildfire	TOJ Public Works; Teton County Wireless Radio Coordinator; ESF#02-Communications	Short Term	High; DHS SAFECOM Emergency Communication Grant	High	Not Started. Looking to implement in FY25 or FY26
TJ-5	Town of Jackson	Goals 2, 3, and 4	Town of Jackson Stormwater Management Program. Reduce pollution contributions from stormwater runoff to improve surface water quality and prevent natural protection systems degradation; also reduce localized flooding and winter creek freeze/flooding	Drought, Flood, Severe Summer Weather, Severe Winter Weather	TOJ Public Works; ESF#03-Public Works	Short Term	Moderate; Funding already secured	High	In Progress. Should be completed in 2025/2026.
TJ-6	Town of Jackson	Goal 2 and 3	Snow melt spoils management. Provides space for spreading/drying and testing dirt remaining after the winter snow pile melts, to determine whether it can be beneficially reused as fill material or must be disposed; reduces pollution to protect surface water and groundwater quality	Severe Winter Weather, Drought	TOJ Public Works; ESF#03-Public Works; County Public Works	Short Term	Moderate; Local General Funds/Local Agreement	Medium	Not Started.

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TJ-7	Town of Jackson	Goal 1	Roadway intersections and streetscapes improvements. Accommodates peak-demand traffic periods, improves traffic flow efficiency, and provides multiple transport modes throughout town to reduce potential for hazards and congestion during evacuations for any type of disaster	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Landslide, Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm, Wildfire	TOJ Public Works ; WYDOT; ESF#03-Public Works; ESF#01-Transportation	Medium Term	Very High; CIP/Local & State General Funds	Medium	Not Started. Projects are completed annually to support alternate modes, but not specifically to address evacuation. Some other overarching plans/projects are in progress (joint Town/County).
TJ-8	Town of Jackson	Goal 4	Streetlight additions to enhance public safety through better visibility (prevents accidents with other users and wildlife) and provides safe routes during evacuation	Wildfire	TOJ Public Works ; Lower Valley Energy; ESF#01-Transportation; ESF#03-Public Works;	Medium Term	High; CIP/Local General Funds	Medium	In Progress. Ongoing yearly
TJ-9	Town of Jackson	Goal 4	Land Development Regulation updates. Review and update land development regulations to provide public safety and reduce impacts of flood, drought, fire, avalanche, landslide, and other hazards	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Landslide, Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm, Wildfire	TOJ Planning , County Planning	Ongoing	Moderate; Staff Time, FMA, BRIC	Medium	Annual Implementation.

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TJ-10	Town of Jackson	Goal 3	Stormwater Treatment Unit Installation HWY 89. To reduce inflow of grit, sand, rock, gravel into Flat Creek	Flood	TOJ Public Works; Teton Conservation District; ESF#03- Public Works	Medium Term	Moderate; EPA Grants	Medium	Not Started. Project has a placeholder in capital plan
TJ-11	Town of Jackson	Goal 3	Future Stormwater Catchment Units. To install stormwater catchment units to further protect infiltration of sand, silt, gravel, and rock into Flat Creek.	Flood	TOJ Public Works; Teton Conservation District; #03- Public Works	Medium Term	Moderate; EPA Grants	Medium	In Progress. Ongoing and added with new projects as they come
TJ-12	Town of Jackson	Goal 2	Cache Creek Tube. Replaces old stormwater conveyance system through Town, additionally making it easier to maintain and move sections out from under existing buildings to public access	Flood	TOJ Public Works; Teton Conservation District; ESF#03- Public Works	Long Term	Moderate; BRIC	High	In Progress. Some sections have been completed, ongoing for other portions
TJ-13	Town of Jackson	Goal 2	Secure Land and Build a New Potable Water Tank. To add capacity to our potable water system that will Allow for redundancy and backup to other water zones in town. Other zones could be harmed or damaged from power outages or earthquakes. This will allow greater water capacity to feed other zones.	Earthquake, Drought, Wildfire	TOJ Public Works; ESF#03- Public Works	Medium Term	Very High; Wyoming Dept. of Environmental Quality Drinking Water State Revolving Fund	Medium	In Progress. ongoing - evaluating site alternatives for zone 3.
TJ-14	Town of Jackson	Goal 2	Generators for public buildings and municipal facilities. Town Public Works' Facilities Division oversees installation and regular inspections and maintenance for generators at Town owned buildings and facilities. Several buildings do not currently have backup power sources, and the Town aims to	Earthquake, Flood, High Winds & Downbursts, Severe Summer Weather (Lightning, Extreme Heat,	Town Public Works Department; possibly Lower Valley Energy, Energy Conservation Works	Annual Implementation	High; BRIC, Hazard Mitigation Grant Program (HMGP)	Medium	New in 2025

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			install generators or other similar backup supply, prioritizing those associated with critical utilities, critical services, and sheltering locations. Having backup power in place ensures continuation of services when the primary power system fails and enables effective crisis management and emergency response by having utility and building/facility resources available. The Town currently needs to add generators or other backup power sources to 3 water supply system facilities (a booster station and 2 wells), and 3 wastewater lift stations. Other locations include an Administration building, a public restroom facility that could serve as a shelter/gather location, and a multi-unit housing structure.	Thunderstorms), Severe Winter Weather (incl Extreme Cold), Tornado/Windstorm, Wildfire					
TJ-15	Town of Jackson	Goals 1 and 2	Resiliency Hub Planning and Development. Resiliency Hubs provide a safe place for people to go to seek relief from extreme weather and other conditions. They differ from Emergency Shelters, which are usually open for short durations after an extreme event such as a flood, tornado, or fire. Resiliency Hubs can be designed to be longer term, and to provide relief on an ongoing basis for conditions that persist and may return season after season, such as extreme heat or wildfire smoke. They should be locations with access to air purification, heat, and air conditioning at a minimum, along with backup power sources. They could also have facilities for bathing,	Severe Summer Weather (Lightning, Extreme Heat, Thunderstorms), Severe Winter Weather (incl Extreme Cold)	Town of Jackson Public Works	Medium Term	High; BRIC, HMGP; There could be federal funding available for climate resiliency planning	Medium	New in 2025

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			cooking, or sleeping, and double as emergency shelters when reprieve is needed for longer than a few hours. Resiliency hubs can be created out of existing facilities such as recreation centers, senior centers, libraries, and other public spaces. They may need additional infrastructure and backup power. The creation of a new space is also possible.						
TJ-16	Town of Jackson	Goal 2	Town of Jackson Town Hall Annex Generator. Jackson Town Hall at 150 E Pearl Ave has outgrown its office space. The Town has acquired the Geittmann, Larson, and Swift law office building across the street and plans on moving some offices to this building. Town hall is critical to the ongoing operation of public services ranging from police to building inspections to legal. This newly acquired building does not have any power backup to allow it to carry out critical municipal functions during a power outage. A generator is needed to power the entire facility.	Earthquake, High Winds & Downbursts, Landslide (incl Rockfall/Debris Flow), Severe Summer Weather (Lightning, Extreme Heat, Thunderstorms) , Severe Winter Weather (incl Extreme Cold), Tornado/Windstorm, Wildfire	Town of Jackson Public Works	Short Term	Very High; Town of Jackson Capital Funds, BRIC, HMGP	Medium	New in 2025
TJ-17	Town of Jackson	Goal 2	Utility facilities repair and maintenance. Perform regular maintenance on structures that house water supply and wastewater treatment utility infrastructure and operations. The Town owns the following assets: Water supply: 10 wells, 5 well houses (plus 1 future addition in progress), 3 booster stations, 3 storage tanks (plus 1 future addition).	Drought, Hazardous Materials, Landslide (incl Rockfall/Debris Flow), Severe Summer Weather, Severe Winter	Town Public Works, Town IT	Annual Implementation	High; Town of Jackson Capital Funds,	Medium	New in 2025

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			Wastewater: 1 headworks and pumping building, 10 lagoons, 1 UV disinfection building, 7 lift stations/pump houses, 3 PV solar systems, some separate structures for backup power. The Town also utilizes a SCADA system for data tracking and remote operations for both utilities. Routine maintenance like repairing and replacing building components (such as siding, entrances, and roofs) as well as system components (such as bar screens, pumps, and valves) extends the life and maintains security of these systems. It also improves resiliency in service provision. Regular, effective asset management reduces overall costs which in turn prevents larger increases in user rates.	Weather, Wildfire					
TJ-18	Town of Jackson	Goals 1, 2, and 3	Green Infrastructure projects. The Town is currently developing a Stormwater Management Program. One part of the program involves establishing or updating policies and requirements related to water quantity and quality of stormwater runoff from construction sites and from developed properties. As part of this effort, the Town will also design and implement three green infrastructure pilot projects to test different practices/technologies for effectiveness in our local environment. Once policies are established and effective practices are identified, other green infrastructure projects will be implemented throughout Town to aid in	Dam/Levee Incident, Drought, Flood, Landslide (incl Rockfall/Debris Flow), Severe Summer Weather (Lightning, Extreme Heat, Thunderstorms), Severe Winter Weather (incl Extreme Cold), Wildfire	Town Public Works ; Town Planning & Buildings, Parks and Recreation, Teton Conservation District	Medium Term	Moderate; Clean Water Act section 319 funds (administered through WY DEQ); BRIC	Low	New in 2025

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			flood prevention and protect water quality in our creeks that serve as Snake River headwaters. In addition to provide stormwater storage and management areas, green infrastructure also helps prevent landslides by stabilizing natural slopes, helps prevent wildfire by retaining more moisture in areas distributed through town, and provides areas for snow storage and melting.						
TJ-19	Town of Jackson	Goal 2	Bury urban power lines. Several street corridors in town have overhead power lines, and both the Town and Lower Valley Energy (LVE, the power utility provider in town) desire to bury them. Burying power lines reduces risk of fire, danger to wildlife, and other electricity related hazards where overhead lines may fall, break, become entangled with trees, or reduce clearance access to buildings and construction activities. Additionally, buried power lines are less susceptible to damage and outages in windstorms, snow/ice storms, and wildfires. The Town has worked with LVE and private property developments and redevelopments to bury power lines, with an emphasis on the Town Square and downtown core as highest priorities. These projects have mostly been opportunistic due to annual limitations on capital improvement project funding.	Drought, High Winds & Downbursts, Severe Summer Weather (Lightning, Extreme Heat, Thunderstorms) , Severe Winter Weather (incl Extreme Cold), Tornado/Windstorm, Wildfire	Public Works; Lower Valley Energy (LVE) , WYDOT, Fire/EMS, Parks & Recreation	Long Term	High; BRIC, Town/LVE Patronage Funds	Low	New in 2025

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TJ-20	Town of Jackson	Goals 1 and 2	Enhance and construct roofs for snow mitigation at public facilities. The Town owns multiple public buildings, municipal operations facilities, and residential units/properties. Protecting public facilities and operations enables the Town to provide continuous service during periods of heavy snowfall and accumulation which is present throughout our long winters. The Town prioritizes structures that house critical utilities and services, or that can serve as a sheltering location in a crisis. Currently the Town has identified 1 public building that is overdue for full roof replacement and can serve as a crisis shelter, and one administrative building needing mitigation for snow dams and icicles that present hazards. Additionally, the Town performs roof repairs and replacements. Annual review of the capital improvement plan and assets help identify immediate and short term retrofit/replacement needs.	Severe Winter Weather (incl Extreme Cold)	Town Public Works; Town Administration, Town Finance	Long Term	High; BRIC	High	New in 2025
C&T-1	Teton County, Town of Jackson	Goal 2	Natural Gas Emergency Flow Valves. As of 4/17/19, All natural gas mains are required to have an Emergency Flow Valve (EFV). This is installed by Lower Valley Energy on their main, and if there is a break between the main and the meter it will stop flow. This is NOT an earthquake valve.	Avalanche, Drought, Earthquake, Flood, Landslide, Severe Summer Weather, Severe Winter Weather,	Lower Valley Energy; ESF#12-Energy, Teton County Public Works, TOJ Public Works	Ongoing	High; BRIC, Lower Valley Energy CIP	Medium	Annual Implementation.

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				Tornado/Windstorm, Wildfire					
C&T-2	Teton County, Town of Jackson, FCWID	Goal 4	Teton Wildfire Ambassador Program. Train and work with neighborhood ambassadors to become champions for wildfire mitigation in their neighborhood. Have them reach out to neighbors, be examples of good mitigation practices, and be a liaison with emergency services. FCWID to support in promoting program.	Wildfire	TAWPC ; TOJ Community Engagement, ESF#04 – Firefighting, FCWID Chair	Medium Term	Little to no cost; Staff Time, Local General Funds	High	Annual Implementation. Ongoing program supported by TAWPC
C&T-3	Teton County, WYDOT, Town of Jackson	Goals 1 and 2	Transportation Emergency Alternatives Management (TEAM). When an emergency occurs, many residents and commuters may find themselves struggling to find appropriate transportation alternatives to get where they need to go. The recent landslide which closed Teton pass for nearly one month is an example where commuters were forced to travel longer distances or find temporary housing solutions. Transportation alternatives can include programs including but not limited to 1) A network of park-and-rides to facilitate transit use, thereby limiting traffic on diverted corridors (as increased traffic can	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Hazardous Materials, High Winds & Downbursts, Landslide (incl Rockfall/Debris Flow), Severe Summer Weather (Lightning,	Teton County Emergency Management , Regional Transportation Planning Administrator; Town Ecosystem Stewardship Administrator; County Sustainability Coordinator; ESF#01 – Transportation;	Medium Term	High; CMAQ, 5311, PROTECT, other grants	Medium	New in 2025

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			lead to increased crashes and reduced safety overall). 2) Shared mobility options such as car-sharing, carpooling or vanpooling to facilitate pooling through restricted areas that may need to operate at lower speeds or with limited traffic. 3) Real-time customer information to facilitate better decision making about current conditions	Extreme Heat, Thunderstorms) , Severe Winter Weather (incl Extreme Cold), Tornado/Windstorm, Wildfire	Partner w/ Local govts. And employers				
C&T-4	Teton County, Town of Jackson	Goal 2	Good Samaritan Mission Emergency Shelter Generator. Good Samaritan Mission (GSM) provides emergency and extended shelter to those experiencing personal emergencies or impacted by natural disasters. Currently, GSM has no backup power for power loss caused by weather, natural disasters, electrical grid disruptions or other means creating a closure of Teton County's only Emergency Shelter. Emergency generator power allows GSM to also be part of Teton County's Disaster-Pandemic relief response.	Earthquake, Flood, High Winds & Downbursts, Severe Summer Weather (Lightning, Extreme Heat, Thunderstorms) , Severe Winter Weather (incl Extreme Cold), Tornado/Windstorm, Wildfire	Good Samaritan Mission , Teton County Emergency Management, TOJ Public Works	Short Term	High; Internal GSM Fundraising, BRIC. Site Determination work and Building Permit: \$10,000. Site Preparation: Demolition/removal of the deck at the proposed location and build cement pad. \$40,000. Install electric and gas lines and their generator connection lines. \$20,000. 60KW Commercial Generator: \$25,000	High	New in 2025

ID	JURISDICTION	ASSOCIATED GOAL(S)	ACTION TITLE AND DESCRIPTION	HAZARD(S) MITIGATED	LEAD AGENCY AND PARTNERS	TIMELINE	COST ESTIMATE AND POTENTIAL FUNDING	PRIORITY	STATUS/IMPLEMENTATION NOTES
							(Includes Shipping) Contingency: \$5,000		
C&T-5	Teton County, Town of Jackson, EAS Broadcasters	Goal 2	Teton County/Jackson EAS Station Generators. Teton County and the Town of Jackson have relatively few local media outlets, and no local television stations. The Emergency Alert System (EAS), although old, is reliable and still relevant in the age of Wireless Emergency Alerts and cell phones. Since it relies on broadcast technologies, it does not have the bandwidth issues that cellular infrastructure may have. It is also accessible by anyone with an AM/FM radio, NOAA All Hazards Weather Radio, or cable television. Our local EAS broadcasters must be able to operate when a disaster strikes, and power is impacted. This includes both their broadcast locations and their transmitters. This project would provide for design and installation of backup power equipment for broadcast locations and/or transmitters, with ongoing maintenance of the generators being the responsibility of the broadcaster.	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Hazardous Materials, High Winds & Downbursts, Landslide (incl Rockfall/Debris Flow), Severe Summer Weather (Lightning, Extreme Heat, Thunderstorms), Severe Winter Weather (incl Extreme Cold), Tornado/Windstorm, Wildfire	EAS Broadcasters; Teton County Emergency Management, TOJ Community Engagement and Police	Long Term	Very High; EAS Broadcaster Funds, BRIC	Low	New in 2025

ID	JURISDICTION	ASSOCIATED GOAL(S)	ACTION TITLE AND DESCRIPTION	HAZARD(S) MITIGATED	LEAD AGENCY AND PARTNERS	TIMELINE	COST ESTIMATE AND POTENTIAL FUNDING	PRIORITY	STATUS/IMPLEMENTATION NOTES
C&T-6	Teton County, Town of Jackson	Goal 2	Teton County/Jackson EOC Power Resiliency. Teton County/Jackson EOC currently has a generator that powers the entire facility and the neighboring Coroner's Office and morgue, and a UPS that covers most outlets and HVAC components in the facility. However, the generator is not considered a Level 1 generator that would normally be required for a critical facility because it is missing an auxiliary generator power bypass, and its fuel tank is only 200 gallons. This project would add the necessary components to make the generator a Level 1 generator that would power not only the EOC, but also the Coroner's Office/morgue, and the Adams Canyon Fire Station which are all located at the same campus. This may include a installing a larger fuel tank, adding a larger dual-fuel generator (diesel and natural gas), installing an auxiliary generator bypass, and integrating existing solar panels on the facility for added energy resilience.	Earthquake, High Winds & Downbursts, Severe Summer Weather (Lightning, Extreme Heat, Thunderstorms) , Severe Winter Weather (incl Extreme Cold), Tornado/Windstorm, Wildfire	Teton County Emergency Management, Teton County Facilities Management, Jackson Hole Fire/EMS, Teton County Coroner, TOJ Public Works	Medium Term	Very High; Teton County and Town of Jackson Capital Funds, BRIC	Medium	New in 2025
C&T-7	Teton County, Town of Jackson, FCWID	Goals 1 and 3	Teton County/Jackson Geologic Hazard Mapping. Teton County, the Town of Jackson, and the Flat Creek Watershed Improvement District are impacted on an annual basis by various geologic hazards ranging from landslides impacting major highways like South Highway 89 in the Snake River Canyon, avalanches off of East Gros Ventre Butte that dam up Flat	Avalanche, Landslide (incl Rockfall/Debris Flow), Earthquake	Teton County GIS Services; Teton County Emergency Management, TOJ Public Works, FCWID Chair	Short Term	Moderate; Teton County Capital Funds, BRIC	High	New in 2025

ID	JURISDICTION	ASSOCIATED GOAL(S)	ACTION TITLE AND DESCRIPTION	HAZARD(S) MITIGATED	LEAD AGENCY AND PARTNERS	TIMELINE	COST ESTIMATE AND POTENTIAL FUNDING	PRIORITY	STATUS/IMPLEMENTATION NOTES
			<p>Creek causing flooding, and of course earthquakes. This project would entail designing an RFI, retaining a contractor, and developing a thorough geologic hazard map and analysis for Teton County to include:</p> <p>Avalanche paths along transportation corridors and populated areas with names, risk rating, and mitigation recommendations.</p> <p>Landslide areas near transportation corridors and populated areas with names, risk rating, and mitigation recommendations.</p> <p>Fault lines of concern with risk rating, potential magnitude, and mitigation recommendations.</p> <p>A map showing worst-case scenarios for the highest potential magnitude earthquake in the County showing “islands”, or areas of the County that may become isolated due to damaged bridges/roads, landslides, and avalanches. Where possible, identifying and mapping socially vulnerable populations within the mapped “islands”</p>						
C&T-8	Teton County, Town of Jackson	Goal 2	Teton County/Jackson Library Generators. Teton County and the Town of Jackson have very few public buildings compared to other local governments. This is partly due to the limited space (97% of the county is Federal land) and cost. For this reason, finding adequate spaces for warming/cooling shelters, cleaner air	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Hazardous Materials, High	Teton County Library; Teton County Emergency Management, TOJ Community Engagement	Medium Term	Very High; Teton County Library Capital Funds, BRIC	High	New in 2025

ID	JURISDICTION	ASSOCIATED GOAL(S)	ACTION TITLE AND DESCRIPTION	HAZARD(S) MITIGATED	LEAD AGENCY AND PARTNERS	TIMELINE	COST ESTIMATE AND POTENTIAL FUNDING	PRIORITY	STATUS/IMPLEMENTATION NOTES
			shelters, evacuee reception centers, family assistance center, or a disaster recovery center can be difficult. Teton County Library Jackson and Alta branches have both been identified as primary locations for these functions due to their location, usable space, parking, bilingual resources, and trust they have built with the community. Unfortunately, neither facility has power backup, and in the event of a power outage (which may be a reason they are activated for one of the above functions) the facilities would be unusable. This project would be for the design and installation of adequate power backup at each of these facilities so they can operate during a power outage.	Winds & Downbursts, Landslide (incl Rockfall/Debris Flow), Severe Summer Weather (Lightning, Extreme Heat, Thunderstorms), Severe Winter Weather (incl Extreme Cold), Tornado/Windstorm, Wildfire					
C&T-9	Teton County, Town of Jackson	Goal 4	Teton County/Jackson Public Education and Outreach. Teton County Emergency Management has been building its public education and outreach around the hazards highlighted in the Region 8 Hazard Mitigation Plan for several years. These efforts have included a monthly preparedness calendar, monthly preparedness themes with accompanying newspaper and radio ad spots, interviews for local newspaper articles and radio stories on hazard preparedness, participation in the Great Wyoming ShakeOut, National Preparedness Month contests, and our CERT program. This project would sustain these programs, plus build on them to	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Hazardous Materials, High Winds & Downbursts, Landslide (incl Rockfall/Debris Flow), Severe Summer Weather (Lightning, Extreme Heat,	Teton County Emergency Management. TOJ Community Engagement	Annual Implementation	Moderate; Teton County Capital Funds, BRIC	High	New in 2025

ID	JURISDICTION	ASSOCIATED GOAL(S)	ACTION TITLE AND DESCRIPTION	HAZARD(S) MITIGATED	LEAD AGENCY AND PARTNERS	TIMELINE	COST ESTIMATE AND POTENTIAL FUNDING	PRIORITY	STATUS/IMPLEMENTATION NOTES
			create further outreach through social media ad spots, retaining services to overhaul the Teton County Emergency Management website, and other public outreach efforts around hazard mitigation and preparedness.	Thunderstorms), Severe Winter Weather (incl Extreme Cold), Tornado/Windstorm, Wildfire					
C&T-10	Teton County, Town of Jackson	Goal 1 and 4	Teton County/Jackson Outdoor Warning Siren System Expansion. Teton County and the Town of Jackson have an outdoor warning siren system consisting of 7 sirens situated near populated areas in the town and county. These sirens are used for all hazards, meaning we only use a single 3-minute wail for alerting for hazards that could have a significant impact to people that are outdoors near the sirens. Currently there are significant outdoor warning siren system coverage gaps in the population centers of central Jackson, east Jackson, Alta, and Grand Targhee Resort. This project would include the planning, installation, and configuration of outdoor warning sirens to cover these areas.	Dam/Levee Incident, Earthquake, Flood, Hazardous Materials, High Winds & Downbursts, Severe Summer Weather (Lightning, Extreme Heat, Thunderstorms), Severe Winter Weather (incl Extreme Cold), Tornado/Windstorm, Wildfire	Teton County Emergency Management, TOJ Police	Medium Term	Very High; Teton County and Town of Jackson Capital Funds, BRIC	Medium	New in 2025
C&T-11	Teton County, Town of Jackson	Goal 1 and 4	Teton County/Jackson Outdoor Warning Siren System Maintenance. Teton County and the Town of Jackson have an outdoor warning siren system consisting of 7 sirens situated near populated areas in the town and county. These sirens are used for all hazards, meaning we only use a single 3-minute wail for alerting for hazards that could have a significant impact to people that are outdoors near	Dam/Levee Incident, Earthquake, Flood, Hazardous Materials, High Winds & Downbursts, Severe Summer Weather	Teton County Emergency Management, TOJ Police	Annual Implementation	Moderate; Teton County Capital Funds	High	New in 2025

ID	JURISDICTION	ASSOCIATED GOAL(S)	ACTION TITLE AND DESCRIPTION	HAZARD(S) MITIGATED	LEAD AGENCY AND PARTNERS	TIMELINE	COST ESTIMATE AND POTENTIAL FUNDING	PRIORITY	STATUS/IMPLEMENTATION NOTES
			the sirens. These systems require routine annual maintenance to ensure they are functioning when needed during an emergency. This project addresses their annual upkeep and maintenance costs.	(Lightning, Extreme Heat, Thunderstorms) , Severe Winter Weather (incl Extreme Cold), Tornado/Windstorm, Wildfire					
C&T-12	Teton County, Town of Jackson		“Go Bag” Giveaway – Work with schools, senior center, One22 Resource Center, and public at large for distribution of “Go Bags” to help with preparedness for evacuation and hazard awareness. Create canvas shopping-style bags branded with TCEM and preparedness info printed on the outside. Include in the bag branded AM/FM/Weather radio, branded 14-day pill boxes, branded waterproof document pouch with cut sheet of important documents, branded large refrigerator magnet with preparedness info, and 6 copies of family communication plan template on heavy card stock.	Dam/Levee Incident, Earthquake, Flood, Hazardous Materials, High Winds & Downbursts, Severe Summer Weather (Lightning, Extreme Heat, Thunderstorms) , Severe Winter Weather (incl Extreme Cold), Tornado/Windstorm, Wildfire	Teton County Emergency Management, TOJ Community Engagement	Annual Implementation	Low; Teton County budgetary funds, BRIC, HMGP	Medium	New in 2025
C&T-13	Teton County, Town of Jackson		County Watchdesk - Teton county doesn't have the staff for a dedicated watch desk to monitor weather, social media, the Web, the dark web, geologic activity, and local public safety activity 24/7, but this is needed for early detection and warning to mitigate against all hazards listed in the mitigation plan. An AI powered	Dam/Levee Incident, Earthquake, Flood, Hazardous Materials, High Winds & Downbursts,	Teton County Emergency Management	Annual Implementation	Medium; Teton County budgetary funds, BRIC, HMGP, SHSP	Medium	New in 2025

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			monitoring tool that can keep track of all of these sources and notify appropriate personnel is necessary.	Severe Summer Weather (Lightning, Extreme Heat, Thunderstorms) , Severe Winter Weather (incl Extreme Cold), Tornado/Windstorm, Wildfire					
TCD-1	Teton Conservation District	Goal 4	Educate residents about benefits of purchasing flood insurance. Enable economic recovery from flooding.	Flood	Teton Conservation District staff, TC Emergency Management and Public Works	Ongoing	Low; Staff Time, Local General Funds	Low	Annual Implementation. Occurs each spring with monthly public outreach themes. TCD has not participated in this to a large extent.
TCD-2	Teton Conservation District	Goals 1 and 4	Fire fuel reduction; provide education, assessments, and resources to public for fuel reduction projects. Lowered effects of fire in the wildland urban interface.	Wildfire	Teton Conservation District; Teton Area Wildfire Protection Coalition; Jackson Hole Fire/EMS; ESF#04-Firefighting; ESF#11-Agriculture & Natural Resources	Ongoing	Moderate; Wyoming State Forestry Division, USDA, NRCS	High	Annual Implementation. Conducted by both TCD and WUI Coordinator on a regular basis.

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TCD-3	Teton Conservation District	Goals 1, 2, and 3	Cheatgrass mapping and mitigation. Map invasive plants, including cheatgrass, that contribute to wildfire risk. Mitigate invasive wildfire hazard plants using industry best-practices	Wildfire	Teton County Weed & Pest District; Teton Conservation District Land Resource Specialist; TAWPC; ESF#11- Agriculture & Natural Resources	Ongoing	Moderate; USDA National Invasive Species Information Center	Medium	In Progress. TCD has partnered with Teton County Weed and Pest and Jackson Hole Weed Management Association for this.
TCD-4	Teton Conservation District	Goals 1, 2, and 3	Highway 390 Living Snow Fence at "Windy Mile". Reduce impacts to road in winter, such as plowing, accidents, visibility; There are no snow fences in the County.	Drought Severe Winter Weather (incl Extreme Cold), Windstorm	WYDOT , WY State Forestry Division, Teton Conservation District Land Resource Specialist , private landowner, WY Office of State Lands and Investments	Medium Term	Moderate; WSFD - Living Snow Fence, TCD Funds	Medium	New in 2025
FCWI D-1	Flat Creek WID	Goals 1 and 4	FCWID supporting district members flood mitigation via recommended long-term mitigation efforts (building berms, landscaping, assistance with permitting process if required). The FCWID is actively researching potential measures to be taken by District members to reduce impact of flooding events with intention of supporting long-term private property mitigation efforts.	Flood	Flat Creek Water Improvement District Chair; ESF#11- Agriculture & Natural Resources	Long Term	Low; Staff Time, Local General Funds	Medium	In Progress.

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FCWI D-2	Flat Creek WID	Goals 2 and 3	FCWID Wort Ditch Diversion Engineering & Design of New Irrigation Head Gate Diversion. Annually implement the long-term protocol of removing rock weir at Wort Ditch diversion point in Garaman Park area of creek during the fall. The Rock weir obstructs creek flow and contributes to ice dams and flooding. Re-erect the diversion structure in Flat Creek each year during the spring.	Flood, Severe Winter Storm	Flat Creek Water Improvement District Chair; ESF#11-Agriculture & Natural Resources	Ongoing	Low; Staff Time, Local General Funds	Low	Annual Implementation. The district has chosen to terminate this project due to high projected construction costs. Instead, the district has for the last two years simply taken down the diversion dam (rock weir) in the creek in the fall and reestablished it in the spring. This is a much more cost-effective course of action. Therefore, this mitigation action could either be deleted or revised to reflect the district's current (and anticipated long-term) protocol. The funds utilized to take down and re-erect the diversion structure in Flat Creek each year is drawn from the district's own funds.

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FCWI D-3	Flat Creek WID	Goals 2 and 4	FCWID Installation of additional thaw wells on Flat Creek to mitigate winter flooding. This project is a component of creating an active ice management system that minimizes ice volume in Flat Creek will minimize winter flooding as impact of severe winter weather; exploring possible installation of two more thaw wells (one at 810 West, and a second at Elk Run Townhomes). The thaw wells pump groundwater into the creek bed to help reduce the buildup of frazil ice on the river bottom. The system has potential to augment streamflows during drought to reduce impacts to aquatic life.	Flood, Drought, Severe Winter Storm	Flat Creek Water Improvement District Chair; TOJ Public Works; ESF#03- Public Works; ESF#11- Agriculture & Natural Resources	Short Term	High; TCD, FCWID, COVID Declaration Hazard Mitigation Grant Program	High	In Progress. the TCD is the lead agency, and the primary funding (\$504,000) is being provided by a FEMA Hazard Mitigation Grant Program issued by the Wyoming Office of Homeland Security. 10% matching funding is being provided by the TCD and the FCWID (split equally between the two local entities).
FCWI D-4	Flat Creek WID	Goal 3 and 4	Investigate the Need for and Appropriateness of Expansion of the Current FCWID District. FCWID "wish list"- Considerations for expanding the current FCWID District boundaries to include All Flat Creek properties adjacent to the creek from Elk Refuge TOJ border south to where the creek enters the Snake River.	Flood	Flat Creek Water Improvement District Chair; Teton Conservation District; ESF#11- Agriculture & Natural Resources	Ongoing	Low; Staff Time, Local General Funds	Medium	In Progress.
JAC-1	Jackson Hole Airport	Goal 1 and 2	Jackson Hole Airport - Stormwater Filtration System. Stormwater Filtration System has the capability of handling a 100-year event and will then release at a standard rate.	Flood	JH Airport Operations; ESF#03 -Public Works	Long Term	Very High; Federal Aviation Administration (FAA) Airfield Improvement Program (AIP)	High	In Progress. Although completed, Airport needs to expand capacity of project. Is looking for mitigation funding to assist.

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JAC-2	Jackson Hole Airport	Goal 1 and 2	Total Airport Facilities - Emergency Generator. Instead of Individual Generators - Install High Voltage Generator on Incoming Circuit - Similar to Jails and other Critical Infrastructure	Dam/Levee Incident, Drought, Earthquake, Flood, Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm, Wildfire	Jackson Hole Airport Operations; ESF#12- Energy	Short Term	High; Federal Aviation Administration (FAA) Airfield Improvement Program (AIP), Airport CIP Funds	Medium	New in 2025
JAC-3	Jackson Hole Airport	Goal 1 and 2	Airport Perimeter Fencing - Critical Infrastructure. Perimeter Fence could be improved to provide hazard mitigation	Flood, Severe Summer Weather, Severe Winter Weather, Wildfire	Jackson Hole Airport Operations	Short Term	High; Federal Aviation Administration (FAA) Airfield Improvement Program (AIP), Airport CIP Funds	Medium	New in 2025
JAC-4	Jackson Hole Airport	Goal 1 and 2	Aviation Safety Facility. Aviation Safety Facility - Some facilities don't have fire suppression, lightning protection, built to previous code, etc.	Earthquake, Severe Summer Weather, Wildfire	Jackson Hole Airport Operations	Medium Term	Very High; Federal Aviation Administration (FAA) Airfield Improvement Program (AIP)	High	New in 2025
JAC-5	Jackson Hole Airport	Goal 1, 2 and 3	Solar parking lot canopy. Covered parking for severe weather and power support	Severe Summer Weather, Severe Winter Weather	Jackson Hole Airport Operations	Medium Term	Moderate; Federal Aviation Administration (FAA) Airfield Improvement Program (AIP), Airport CIP Funds	Low	New in 2025

ID	JURISDICTION	ASSOCIATED GOAL(S)	ACTION TITLE AND DESCRIPTION	HAZARD(S) MITIGATED	LEAD AGENCY AND PARTNERS	TIMELINE	COST ESTIMATE AND POTENTIAL FUNDING	PRIORITY	STATUS/IMPLEMENTATION NOTES
JAC-6	Jackson Hole Airport	Goal 1 and 2	Alert and warning system. Alert/Warn airport staff of severe weather in order to mitigate from its impacts	Severe Summer Weather, Severe Winter Weather, Tornado/Windstorm	Jackson Hole Airport Operations	Medium Term	Moderate; Federal Aviation Administration (FAA) Airfield Improvement Program (AIP), Airport CIP Funds	Low	New in 2025

6 Adoption, Implementation, and Maintenance

Implementation and maintenance of the plan is critical to the overall success of hazard mitigation planning. This is Planning Step 10 of the 10-step planning process. This chapter provides an overview of the overall strategy for plan implementation and maintenance and outlines the method and schedule for monitoring, updating, and evaluating the regional plan. The chapter also discusses incorporating the plan into existing planning mechanisms and how to address continued public involvement. The system for implementation and maintenance was reviewed during the 2024 update and largely stays the same as the process detailed in the 2020 plan.

6.1 Formal Plan Adoption and Responsible Parties

The purpose of formally adopting this HMP is to secure support from all participants in this Region 8 HMP. The governing board for each participating jurisdiction has adopted this local hazard mitigation plan by passing a resolution. A copy of the generic resolution and the executed copies are included in Appendix B, Plan Adoption. This plan will be updated and re-adopted every five years in concurrence with the required Disaster Mitigation Act local plan update requirements.

The Teton County Board of County Commissioners in cooperation with the Town of Jackson Council and the Teton Conservation District Board of Supervisors, Flat Creek Watershed Improvement District Board, and the Jackson Hole Airport Board are responsible for ensuring that the HMP is kept current. With adoption of the plan, the responsible officials designate the Teton County Emergency Management Coordinator, with the assistance of the LEPC, as the lead in accomplishing the on-going responsibilities. The role of the LEPC in implementation and maintenance includes:

- Acting as a forum for hazard mitigation issues;
- Disseminating hazard mitigation ideas and activities to all participants;
- Pursuing the implementation of high-priority, low/no-cost recommended actions;
- Keeping the concept of mitigation in the forefront of community decision-making by identifying plan recommendations when other community goals, plans, and activities overlap, influence, or directly affect increased community vulnerability to disasters;
- Maintaining a vigilant monitoring of multi-objective cost-share opportunities to help the community implement the plan's recommended actions for which no current funding exists;
- Monitoring and assisting in implementation and update of this plan;
- Reporting on plan progress and recommended changes to the County Commissioners; and
- Informing and soliciting input from the public.

6.2 Implementation of Mitigation Actions

Once updated and adopted, this Plan is intended to be implemented so that Teton County and the participating jurisdictions' vulnerability to natural hazards will be reduced over time. While this plan contains many worthwhile mitigation actions, the Emergency Management Coordinator and LEPC will need to decide which action(s) to undertake first. Two factors will help with making that decision:

6. The priority assigned to actions identified in the planning process, and
7. The availability of funding.

Low or no-cost projects can sometimes most easily demonstrate progress toward successful plan implementation.

Implementation will be accomplished by adhering to the schedules identified for each action and through constant, pervasive, and energetic efforts to network and highlight the multi-objective benefits of each project to the community and its stakeholders. These efforts include the routine actions of monitoring agendas, attending meetings, and promoting a safe and sustainable community.

Simultaneous to these efforts, the Emergency Management Coordinator and LEPC will constantly monitor funding opportunities that could be leveraged to implement some of the more costly actions. This will include creating and maintaining a bank of ideas on how to meet local match or participation requirements. When funding does become available, the County and participating jurisdictions will then be in a position to capitalize on the opportunity. Funding opportunities to be monitored include special pre- and post-disaster funds, special district budgeted funds, state and federal earmarked funds, and other grant programs, including those that can serve or support multi-objective projects.

6.3 Integration into Existing Plans and Procedures

Another important implementation mechanism that is highly effective and low-cost is incorporating the hazard mitigation plan recommendations and their underlying principles into other jurisdictional plans and mechanisms. Mitigation is most successful when it is incorporated into the day-to-day functions and priorities of government and development. Implementation through existing plans and/or programs is recommended, wherever possible.

Based on this plan's updated capability assessment, the participating jurisdictions have and continue to implement policies and programs to reduce losses to life and property from natural hazards. This plan builds upon the momentum developed through previous, related planning efforts and mitigation programs, and recommends implementing projects, where possible, through these other program mechanisms. The 2020 Region 8 Hazard Mitigation Plan is already referenced in the county/town All Hazards Recovery Plan and Emergency Operations Plan. The 2020 Region 8 HMP is also referenced in the 2024 Community Wildfire Protection Plan (CWPP), that includes the County, Town of Jackson and Teton Conservation District. TCEM has leveraged the HMP in outreach efforts as a reference for the general public to better understand potential hazards and relative risk to help them in their preparedness planning. TCEM has used the mitigation plan in capital improvement plan requests. Additional existing planning mechanisms include the following that cover all the participating jurisdictions:

- 2020 Jackson/Teton County Comprehensive Plan
- 2025 Jackson/Teton County Capital Improvement Plan
- Jackson/Teton County All Hazards Recovery Plan
- Jackson/Teton County Emergency Operations Plan
- 2024 Community Wildfire Protection Plan (CWPP) – County, Jackson, Teton Conservation District
- 2022 Jackson/Teton County Hazardous Materials Emergency Response Plan
- 2022 Jackson/Teton County All Hazards Recovery Plan
- 2019 Flat Creek Water Improvement District Wintertime and Spring Runoff Action Plan
- 2024 Town of Jackson Sustainability Plan
- Town of Jackson and Teton County Land Development Regulations
- Teton Conservation District Wildfire Risk Reduction Program
- Jackson Hole Airport Capital Improvements Plan annual updates
- Local Emergency Planning Committee (LEPC)

LEPC members involved in the updates to these mechanisms will be responsible for integrating the findings and recommendations of this plan with these other plans, as appropriate. The plan will be considered a core document that links to other related planning mechanisms, which will build from the information and recommendations contained herein. In addition to the plan, web-based platforms have been created for use and dissemination of hazard data and risk assessment results and for tracking of mitigation actions that LEPC, other jurisdictional staff, and the public can use to implement the Mitigation Strategy. In order to ensure the concepts and actions identified in this plan integrate into the plans listed above as well as other local planning efforts, LEPC members will take the following steps and bring forward at all LEPC meetings any strategic actions necessary to implement these steps:

1. Monitor all planning efforts underway at the jurisdictional, regional, and state level, including those originating from or involving the Teton County or Town of Jackson Planning & Building departments and other local agencies;
2. Determine the necessary links between those efforts and the content of this plan, including but not limited to Mitigation Strategy goals, risk assessment results, hazards, assets, and potential funding sources;
3. Participate in ongoing and future planning efforts, contribute content from the mitigation plan, and ensure proper reference is made to the mitigation plan; and
4. Promote awareness of the mitigation plan to increase opportunities for collaboration and integration of plan content.

The Emergency Management Coordinator is responsible for updating a number of emergency management related plans. He has been directly involved in this update and will coordinate development of those plans consistent with this NHMP.

6.4 Plan Maintenance and Evaluation Process

Plan maintenance is an ongoing effort to monitor and evaluate plan implementation, its effectiveness, and to update the plan as required or as progress, roadblocks, or changing circumstances are recognized.

This plan will be updated, approved and adopted within a five-year cycle as per Requirement §201.6(c)(4)(i) of the Disaster Mitigation Act of 2000. The County will inquire with the Wyoming Office of Homeland Security (WOHS) and FEMA for funds or technical assistance to assist with the update. Funding sources may include the Emergency Management Performance Grants, Building Resilient Infrastructure and Communities, Hazard Mitigation Grant Program (if a presidential disaster has been declared), or other grant funds. The Teton County Emergency Management Coordinator is responsible for initiating and facilitating the plan update process.

In order to track progress and update the mitigation strategies identified in the action plan, the LEPC will revisit this plan annually or after a significant hazard event or disaster declaration has occurred. The Teton County Emergency Management Coordinator is responsible for initiating this review and working with the LEPC Chair to convene members of the LEPC on a once yearly basis, or more frequently as needed. The LEPC meeting in July will be used to review the HMP. The LEPC will discuss the following questions pertaining to the effectiveness and implementation status of the plan:

- Have any potential hazards developed that were not addressed in the plan?
- Have any natural disasters occurred that were not addressed in the plan?
- Has any unanticipated development occurred that is vulnerable to hazards?
- Are there any additional mitigation ideas that need to be incorporated?
- Have projects been initiated and/or completed?
- What are the barriers to completing projects identified in the plan?

A representative from the responsible office identified in each mitigation action will be responsible for tracking and reporting on an annual basis to the department lead on action status and provide input on whether the action, as implemented, meets the defined objectives and is likely to be successful in reducing vulnerabilities.

Evaluation is used not only to measure progress, but to evaluate the effectiveness of the plan itself and if goals are being achieved. Changes will be made to the plan to accommodate for actions that were not successful or were not considered feasible after a review of their consistency with established criteria, time frame, community priorities, and/or funding resources. Actions that were not ranked high but were identified as potential mitigation activities will be reviewed as well during the monitoring and update of this plan to determine feasibility of future implementation.

6.5 Continuing Public Participation

Continued public involvement is imperative to the overall success of the plan's implementation. The update process provides an opportunity to publicize success stories from the plan's implementation and seek additional public comment. A public hearing(s) to receive public comment on plan maintenance and updating will be held during the update period. When the LEPC reconvenes for the update, they will coordinate with all stakeholders participating in the planning process, including those that joined the committee since the planning process began, to update and revise the plan. The plan maintenance and update process will include continued public and stakeholder involvement and input through participation in designated committee meetings, LEPC meetings, social media postings, government website postings, other notification systems, and press releases to local media.

In addition to the procedures for including the public in the five-year updates described above, to ensure the public will have the opportunity to remain involved in the implementation and annual updates of the plan, the following will take place:

- The Teton County Emergency Management Coordinator will provide a brief annual summary report to the governing bodies on what has been accomplished during the previous year and to receive guidance from the elected officials on their priorities for the coming year.
- Each year following the July LEPC meeting called for the purpose of reviewing the status of the plan, Emergency Management will make information available to the public on the accomplishments of the previous year and allow comment for any revisions.

Teton County is home to an active and engaged citizenry. Many of these individuals have professional credentials in fields related to hazard mitigation planning. The Geologists of Jackson Hole are an example of a group with tremendous local expertise. During subsequent updates, the county may choose to more deeply investigate certain hazards as new information becomes available.

APPENDIX A: PLANNING PROCESS DOCUMENTATION

Note: This appendix provides documentation of the plan update process during the 2024-2025 update timeframe.



Project Backgrounder

Regional Hazard Mitigation Plan Update

Wyoming all-hazards emergency management Region 8 consists of Teton County, Town of Jackson and Teton Conservation District. The Region is updating the 2020 Regional Hazard Mitigation Plan in collaboration with local municipalities, special districts, and other stakeholders. This plan develops community mitigation strategies, to work towards reducing the risks posed by hazards. The plan must be updated and approved by FEMA every five years to keep it current and to maintain eligibility for mitigation grant assistance.

What is hazard mitigation?

The term “Hazard Mitigation” describes actions that can help reduce or eliminate long-term risks caused by hazards, such as floods, wildfires, tornadoes, and earthquakes. Hazard mitigation is best accomplished when based on a comprehensive, long-term plan developed before a disaster strikes.

As the costs of disaster impacts continue to rise, governments and citizens must find ways to reduce hazard risks to our communities. Oftentimes after disasters, repairs and reconstruction are often completed in such a way as to simply restore damaged property to pre-disaster conditions. These efforts may “get things back to normal,” but the replication of pre-disaster conditions often results in a repetitive cycle of damage, reconstruction, and repeated damage.

Hazard mitigation breaks this repetitive cycle by producing less vulnerable conditions through pre- and post-disaster actions and projects. The implementation of such hazard mitigation actions by state and local governments will lead to more resilient communities and reduced injuries and damages in the future.

Project Benefits

Mitigation is an investment in a community’s future safety and sustainability. Recent cost-benefit studies have proven mitigation to be cost effective for communities, with mitigation projects returning on average \$6 for every \$1 spent. Mitigation planning helps communities identify and prioritize actions that can be taken before a disaster or hazard event, to reduce impacts when they occur.

Hazard mitigation planning helps local governments and other stakeholders think through how to plan, design, build, and establish partnerships for risk reduction. Public, private and non-profit stakeholders are important partners. Consider the critical importance of mitigation to:

- Protect public safety and prevent loss of life and injury.
- Reduce harm to existing and future development.
- Maintain community continuity and strengthen the social connections that are essential for recovery.
- Prevent damage to your community’s unique economic, cultural, and environmental assets.
- Minimize operational downtime and accelerate recovery of government and business after disasters.
- Reduce the costs of disaster response and recovery and the exposure to risk for first responders.
- Help accomplish other community objectives, such as capital improvements, infrastructure protection, open space preservation, and economic resiliency.



Additionally, participating local government jurisdictions that adopt the plan will benefit from this project by:

- Ensuring eligibility for all sources of hazard mitigation funds made available through FEMA.
- Increasing public awareness and understanding of vulnerabilities as well as support for specific actions to reduce losses from future disasters.
- Ensuring community policies, programs, and goals are compatible with reducing vulnerability to all hazards and identifying those that are incompatible.
- Building partnerships with diverse stakeholders, increasing opportunities to leverage data and resources in reducing workloads, as well as achieving shared community objectives.
- Expanding the understanding of potential risk reduction measures to include: local plans and regulations; structure and infrastructure projects; natural systems protection; education and awareness programs; and other tools.
- Informing the development, prioritization, and implementation of mitigation projects. Benefits accrue over the life of these projects as losses are avoided from each subsequent hazard event.

How to Get Involved:

The plan update process is an opportunity for new stakeholders and local governments to participate in the process. Local governments can include certain special districts. Teton County, with assistance from a Wyoming Office of Homeland Security-procured consultant, will be organizing the effort in early 2024. Residents, organizations, and businesses are also encouraged to contribute to the planning process. Over the next few months, the County and participating jurisdictions will reach out to the public for input on hazards and their mitigation through a short, online survey. Public input is important to developing an actionable plan that reflects community priorities, and there will be additional opportunity for public input before the updated plan is finalized in late 2024/early 2025.



For more information please contact your county's Homeland Security Coordinator:

<https://hls.wyo.gov/contacts/county-contacts>



From: [Rich Ochs](#)
Cc: [Brislawn, Jeff P](#); [christopher.johnson@wsp.com](#); [Brian Coe](#); [Shannon Burns](#)
Bcc: [Alton George](#); [Amy Ramage](#) - Teton County ([aramage@tetoncountywy.gov](#)); [Anna Day](#); [April Norton](#) - Teton County ([ahnorton@tetoncountywy.gov](#)); [Billy Nunn](#) ([bnunn@tetoncountywy.gov](#)); [Brent Blue](#); [Brian Carr](#) - Jackson Hole Fire/EMS ([bcarr@tetoncountywy.gov](#)); [Brian Coe](#) - Jackson Hole Fire/EMS ([bcoe@tetoncountywy.gov](#)); [briant@lvenergy.com](#); [Britton Gray](#) ([britton_gray@nps.gov](#)); [Caitlin Schauer](#) ([caitlin_schauer@nps.gov](#)); [Cara](#); [Carey Stanley](#); [Carlin Girard](#); [Charlotte Frei](#) ([cfrei@tetoncountywy.gov](#)); [Charlotte Reynolds](#); [Chris Flesch](#); [Chris Neubecker](#) ([cneubecker@tetoncountywy.gov](#)); [Colby Stevens](#) ([cstevens@tcsd.org](#)); [Conway, Craig](#); [Craig Coles](#); [Das, Bob](#); [Dave Gustafson](#) - Teton County Road & Levee ([dgustafson@tetoncountywy.gov](#)); [davea@tetonvillagewy.org](#); [Dee Buckstaff](#); [Doyle, Michael](#) - FS; [Dustin Havel](#); [Dustin Richards](#) ([drichards@tetonsheriff.org](#)); [Emily Mieux](#); [Erika Jostad](#); [EPoliseo@jacksonwy.gov](#); [Fred Whissel](#); [Gohlke, Valerie A](#); [Greg Adams](#); [Gus Friendsmith](#); [Hailey Morton Levinson](#) - Town of Jackson ([hmortonlevinson@jacksonwy.gov](#)); [Heather Overholser](#) ([hoverholser@tetoncountywy.gov](#)); [heather_mcdonald@nps.gov](#); [Henry, Amy Robyn LTC USARMY NG WYARNG \(USA\)](#); [James Silva](#) ([jsilva@tclib.org](#)); [jason.wilmot@usda.gov](#); [Jeff McDonald K7EDA](#) ([jeffrey.p.mcdonald@gmail.com](#)); [Jim Warren](#) ([jim_warren@nps.gov](#)); [jligori@gmail.com](#); [Jodie Pond](#) ([jodie.pond@wyo.gov](#)); [Johanna Love](#) ([jlove@jhnewsandguide.com](#)); [Johnny Ziem](#) - Town of Jackson Public Works ([jziem@jacksonwy.gov](#)); [Jon Bishop](#); [Joseph Sebastian](#) ([joseph.sebastian@dhs.gov](#)); [Josiah Nash](#); [Karen Walker](#); [Keith Murley](#) ([kmurley@tetoncountywy.gov](#)); [Kelly Sluder](#) ([KSluder@jacksonwy.gov](#)); [Kenneth Longfritz](#); [Kevin S](#); [Kip Roberson](#) ([kroberson@tclib.org](#)); [Kristen Waters](#) ([kwaters@tetoncountywy.gov](#)); [Levi Yardley](#); [Luther Propst](#) ([lpropst@tetoncountywy.gov](#)); [Martin](#); [Matt Carr](#) ([mcarr@tetonsheriff.org](#)); [Matt Redwine](#) ([mredwine@tetoncountywy.gov](#)); [Matt Wilber](#) ([matthew_wilber@nps.gov](#)); [matthew.brackin@wyo.gov](#); [McKinnley Cox](#) ([mcox@tetoncountywy.gov](#)); [Melissa Turley](#) ([mturley@tetonvillagewy.org](#)); [Michael Estes](#); [michael.jerup@wyo.gov](#); [Michelle Weber](#); [Mike Moyer](#) - Jackson Hole Fire/EMS ([mmoyer@tetoncountywy.gov](#)); [Nicole Clancy](#); [Paul Anthony](#) ([panthony@jacksonwy.gov](#)); [pcameron@energyconservationworks.org](#); [Perry Kas](#); [Phillip Fox](#); [Phillip Ramsey](#) - TOPS; [Purchase, Peter A](#); [purplesyl@live.com](#); [Quentin Johnston](#) ([qjohnston@tetoncountywy.gov](#)); [rachael.wheeler@wyo.gov](#); [Raumaker, Sylvia](#); [rcarlentine@co.teton.id.us](#); [Rev. David Bott](#); [Rich Ochs](#); [rick@jacksonholechamber.com](#); [rick@lvenergy.com](#); [Riclyn Betsinger](#) ([rbetsinger@tetonsheriff.org](#)); [Robb Sgroi](#) ([robb@tetonconservation.org](#)); [rturgeon@suburbanpropane.com](#); [Russ Ruschill](#); [Russell Nelson](#); [Ryan, Sean](#); [Sarah Mann](#) ([smann@tetoncountywy.gov](#)); [Scott Anderson](#) ([sba@scottanderson.biz](#)); [Seth Lewis](#); [Shannon Burns](#) - Jackson Hole Fire/EMS ([sburns@tetoncountywy.gov](#)); [Shawn Stephens](#); [sread@cfjacksonhole.org](#); [Stephanie Munoz](#); [Stephen Jellie](#); [Steve Jeppson](#) ([steve.jeppson@jhairport.org](#)); [Susan Scarlata](#); [Tanya Anderson](#); [Teton County Historic Preservation Board](#); [Todd Stiles](#); [Tom Ninnemann](#); [Tracey Trefren](#); [Trevor Aitken](#) ([taitken@tetonsheriff.org](#)); [TVA Facilities](#); [Tyler Sinclair](#); ["Wilkins, David A -FS"](#); [Win Furber](#) ([WFurber@jacksonwy.gov](#)); [wschwartz@cfjacksonhole.org](#); [Zolo](#)
Subject: Teton Region 8 Hazard Mitigation Plan Kickoff Meeting slides and minutes
Date: Tuesday, February 13, 2024 9:51:00 AM
Attachments: [Teton Region 8 HMP Kickoff Meeting Slides 1 18-24.pdf](#)
[image001.png](#)
[Teton HMP Kickoff Summary 1 18 24.pdf](#)

Hello Teton LEPC,

For those that wanted a copy of the slides or couldn't make it to our last LEPC meeting which also served as our kickoff meeting for our regional hazard mitigation planning process, attached are the slides and minutes taken by our planning contractors with WSP. Please let me know if you have any questions.

Rich Ochs, CEM®, MEP, WEM
Coordinator, Teton County Emergency Management
Chairman, Teton Local Emergency Planning Committee (LEPC)
Wyoming Type 3 All-Hazards Planning Section Chief (PSC3-AH)
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From: [Rich Ochs](#)
Cc: [Brislawn, Jeff P](#); christopher.johnson@wsp.com; [Hager, Carlie](#)
Bcc: [Alta Solid Waste Disposal Special District](#); [Aspen Pines Water and Sewer District](#); [Fish Creek Improvement Special District](#); [Five County Joint Powers Board](#); [Flat Creek Watershed Improvement District](#); [Hi-Country Water District](#); [Indian Paintbrush Water District](#); [Melody Ranch Improvement Service District](#); [O Bar B Improvement and Service District](#); [Porcupine Creek Ranch Improvement Service District](#); [Rafter J ISD](#); [Skyline Ranch Improvement Service District](#); [Snake River Sporting Club Improvement Service District](#); [Spring Creek Improvement Service District](#); [Targhee Towne Water District](#); [Teton Conservation District](#); [Teton County School District #1](#); [Teton County Weed and Pest District](#); [Teton Village Association Improvement Service District](#); [Teton Village Improvement Service District](#); [Village Road Improvement Service District](#); [West Gros Ventre Butte Water District](#); [Wilson Sewer District](#)
Subject: Invitation to Special Districts to participate in hazard mitigation plan update
Date: Friday, February 23, 2024 1:52:00 PM
Attachments: [image001.png](#)
[Teton Region 8 HMP Kickoff Meeting Slides 1_18-24.pdf](#)

Hello Teton County Special Districts,

My name is Rich Ochs and I am the Emergency Management Coordinator for Teton County, WY. Your email address was on the County's list of special districts, and I'm writing today to invite you to participate in the update of our regional Hazard Mitigation Plan. This update occurs every five years, and the result is the Region 8 Hazard Mitigation Plan. You can see our latest version (rewritten in 2020, with a 2024 update) [here](#). This plan is essentially an analysis of natural hazards that our community may face, plus a list of mitigation efforts we can undertake to help prevent or lessen those hazards.

I am reaching out to special districts because if you actively participate in the plan update process, your district can pass a resolution and adopt the 2025 Region 8 Hazard Mitigation Plan. Why would your district want to adopt the plan? Well, adoption can make your district eligible to apply for FEMA [hazard mitigation assistance grants](#) that can support projects that reduces or eliminates long-term risk to people and property from future disasters. Sometimes public works projects that a district may already be pursuing can fall into a hazard mitigation category.

But, as we all know, there is no such thing as free money. So what is the catch? Here are a few:

- In order for your district to adopt the plan and be a signatory, you must be an active participant in the update. This will require assigning personnel to attend meetings, fill out paperwork, and provide meaningful feedback over the next several months.
- Your district, after participating in the update, will need to adopt the plan via resolution.
- Hazard Mitigation Assistance Grants from FEMA can be a significant paperwork burden, usually only fund up to 75% of a project, generally require a long lead time before funding is awarded, and many times are competitive on a national scale.

If this sounds like it might be of interest to your district, please reach out to me via email or give me a call at 307-732-8594 and we can discuss what that would look like. Examples of districts and boards that have adopted and signed our plan in the past are Teton County Commissioners, Town of Jackson Council, Teton Conservation District, and the Jackson Hole Airport Board. Flat Creek Watershed Improvement District is also working to adopt the plan in

2025. Attached is a slideshow overview of the mitigation planning process. Please let me know if you have questions, and thanks for your time.

Rich Ochs, CEM®, MEP, WEM

Coordinator, Teton County Emergency Management

Chairman, Teton Local Emergency Planning Committee (LEPC)

Wyoming Type 3 All-Hazards Planning Section Chief (PSC3-AH)

Wyoming All-Hazards Liaison Officer (LNO-AH)

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From: kleewalker@silverstar.com
To: [Karen Walker](#)
Subject: IMPORTANT INFORMATION from VOAD meeting - HELP NEEDED from VOAD Members - Update on Mitigation Report Teton County - Notes and Slides
Date: Tuesday, February 27, 2024 10:29:57 AM
Attachments: [image001.png](#)
[image004.emz](#)
[image006.png](#)
[VOAD Meeting Summary 2-21-24.docx](#)
[Teton - Region 8 HMP Meeting Slides-VOAD 2-21-24.pdf](#)

[**NOTICE:** This message originated outside of the Teton County's mail system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]



Rich asked me to pass along the above information to all VOAD Members, so you can be aware of the 5-year update to the Teton County Mitigation Plan. Please note the Discussion Questions (last slide) below, once you have looked over the Slide Presentation

Discussion Questions

- What groups of people in Teton County may be more vulnerable to hazards or disasters, particularly underserved or socially vulnerable populations?
- What existing non-profits/other orgs. in Teton County work with these populations? How could we involve them in the planning process?
- Would you be willing to share information on the HMP planning effort through your networks?
- Are there any upcoming opportunities for outreach at scheduled public meetings or events?

Please reach out to Rich Ochs with any help or questions.

Thank you,

Karen Walker

VOAD Secretary

Rich Ochs, CEM®, MEP, WEM
Coordinator, Teton County Emergency Management

Chairman, Teton Local Emergency Planning Committee (LEPC)
Wyoming Type 3 All-Hazards Planning Section Chief (PSC3-AH)
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Thursday January 18, 2024

Teton LEPC Meeting

Time: 0830

Location: Teton EOC 3240 S Adams Canyon Dr, Jackson or Microsoft Teams

Microsoft Teams Meeting ([Click Here](#))

Meeting ID: 250 569 259 655

Passcode: o7LiJv

Toll number: +1 307-314-3198

Conference ID: 214 565 995#

Agenda:

- I. Call to Order
- II. Approval of November meeting minutes (R. Ochs - 5 minutes)
- III. Around the room introductions (All – 5 minutes)
- IV. Region 8 Hazard Mitigation Plan kickoff meeting (J. Brislawn – 60 minutes)
- V. Regional Emergency Response Team (RERT) 8 Update (B. Coe – 5 minutes)
- VI. Training/Exercise updates (All – 5 minutes)
- VII. Public safety radio system updates (Q. Johnston – 5 minutes)
- VIII. Around the Room (All – 15 minutes)
- IX. Adjourn

Next Meeting – March 21, 2023, 8:30am Teton EOC and Microsoft Teams

Wyoming Region 8 Hazard Mitigation Plan Update Kick-Off Meeting Summary

January 18, 2024, 8:30-10 am MST

Hybrid in-person and virtual meeting via Teams


Teton EOC 3240 S Adams Canyon Dr, Jackson

Subset of Teton County Quarterly LEPC

Introductions and Opening Remarks

Wyoming Region 8, which includes Teton County and participating local government jurisdictions, will be updating its Regional Hazard Mitigation Plan in 2024. A kickoff meeting for this planning process was held on January 18, 2024, facilitated by WSP (formerly Wood Environment & Infrastructure Solutions, Inc.) the consulting firm hired by the Wyoming Office of Homeland Security (WOHS) to facilitate the planning process and develop the updated Region 8 plan. The meeting was held as part of the quarterly Local Emergency Planning Committee meeting. A total of 24 people attended (see Sign In sheet and chat log attachments), primarily representing county and Town of Jackson, Teton Conservation District, Flat Creek Watershed Improvement District, as well as various stakeholders including representatives local business and industry as well as the Wyoming Office of Homeland Security (WOHS). Rich Ochs Teton County Emergency Management Coordinator had everyone in the meeting introduce themselves. Jeff Brislawn, Project Manager, (WSP) began the meeting by going over the meeting agenda.

The key discussion is summarized below; additional details can be found in the PowerPoint presentation.

The meeting was recorded and can be referenced at Teton County Emergency Management and for a limited time at this link:  [LEPC Meeting-20240118_083050-Meeting Recording.mp4](#)

Mitigation, Mitigation Planning, and Disaster Mitigation Act Requirements Overview

Mitigation is any sustained action taken to reduce or eliminate long-term risk to human life and property from natural or human-caused hazards. Mitigation Planning guides mitigation activities in a coordinated and economic manner to make communities more disaster resilient. The U.S. Disaster Mitigation Act of 2000 requires state and local governments to adopt a hazard mitigation plan, updated every five years, to maintain eligibility for FEMA mitigation assistance grants.

Jeff (WSP) explained the Disaster Mitigation Act of 2000 which requires having an updated plan in place to ensure each local jurisdiction in Region 8 is eligible for pre- and post-disaster hazard mitigation grant funds. There are trends nationally resulting in increased costs for disaster response and recovery. Jeff explained we need these plans for several reasons because they reduce future recovery costs, we can plan around predictive events, and they guide mitigation activities in a coordinated manner.

Jeff explained Federal Emergency Management Agency (FEMA) guidance breaks down the planning process into 4 key phases with 9 total tasks (at the time of the meeting, Wyoming Region 8 is in the first phase of the planning process and will soon be entering the second phase of the process):

- Phase 1: Organize Resources
 - Task 1 Determine the Planning Area and Resources
 - Task 2 Building the Planning Team
 - Task 3 Create an Outreach Strategy
 - Task 4 Review Community Capabilities
- Phase 2: Assess Risk
 - Task 5 Conduct a Risk Assessment
- Phase 3: Develop a Mitigation Strategy
 - Task 6 Develop a Mitigation Strategy
- Phase 4: Plan Adoption, Monitoring, and Evaluation
 - Task 7 Keep the Plan Current
 - Task 8 Review and Adopt the Plan
 - Task 9 Create a Safe and Resilient Community

Task 2: Build the Planning Team

The Region 8 Hazard Mitigation Planning Committee consists of the LEPC represented by Teton County Emergency Managers. The County Planning Teams are composed of county and municipal staff as well as stakeholders within each county. Jeff noted that every update cycle is an opportunity to include additional local government participating jurisdictions, which are defined by FEMA as any entity with a governing board. This includes special service districts. Some special districts have gotten on board with the plan update, including the Teton Conservation District, Flat Creek Water Conservation District and potentially the Jackson Hole Airport. Jeff recommended any other special service district interested in participating should let their county coordinator know soon so they can be folded formally into the plan update effort. The county noted additional entities that could participate as adopting jurisdictions or stakeholders as the following:

- Teton Village Association
- Teton Village Fire District
- Aspens Water and Sewer District
- Alta Solid Waste District
- Teton County School District #1
- Hoback Water and Sewer District

Stakeholders included other governmental or non-governmental agencies that may have an interest in mitigation or be potential partners in mitigation efforts. Per updates to FEMA's Local Mitigation Planning Handbook ([Link](#)) this must include providing representatives of nonprofit organizations, including community-based organizations, that work directly with and/or provide support to underserved communities and socially vulnerable populations, an opportunity to be involved in the planning process. Other organizations that have purview over lifelines should also be given an opportunity to participate. Organizations noted include:

Wyoming R8 Mitigation Plan Update 2024

- Voluntary Organizations Active in Disasters (VOAD)
- Lower Valley Energy
- Teton County Joint Housing Authority
- Natural Resources Conservation Service (NRCS)
- The National Parks (Yellowstone and Grand Teton)
- Neighboring counties

Currently the Hazard Mitigation Planning Committee is working through Tasks 3-5 of the 9-Task planning process with the next steps of developing an outreach strategy, reviewing Region 8 capabilities, and conducting the Risk Assessment. Task 6 involves developing a mitigation strategy. Tasks 7 and 8 involve final plan adoption and implementation and ensuring the adopted plan builds a safer and more resilient community.

Task 3: Public Outreach Strategy

FEMA requires two opportunities for public involvement during the planning process: during the draft stage and prior to plan approval. Public involvement will include an online survey during the planning effort and will look to the participating jurisdictions to assist with advertising these opportunities. In addition, the County will be asked to post the draft plan online and solicit comments prior to the submission to the State and FEMA. The WSP team will be responsible for documenting this process; this may involve documenting specific meetings with stakeholders or other organizations.

Task 4: Capabilities Assessment

Jeff explained that the team will examine existing policies and programs and evaluate the effectiveness of the mitigation gaps and shortfalls to see where there are areas for improvement. He stated the WSP team will also look at each jurisdiction's fiscal abilities to understand where there could be funding options for mitigation not limited to grants. The capability assessment is being aligned with current FEMA planning guidance and will be an area of focus during the update.

Task 5: Risk Assessment

Jeff discussed the three components of the risk assessment. He covered the aspects of natural hazards included in the assessment and how those hazards overlap with community assets. He discussed where there is overlap between the hazards and assets is where we have risk (e.g., potential for losses).

The vulnerability assessment looks at a range of assets in the Region: residential/commercial structures and critical facilities and infrastructure. The WSP team will align this update with the more recent FEMA Community Lifeline framework. Understanding risks to lifeline facilities and identifying ways to minimize those risks with mitigation actions, will better position the plan for grant funding. He also stated we will look at development trends and natural resource areas in terms of assets that may warrant protection from hazard impacts.

Task 6: Mitigation Strategy

The Mitigation Strategy begins with reviewing the plan's existing goals, which are broad overarching statements of what we want to achieve. Goals are supported by mitigation actions, which are specific and measurable. Jeff discussed a slide showing the goals from the 2020 plan and noted these will be looked at more closely in future meetings for potential updates. The LEPC will need to review progress on mitigation actions and select potential new actions as part of the plan update process. Each jurisdiction will need at least one new action, and actions will need to be prioritized. This will be done by applying selection and prioritization criteria, such as whether it will work, is it cost-beneficial, affordable, legal, and fair etc. This process will occur at a future planning meeting/workshop.

Tasks 7 & 8: Plan Maintenance and Adoption

Jeff explained there will be three drafts of the plan: (1) Internal LEPC Review; (2) Public Review (3) State and FEMA Review. As part of the first review, the LEPC will review and agree upon plan maintenance procedures. The county and municipality within Region 8 will need to readopt the plan to secure the buy-in for the process.

Objectives and Schedule for Regional Plan Update 2024

Jeff reviewed the key elements of the plan update process which include updating the risk assessment to reflect current hazards, past events and risk and vulnerability. The 2020 mitigation actions will be assessed, including developing new actions and documenting progress that has been made in terms of mitigation in the Region, as well as noting changes in priorities.

The plan expires on May 29, 2025, and the update will be developed over the next 9-12 months. The next meeting will focus on the Risk Assessment and Goals update, which will require the WSP team to conduct the assessment itself and complete the analysis. Other forthcoming deliverables include the public survey. The next 2 planning meetings will be in the spring and summer with exact dates to be determined.

Rich noted that the plan has several benefits, notably the Hazard Identification and Risk Assessment (HIRA) which is useful in education and outreach to the public. Leveraging the HMP for grant funding has been difficult without a grant writer on staff. Rich noted progress on an outdoor warning siren system - getting capital funds for that. Jeff noted that the HIRA will need additional detail to meet current planning requirements, as well as the mitigation projects.

Roles and Responsibilities

In this update, the Planning Team is led by the Teton County Local Emergency Planning Committee (LEPC). The LEPC comprises members from diverse sectors of the community, such as healthcare, public works, emergency services, elected representatives, media personnel, various governmental levels, and educational institutions. The LEPC is responsible for participating in the planning process, assisting in the updating of the plan's content and reviewing the draft plan to ensure it meets specific needs and local issues. Finally, the County and participating local government jurisdictions will need to formally re-adopt the plan. By

doing so the plan will maintain eligibility for FEMA mitigation funds. WSP will be facilitating the planning process and developing the risk assessment and plan update over the course of the next year.

Requirements for Participating Jurisdictions (adopting local governments and special districts):

- Attend and participate in planning meetings/workshops
- Provide available data requested of the County coordinator and WSP including a Plan Update Guide
- Provide input on progress on local mitigation strategy (actions/projects) and identify new actions/projects (where applicable)
- Advertise and assist with public input process
- Review and comment on draft plan
- Coordinate formal adoption

Stakeholders, which include representatives from the state or federal government, private, non-profit entities or other interested organizations have various options for their level of participation:

- Attending planning meetings or staying in the loop via email list
- Providing data and information
- Partner on mitigation efforts
- Review the draft plan

Chris Johnson, WSP Hazard Mitigation Planner, noted that the LEPC should identify other stakeholders and interested special districts or jurisdictions and invite them to attend the planning process. The LEPC noted several other potential stakeholders that are listed above under Task 2.

Review of Identified Hazards

Jeff led a brief discussion on the past hazard rankings, noting that there are some differences across jurisdictions for the significance rankings since that question was asked by a participant. The 2020 Region 8 plan addressed the following natural hazards:

- Dam Failure
- Drought
- Earthquake
- Flood
- Hail
- Landslide
- Lightning
- Severe Winter Storm
- Tornado
- Wildfire
- Hazardous Materials

Question: Do you agree with the current list and ratings of hazards? What other hazards should be considered?

The group generally agreed with the current potential hazards and preliminary rating, but some possible adjustments to them to include:

- Tornado – ensure that wind events are addressed
- Dam failure - expand to “dam incident and levee incident.” Rich noted the 2 high hazard dams are federally owned and wouldn’t be eligible for FEMA High Hazard Potential Dam grant.
- Hail and Lightning – combine into a summer storm profile; also note heat in this hazard profile as a potential emerging threat due to recent incidents (northwestern heat dome event); air conditioning used to not be needed in buildings.
- Volcano – has been discussed in past but dropped. State plan added it back in 2020 update. They get lots of questions on it from Yellowstone being nearby.
- Discussed potentially adding terrorism, hazardous materials incidents, cyber-attack, as human caused hazards, though requirement is natural hazards.

Jeff asked the group if the most damaging winds are involved in winter storms or if this a year-round occurrence. Rich noted that it’s more year-round and additionally this area of the state takes much less severe winds to cause damages than the other areas of the state, there are more delicate trees in this part of the state. Rich also noted that in general wildfire and drought could potentially be ranked higher.

Question: Do you have specifics on any hazard impacts in past 4 years (damage assessments, people and property impacts, repair costs, etc.?)

The LEPC mentioned the 911/telephone outage last night. Power outages seem to be a reoccurring issue in the area. Last January, there was an outage that impacted a large portion of East Jackson. Other issues include lack of transportation route redundancy, and access being cut off during wildland fires, and concern with bridges. Subdivisions within the county are still permitted with only one point of egress/ingress.

Question: Have there been any growth and development trends in the past 4 years that may increase or decrease vulnerability to hazards (i.e. more homes in wildland urban interface floodplain development pressure, etc.)

The LEPC noted that there is a lot of residential growth. Federal lands limit the available land for development. This is in part increasing housing density and redevelopment within the Town of Jackson. Housing, traffic during the tourist seasons, and ability to evacuate people with limited roads are big concerns. Rich noted we will bring the Teton County Joint Housing Authority into this process, but affordability is a huge factor for the community, especially when discussing recovery. The County and Town of Jackson have adopted a Wildland Urban Interface (WUI) code.

Question: What other existing or recent plans, reports, or studies should be reviewed for this planning process?

Rich notes that he wants the planning team to be aware of the freezing/flooding of the flat creek in the community. Rich really wants to have the Flat Creek Watershed Improvement District as a signatory on the plan. Also, it was noted to focus on frazil ice, which is when the river forms ice crystals below the surface, creating a unique flooding situation for the county. Several studies on have been done on this issue and the District should have copies. The group noted just yesterday that the Town water well #5 was

impacted by flooding and a condo development (Creekside Condos) was potentially affected, along with other public and private infrastructure. The District typically gets involved in mitigation and response efforts with the frazil ice. The District's "thaw wells" were also noted.

Coordination with Other Agencies, Related Planning Efforts, and Recent Studies

A discussion was held on how to coordinate this planning process with other agencies, related planning efforts and recent studies in order to meet one of the DMA planning requirements. This is also an opportunity to develop a holistic plan and integrate related mitigation efforts where possible.

Question: Has the 2020 HMP been cross referenced or integrated with other planning mechanisms? If not, what opportunities exist to do so? Are there related planning efforts underway?

The following ongoing or upcoming studies were noted:

- Community Wildfire Protection Plan (CWPP) which is currently being updated.
- Flat Creek Watershed Improvement District Capital Improvement Plan
- Moving forward is the Airport's plans for flood mitigation
- Town of Jackson stormwater master planning effort – it was noted that the WSP Laramie office is also involved in this study.

Question: Are there any upcoming opportunities for outreach at scheduled public meetings or events?

The LEPC noted upcoming opportunities for outreach could be providing the flyer on the plan at booths or events such as:

- Eco-Fair
- People's Market
- County lunch and learn program
- Potential of getting on the agenda for commissioners
- Business Over Breakfast
- Rotary Breakfast

It was suggested to piggyback on existing meetings where possible. WSP will provide information and be developing a short survey using MS Forms. The County has another existing public input tool that was suggested as a possible resource.

Initial Information Needs/Next Steps

A Plan Update Guide will be developed by WSP to gather data and updated information from the Planning Teams. Each county and municipality will be asked to complete the data based on various department inputs. The Guide will capture recent hazard impacts in the last five years as well as input on capability assessment updates.

GIS data collection is already in process.

Stakeholders are asked to provide additional information on hazards, related planning, and project efforts as applicable. As well as stay in the loop of the planning process via emails from the county coordinator.

Attachments: Attendance and Chat Log

Attendees based on Chat Log input:

Online:

- Jeff Brislawn, WSP Project Manager
- Christopher Johnson, WSP Deputy Project Manager
- Carlie Hager, Hazard Mitigation Planner
- Tyler Sinclair, Town of Jackson, Town Manager
- Andrea Ladd, Fremont County Emergency Management
- Levi Yardley, Emergency Services Coordinator, National Park Service – Grand Teton
- Dustin Havel, Jackson Hole Airport, Assistant Airport Director
- Ashley Paulsrud, Wyoming Office of Homeland Security, Grants/Finance Section Chief
- Josiah Nash, Teton County, Facilities Maintenance Manager
- Phil Ramsey, Administrator – Teton Outpatient Services
- Robb Sgroi, Land Resources Specialist, Teton Conservation District
- Mike Estes, TCSAR, Search and Rescue Coordinator
- Scott Anderson, Jackson Hole Radio, Manager
- Milan Vinich, Fremont County Emergency Management
- David Lee, Water Resources Specialist, Teton Conservation District
- Brian Lenz, Town of Jackson, Town Engineer
- Floren Poliseo, Town of Jackson, Public Works Director
- Sandy Buckstaff, Flat Creek Watershed Improvement District, Chairman of the Board
- Kristen Waters, Teton County, Public Information Officer

In Person:

- Brian Coe, Jackson Hole Fire/EMS, Battalion Chief
- Russell Nelson, Teton County, Chief Deputy Coroner,
- Quinton Johnston, Teton County, Radio Coordinator
- Rich Ochs, Teton County Emergency Management, Coordinator
- Anna Dade, Teton County Emergency Management, Program Specialist
- B. Clauson, Jackson Hole Fire/EMS, WPS
- Riclyn Betsinger, Teton County Sheriff's Office, Dispatch Manager
- Tanya Anderson, Town of Jackson, Ecosystem Stewardship Administrator

Chat Log capture:

[8:25 AM] Brislawn, Jeff

Jeff Brislawn, WSP Project Manager

[8:26 AM] Johnson, Christopher

Christopher Johnson, WSP Hazard Mitigation Planner

[8:27 AM] Hager, Carlie

Carlie Hager, WSP Hazard Mitigation Planner

[8:28 AM] Tyler Sinclair

Tyler Sinclair

Town of Jackson

Manager

[8:28 AM] Andrea Ladd (FCEMA) (Guest)

Andrea Ladd, Fremont County Emergency Management

[8:29 AM] Yardley, Levi S

Levi Yardley, Emergency Services Coordinator

[8:30 AM] Dustin Havel

Dustin Havel, Assistant Airport Director - Operations at the Jackson Hole Airport

[8:30 AM] Ashley Paulsrud - WOHS (Guest)

Ashley Paulsrud - Grants/Finance Section Chief, Wyoming Office of Homeland Security

[8:32 AM] Josiah Nash

Josiah Nash - Facilities Maintenance Manager, Teton County WY

[8:32 AM] Yardley, Levi S

Levi Yardley, Emergency Services Coordinator, National Park Service-Grand Teton

[8:32 AM] Ramsey, Phillip

Phil Ramsey, Administrator - Teton Outpatient Services

[8:32 AM] Robb Sgroi (Guest)

Robb Sgroi. Land Resources Specialist. Teton Conservation District.

[8:32 AM] Mike Estes (Guest)

Mike Estes, TCSAR, SAR Coordinator

[8:32 AM] Scott Anderson JH Radio (Guest)

Scott Anderson, Jackson Hole Radio, Manager

[8:32 AM] Milan Vinich - Fremont Co. EM (Guest)

Milan Vinich - Fremont County Emergency Management

[8:36 AM] David Lee

David Lee - Water Resources Specialist, Teton Conservation District

[8:36 AM] Brian Lenz (Guest)

Brian Lenz, Town Engineer, Town of Jackson

[8:38 AM] Floren Poliseo (Guest)

Floren Poliseo, Public Works Director, Town of Jackson

[8:39 AM] Sinclair Buckstaff, Jr. (Guest)

Sandy Buckstaff, Chairman of the Board, Flat Creek Watershed Improvement District

[8:40 AM] Kristen Waters

Kristen Waters, Teton County Public Information Officer and ESF#15 in the Town/County emergency operations plan

[8:52 AM] Robb Sgroi (Guest)

Thank you for the correction on our entity name, Rich, which is Teton Conservation District. We changed our district boundary and now our district boundary mirrors that of Teton County. Thanks again.

like 2

[8:56 AM] Kristen Waters

yes, Teton Village is special district

[8:56 AM] Kristen Waters

fire is

[8:56 AM] Kristen Waters

TVFD is a special district

[8:56 AM] Floren Poliseo (Guest)

maybe WYDOT as a stakeholder? Since they are State, makes sense they aren't a signatory since they would have their own statewide program but could be stakeholder.

like 1

[8:57 AM] David Lee

Hoback Water and Sewer District is newly formed.

[8:58 AM] Kristen Waters

Rachael has a sick child

[8:58 AM] Robb Sgroi (Guest)

Suggest we involve Natural Resources Conservation District. NRCS offers technical and financial support for post disaster mitigation, such as for wildfire on private land.

[8:58 AM] Floren Poliseo (Guest)

Similar to WYDOT, but Fed: Forest Service and NPS. Just since they are here.

[9:31 AM] Yardley, Levi S

I have to step away. I'll review notes and if I need to follow up, Rich Ochs we'll touch base.

like 1

[9:33 AM] Kristen Waters

def both

laugh 1

[9:37 AM] Kristen Waters

extreme heat always happens during fair week too

like 1

[9:40 AM] Ashley Paulsrud - WOHS (Guest)

I have to attend another meeting. Thank you for including me! Look forward to working with everyone during this update process.

[9:41 AM] Kristen Waters

yes, more homes everywhere

[9:43 AM] Scott Anderson JH Radio (Guest)

I have too sign off for now. Thanks for all this great work.

[9:43 AM] Robb Sgroi (Guest)

addressing how increased populations (local, tourists) then affect traffic levels

[9:45 AM] Kristen Waters

you should look at some of the comments on the Teton County Instagram page on the Transportation Expo post - looks of wild ideas

like 1

[9:45 AM] Kristen Waters

lots of wild ideas*

[9:46 AM] Kristen Waters

<https://www.instagram.com/p/C2Nj-56Orc3/>

[9:54 AM] Dustin Havel

I'd be happy to go over our CIP and other plans to WSP.

[9:55 AM] Kristen Waters

Does WSP provide the survey platform

[9:57 AM] Kristen Waters

rotary/chamber

[9:57 AM] Kristen Waters

business over breakfast

[9:57 AM] Kristen Waters

rotary breakfast/lunch

[9:58 AM] Brian Lenz (Guest)

I need to move to another meeting. Thanks

like 1

[9:58 AM] Brislawn, Jeff

WSP can build the survey in MS forms unless the county has something they prefer.

[9:58 AM] Kristen Waters

Public Input

[9:59 AM] Kristen Waters

we have a public engagement platform we should use.

[9:59 AM] Kristen Waters

thanks!!

[9:59 AM] Kristen Waters

sounds good, let's chat at our next 1-1

[10:02 AM]

Milan Vinich - Fremont Co. EM (Guest) left the chat.

[10:03 AM]

Mike Moyer was invited to the meeting.

[10:06 AM]

Andrea Ladd (FCEMA) (Guest) left the chat.

[10:06 AM]

Johnson, Christopher left the chat.

[10:12 AM] Zolo (Guest)

Here, here. Riclyn and dispatch are awesome.

[10:14 AM] Floren Poliseo (Guest)

Rich Ochs Anna Day I never received the Nixle last night. Anything I can do to troubleshoot? Or should I just sign up again?

[10:15 AM] Rich Ochs

Definitely sign up for Everbridge at this point. Anna will send you the info and the card.

like 1

[10:16 AM] Anna Day

Use this link to sign up for TETON_WY Alerts via the everbridge member portal:

<http://tinyurl.com/m3swbnvj>

member portal

[10:21 AM] Floren Poliseo (Guest)

clarifying - WSP is working on the Town's Stormwater Management Program, not the County's Water Quality Master Plan. Confusing as there is a lot of work being done locally on water related issues!

like 1

[10:28 AM] Robb Sgroi (Guest)

Great work JHFEMS and civilian on that save!

like 2

SIGN-IN SHEET
WYOMING REGION 8 (TETON COUNTY)
HAZARD MITIGATION PLAN UPDATE KICKOFF MEETING
January 18, 2024, 8:30am-10:00am MST

Name	Email Address	Phone	Department/Organization/Affiliation	Title
Rick Orbs	rich@tetoncountywy.gov	307-732-8594	Teton EMA	Coordinator
B. CLAYSON	BLAYSON@TETONCOUNTY.WY.GOV	690-0794	JH Fire/EMS	WPS
Ridyn Betsinger	rbetsinger@tetoncountywy.gov	690-7010	TCSO Dispatch	Dispatch Manager
Tanya Anderson	tanderson@jacksonwy.gov	734-4419	Town of Jackson	Ecosystem Stewardship Administrator
Anna Day	aday@tetoncountywy.gov	307-732-8590	Teton EMA	Program Specialist
Quentin Johnson	qjohnson@tetoncountywy.gov	307-732-8792	Teton County	PAID Coordinator
A. Russell Nelson	arnelson@tetoncountywy.gov	307-231-3246	Teton County	Chief Deputy Coordinator
Brian Coe	bcoe@tetoncountywy.gov	307-690-4216	JH Fire/EMS - RERT #82	Battalion Chief

1. Summary

Meeting title

Attended participants

Start time

End time

Meeting duration

Average attendance time

LEPC Meeting

26

1/18/24, 8:08:08 AM

1/18/24, 10:35:52 AM

2h 27m 43s

1h 42m 35s

2. Participants

Name	First Join	Last Leave	In-Meeting Duration	Email	Participant ID (UPN)	Role
Rich Ochs	1/18/24, 8:15:57 AM	1/18/24, 10:35:05 AM	2h 19m 7s	rochs@tetoncountywy.gov	rochs@tetoncountywy.gov	Organizer
EOC Downstairs Conference Room	1/18/24, 8:08:10 AM	1/18/24, 10:34:44 AM	2h 26m 34s	EOCDownstairsroom@tetoncountywy.gov	EOCDownstairsroom@tetoncountywy.gov	Presenter
Brislewn, Jeff	1/18/24, 8:12:03 AM	1/18/24, 10:34:47 AM	2h 22m 44s	jeff.brislewn@wsp.com	jeff.brislewn@wsp.com	Presenter
Johnson, Christopher	1/18/24, 8:17:18 AM	1/18/24, 10:06:54 AM	1h 49m 35s	christopher.johnson@wsp.com	christopher.johnson@wsp.com	Attendee
Hager, Carlie	1/18/24, 8:17:50 AM	1/18/24, 10:31:54 AM	2h 14m 3s	carlie.hager2@wsp.com	carlie.hager2@wsp.com	Attendee
Scott Anderson JH Radio	1/18/24, 8:18:09 AM	1/18/24, 9:43:29 AM	1h 25m 20s			Attendee
Sinclair Buckstaff, Jr.	1/18/24, 8:20:21 AM	1/18/24, 10:34:45 AM	2h 14m 23s			Attendee
Dustin Havel	1/18/24, 8:25:17 AM	1/18/24, 10:34:49 AM	2h 9m 32s	Dustin.Havel@jhairport.org	dhavel@jhairport.org	Attendee
Tyler Sinclair	1/18/24, 8:25:52 AM	1/18/24, 9:05:21 AM	39m 28s			Attendee
Ramsey, Phillip	1/18/24, 8:26:02 AM	1/18/24, 9:57:06 AM	1h 26m 37s	pramsey@uspi.com	phil.ramsey@tenethhealth.net	Attendee
Milan Vinich - Fremont Co. EM	1/18/24, 8:27:00 AM	1/18/24, 10:02:48 AM	1h 35m 47s			Attendee
teamsvisitor:a366d084b6104eee84fd51e6846883e6	1/18/24, 8:27:49 AM	1/18/24, 9:31:53 AM	1h 4m 3s			Attendee
Andree Ladd (FCEMA)	1/18/24, 8:28:01 AM	1/18/24, 10:06:14 AM	1h 38m 13s			Attendee
Yardley, Levi S	1/18/24, 8:28:45 AM	1/18/24, 9:31:33 AM	1h 2m 47s	levi_yardley@nps.gov	LYardley@nps.gov	Attendee
Ashley Paulsrud - WOHs	1/18/24, 8:29:41 AM	1/18/24, 9:40:35 AM	1h 10m 54s			Attendee
Josiah Nash	1/18/24, 8:29:59 AM	1/18/24, 10:34:46 AM	2h 4m 46s	jnash@tetoncountywy.gov	jnash@tetoncountywy.gov	Attendee
Mike Estes	1/18/24, 8:30:45 AM	1/18/24, 10:35:22 AM	2h 4m 37s			Attendee
Robb Sgroi	1/18/24, 8:31:37 AM	1/18/24, 10:34:44 AM	2h 3m 6s	robb@tetonconservation.org	robb_tetonconservation.org#EXT#@TetonCountyWY.onmicrosoft.com	Attendee
Floren Poliseo	1/18/24, 8:32:09 AM	1/18/24, 10:34:41 AM	2h 2m 31s	fpoliseo_jacksonwy.gov#EXT#@TetonCountyWY.onmicrosoft.com	fpoliseo_jacksonwy.gov#EXT#@TetonCountyWY.onmicrosoft.com	Attendee
David Lee	1/18/24, 8:32:55 AM	1/18/24, 10:34:42 AM	2h 1m 47s	david@tetonconservation.org	david@tetonconservation.org	Attendee
Kristen Waters	1/18/24, 8:34:24 AM	1/18/24, 10:34:45 AM	2h 21s	kwaters@tetoncountywy.gov	kwaters@tetoncountywy.gov	Attendee
Brian Lenz	1/18/24, 8:35:20 AM	1/18/24, 9:59:01 AM	1h 23m 40s	btlenz_jacksonwy.gov#EXT#@TetonCountyWY.onmicrosoft.com	btlenz_jacksonwy.gov#EXT#@TetonCountyWY.onmicrosoft.com	Attendee
Anna Day	1/18/24, 8:37:20 AM	1/18/24, 10:35:24 AM	1h 58m 4s	aday@tetoncountywy.gov	aday@tetoncountywy.gov	Attendee
Tyler Sinclair	1/18/24, 9:05:17 AM	1/18/24, 10:35:52 AM	1h 30m 34s	tsinclair_jacksonwy.gov#EXT#@tetoncountywy.gov	tsinclair_jacksonwy.gov#EXT#@tetoncountywy.gov	Attendee
Zolo	1/18/24, 9:26:54 AM	1/18/24, 10:34:43 AM	1h 7m 49s	zolo_jacksonwy.gov#EXT#@tetoncountywy.gov	zolo_jacksonwy.gov#EXT#@tetoncountywy.gov	Attendee
Mike Moyer	1/18/24, 10:03:54 AM	1/18/24, 10:34:47 AM	30m 52s	mmoyer@tetoncountywy.gov	mmoyer@tetoncountywy.gov	Attendee

3. In-Meeting Activities

Name	Join Time	Leave Time	Duration	Email	Role
Rich Ochs	1/18/24, 8:15:57 AM	1/18/24, 10:35:05 AM	2h 19m 7s	rochs@tetoncountywy.gov	Organizer
EOC Downstairs Conference Room	1/18/24, 8:08:10 AM	1/18/24, 10:34:44 AM	2h 26m 34s	EOCDownstairsroom@tetoncountywy.gov	Presenter
Brislewn, Jeff	1/18/24, 8:12:03 AM	1/18/24, 10:34:47 AM	2h 22m 44s	jeff.brislewn@wsp.com	Presenter
Johnson, Christopher	1/18/24, 8:17:18 AM	1/18/24, 10:06:54 AM	1h 49m 35s	christopher.johnson@wsp.com	Attendee
Hager, Carlie	1/18/24, 8:17:50 AM	1/18/24, 10:31:54 AM	2h 14m 3s	carlie.hager2@wsp.com	Attendee
Scott Anderson JH Radio	1/18/24, 8:18:09 AM	1/18/24, 9:43:29 AM	1h 25m 20s		Attendee
Sinclair Buckstaff, Jr.	1/18/24, 8:20:21 AM	1/18/24, 10:34:45 AM	2h 14m 23s		Attendee
Dustin Havel	1/18/24, 8:25:17 AM	1/18/24, 10:34:49 AM	2h 9m 32s	Dustin.Havel@jhairport.org	Attendee
Tyler Sinclair	1/18/24, 8:25:52 AM	1/18/24, 9:05:21 AM	39m 28s		Attendee
Ramsey, Phillip	1/18/24, 8:26:02 AM	1/18/24, 8:26:10 AM	8s	pramsey@uspi.com	Attendee
Ramsey, Phillip	1/18/24, 8:30:36 AM	1/18/24, 9:57:06 AM	1h 26m 29s	pramsey@uspi.com	Attendee
Milan Vinich - Fremont Co. EM	1/18/24, 8:27:00 AM	1/18/24, 10:02:48 AM	1h 35m 47s		Attendee
teamsvisitor:a366d084b6104eee84fd51e6846883e6	1/18/24, 8:27:49 AM	1/18/24, 9:31:53 AM	1h 4m 3s		Attendee
Andree Ladd (FCEMA)	1/18/24, 8:28:01 AM	1/18/24, 10:06:14 AM	1h 38m 13s		Attendee
Yardley, Levi S	1/18/24, 8:28:45 AM	1/18/24, 9:31:33 AM	1h 2m 47s	levi_yardley@nps.gov	Attendee
Ashley Paulsrud - WOHs	1/18/24, 8:29:41 AM	1/18/24, 9:40:35 AM	1h 10m 54s		Attendee
Josiah Nash	1/18/24, 8:29:59 AM	1/18/24, 10:34:46 AM	2h 4m 46s	jnash@tetoncountywy.gov	Attendee
Mike Estes	1/18/24, 8:30:45 AM	1/18/24, 10:35:22 AM	2h 4m 37s		Attendee
Robb Sgroi	1/18/24, 8:31:37 AM	1/18/24, 10:34:44 AM	2h 3m 6s	robb@tetonconservation.org	Attendee
Floren Poliseo	1/18/24, 8:32:09 AM	1/18/24, 10:34:41 AM	2h 2m 31s	fpoliseo_jacksonwy.gov#EXT#@TetonCountyWY.onmicrosoft.com	Attendee
David Lee	1/18/24, 8:32:55 AM	1/18/24, 10:34:42 AM	2h 1m 47s	david@tetonconservation.org	Attendee
Kristen Waters	1/18/24, 8:34:24 AM	1/18/24, 10:34:45 AM	2h 21s	kwaters@tetoncountywy.gov	Attendee
Brian Lenz	1/18/24, 8:35:20 AM	1/18/24, 9:59:01 AM	1h 23m 40s	btlenz_jacksonwy.gov#EXT#@TetonCountyWY.onmicrosoft.com	Attendee
Anna Day	1/18/24, 8:37:20 AM	1/18/24, 10:35:24 AM	1h 58m 4s	aday@tetoncountywy.gov	Attendee
Tyler Sinclair	1/18/24, 9:05:17 AM	1/18/24, 10:35:52 AM	1h 30m 34s	tsinclair_jacksonwy.gov#EXT#@tetoncountywy.gov	Attendee
Zolo	1/18/24, 9:26:54 AM	1/18/24, 10:34:43 AM	1h 7m 49s	zolo_jacksonwy.gov#EXT#@tetoncountywy.gov	Attendee
Mike Moyer	1/18/24, 10:03:54 AM	1/18/24, 10:34:47 AM	30m 52s	mmoyer@tetoncountywy.gov	Attendee

SIGN-IN SHEET
WYOMING REGION 8 (TETON COUNTY)
HAZARD MITIGATION PLAN UPDATE KICKOFF MEETING
January 18, 2024, 8:30am-10:00am MST

Name	Email Address	Phone	Department/Organization/Affiliation	Title
Rich Ochs	rich@tetoncounty.wy.gov	3077328594	Teton EMA	Coordinator
B. CLAYSON	CLAYSON@TETONCOUNTY.WY.GOV	690-0794	JHF/EMS	WPS
Rolyn Betinger	rbetinger@tetoncounty.wy.gov	690-2010	TCSO Dispatch	Dispatcher
Tanya Anderson	tanderson@tetoncounty.wy.gov	734-4419	Town of Jackson	Ecosystem Stewardship Administrator
Anna Day	aday@tetoncounty.wy.gov	307-432-8590	Teton EMA	Program Specialist
Quentin Johnson	quintjohnson@tetoncounty.wy.gov	307-732-8792	Teton County	Public Coordinator
A. Russell Nelson	arnelson@tetoncounty.wy.gov	307-231-3294	Teton County	Chief Deputy Coroner
Brian Coe	bcoe@tetoncounty.wy.gov	307-690-4216	JH Fire/EMS - REXFIRE Admin	Battalion Chief

From: Wayne Richardson <wayne@gsmjh.org>
Sent: Tuesday, June 4, 2024 4:56 PM
To: Rich Ochs; Aaron Feuerstein
Cc: April Norton; anne@housingtrustjth.org; Wayne Richardson (Wayne1gsm@gmail.com); Brislawn, Jeffrey; Johnson, Christopher; Anna Day; Wayne Richardson
Subject: Re: Input requested for County Hazard Mitigation Plan - Invitation to June 11th meeting

Rich,

Answers to questions:

What natural hazards (flood, wildfire, earthquake, etc.) are of most concern from a housing perspective? **All because all have the potential to reduce housing inventory in Teton County. If I were to be specific, I would have to defer to the data regarding these natural hazards and which has caused the most Teton County housing losses over several decades.**
How do disaster-resilient building codes impact your programs? **Again, disaster-resilient building codes give Teton County another means of saving housing inventory. A strong housing inventory with a plan to always increase housing units reduces the sheltering burden for the local rescue mission.**
What mitigation actions or initiatives would you like to see in the updated hazard mitigation plan that may reduce housing-related vulnerabilities? **Annual WY, FEMA, or HUD funding for Teton County shelters (and all WY shelters) for beds, feeding, and clothing victims and expansion in these areas as a proactive initiative within the plan. (I am assuming that First Responders are well-funded in the Plan.)**

Sincerely - Wayne

Wayne G. Richardson, CFRE
Chief Executive Officer
Good Samaritan Mission
307-733-3165 (W)
209-405-9737 (C)
GSMJH.org
EIN: 74-2518929

On Tue, Jun 4, 2024 at 11:12 AM Rich Ochs <rochs@tetoncountyywy.gov> wrote:

Hi April, Anne, and Wayne,

We are in the midst of updating our county [Hazard Mitigation Plan](#), which is done every 5 years. This plan is adopted by the County Commission, Town Council, and has several other signatories. It is also reviewed and approved by the Wyoming Office of Homeland Security and FEMA. The plan outlines natural hazards that can impact our community, analyzes their relative risk, and outlines projects that can be taken on to mitigate those hazards to make our community safer. Sometimes these projects can be eligible for FEMA mitigation grant funding.

FEMA is placing more emphasis on engagement with housing agencies and housing advocacy groups with these planning efforts for the following purposes:

1. Coordinate housing issues to identify risk and vulnerabilities to this sector.
2. Ensure the hazard mitigation strategy directs new and redeveloped housing away from hazard areas and uses the latest building codes to maintain safe housing.

We would welcome your thoughts and input related to the above. For example:

What natural hazards (flood, wildfire, earthquake, etc.) are of most concern from a housing perspective?
How do disaster resilient building codes impact your programs?
What mitigation actions or initiatives would you like to see in the updated hazard mitigation plan that may reduce housing-related vulnerabilities?

I'd also welcome your participation at a planning workshop scheduled for **Tuesday, June 11th, 2024 from 1:00pm to 4:00pm at the Teton County Library** (invite attached). In-person attendance is highly encouraged, and please feel free to send a representative or bring others along. There is a Teams option to join online if in-person attendance isn't possible. The focus will be coming up with new hazard mitigation strategies to include in the updated plan.

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 213 688 958 200
Passcode: Bm495R

Dial in by phone

[+1 307-314-3198](tel:+13073143198),201952545# United States, Laramie
[Find a local number](#)
Phone conference ID: 201 952 545#
For organizers: [Meeting options](#) | [Reset dial-in PIN](#)

If you can't attend the meeting or send a representative, you can send any feedback on the questions above or hazard mitigation in general to me by June 27th. Thanks for helping to make Teton County a more disaster-resilient community!

Rich Ochs, CEM®, MEP, WEM
Coordinator, Teton County Emergency Management
Chairman, Teton Local Emergency Planning Committee (LEPC)
Wyoming Type 3 All-Hazards Planning Section Chief (PSC3-AH)
Wyoming All-Hazards Liaison Officer (LNO-AH)
PO Box 4458
Jackson, WY 83001
o: (307) 732-8594
c: (307) 413-5040
f: (307) 732-5799
rochs@tetoncountyywy.gov
www.tetoncountyywy.gov/em



From: Rich Ochs <rochs@tetoncountywy.gov>
Sent: Tuesday, February 27, 2024 11:51 AM
To: Wayne Richardson; Karen Walker
Cc: Brislawn, Jeffrey; Johnson, Christopher
Subject: RE: IMPORTANT INFORMATION from VOAD meeting - HELP NEEDED from VOAD Members - Update on Mitigation Report Teton County - Notes and Slides

Thanks so much, Wayne. We really appreciate the feedback!

Rich Ochs, CEM®, MEP, WEM
Coordinator, Teton County Emergency Management
Chairman, Teton Local Emergency Planning Committee (LEPC)
www.tetoncountywy.gov/em



From: Wayne Richardson <wayne1gsm@gmail.com>
Sent: Tuesday, February 27, 2024 11:37 AM
To: Karen Walker <kleewalker@silverstar.com>
Cc: Rich Ochs <rochs@tetoncountywy.gov>
Subject: Re: IMPORTANT INFORMATION from VOAD meeting - HELP NEEDED from VOAD Members - Update on Mitigation Report Teton County - Notes and Slides

You don't often get email from wayne1gsm@gmail.com. [Learn why this is important](#)
[NOTICE: This message originated outside of the Teton County's mail system -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Dear Karen,

My input regarding your questions is in blue font after each.

- Discussion Questions
- What groups of people in Teton County may be more vulnerable to hazards or disasters, particularly underserved or socially vulnerable populations?
1. Undocumented foreigners are the group that Good Samaritan Mission (GSM) works with a lot. They are vulnerable because their housing and work/income situations are very unstable.
 - 2. Summer seasonal workers. Those that do not stay at GSM Shelter might be in a tent in the woods.**
 - What existing non-profits/other orgs. in Teton County work with these populations? How could we involve them in the planning process?
1. Regarding Undocumented Foreigners, One22, First Baptist, and GSM are already involved but not sure if Immigration Hope based out of Idaho Falls but with an office co-located in First Baptist Church is a member of this group. I believe ICE should be part of this discussion too.
 - 2. Regarding seasonal campers, I believe the National Park Service is already a part of this group.**
 - Would you be willing to share information on the HMP planning effort through your networks?
We are a 100% new staff since 11/1/23 so not sure how strong our networks are right now.
 - Are there any upcoming opportunities for outreach at scheduled public meetings or events?
I am not aware of any that are in addition to those known or hosted by current members.

Blessings - Wayne

Wayne G. Richardson, CFRE
Chief Executive Officer
Good Samaritan Mission
307-733-3165 (W)

On Tue, Feb 27, 2024 at 10:29 AM <kleewalker@silverstar.com> wrote:

Rich Ochs - How You Can Help
from VOAD Members with Planning Process
Gathering Information for Updating Report
Region 8 Hazard Mitigation Plan



Rich asked me to pass along the above information to all VOAD Members, so you can be aware of the 5-year update to the Teton County Mitigation Plan.
Please note the Discussion Questions (last slide) below, once you have looked over the Slide Presentation

- Discussion Questions
- What groups of people in Teton County may be more vulnerable to hazards or disasters, particularly underserved or socially vulnerable populations?
 - What existing non-profits/other orgs. in Teton County work with these populations? How could we involve them in the planning process?
 - Would you be willing to share information on the HMP planning effort through your networks?
 - Are there any upcoming opportunities for outreach at scheduled public meetings or events?

Please reach out to Rich Ochs with any help or questions.
Thank you,
Karen Walker
VOAD Secretary

Rich Ochs, CEM®, MEP, WEM
Coordinator, Teton County Emergency Management
Chairman, Teton Local Emergency Planning Committee (LEPC)
Wyoming Type 3 All-Hazards Planning Section Chief (PSC3-AH)
Wyoming All-Hazards Liaison Officer (LNO-AH)
PO Box 4458

Teton County VOAD Meeting Summary
2/21/2024 – 8-9:30 am MT

Attendance: 7 in person (see sign in sheet), 3 online, 2 WSP online (Jeff Brislawn and Chris Johnson)

VOAD agenda items (see below attached) – Included discussion from the new CEO of the Good Samaritan Mission who noted how they are expanding disaster relief support by plans to expand kitchen and laundry facilities in their shelter/ community center. They are also interested in obtaining funding for a generator for the facility.

Agenda item on VOAD bi-monthly meeting:

Rich Ochs and Anna Day - Needing Input on 5 year Update for the Region 8 Hazard Mitigation Plan

Jeff Brislawn – WSP Project Manager with Presentation

Jeff gave brief into of our team and the overview of the planning process, Rich noted the importance of engaging this group and reaching out to vulnerable populations for FEMA approval

Overview of Key Elements:

- Re-convene Hazard Mitigation Planning Committee
- Update the plan per latest FEMA/DMA requirements
- *Update the risk assessment to reflect current hazards, risk and vulnerability, social vulnerability*
- Obtain progress on mitigation actions and update with new ones
- Note changes in capabilities and include more specifics on land use planning and floodplain management regulations
- Document progress and note changes in priorities
- Improve document where possible

FEMA's 9-Step Planning Process → Currently working on creating/implementing an outreach strategy

Gave some further explanation and context to the group about the focus of this plan, ie. The VOAD is more focused on response activities and this plan is focused on mitigation. Also discussed the potential for funding opportunities through FEMA grants by participating in this plan including the FEMA BRIC and HMGP funds. Rich described how HMGP has more flexibility for non-profit organizations but is limited to when federal disaster declarations occur anywhere in the state.

Discussion Questions:

- What groups of people in Teton County may be more vulnerable to hazards or disasters, particularly underserved or socially vulnerable populations?
 - Health Department representative noted that they are doing 6-7 different focus groups as part of the update of some of their plans and their Community Health Needs Assessment. Focus groups noted include:
 - Non English speakers
 - Immigrant populations
 - "20-somethings"

- Senior Center
- Youth
- What existing non-profits/other orgs. in Teton County work with these populations? How could we involve them in the planning process?
 - Rich noted that one of the Goals in the 2020 HMP could be adjusted to be more inclusive of vulnerable populations; this might be an area the VOADs could provide suggestions for appropriate and current terminology.
- Would you be willing to share information on the HMP planning effort through your networks?
 - Generally yes, though they found that QR codes to a digital survey may not be as effective as getting a hardcopy one filled out at meetings. Folks are 'surveyed out.'
- Are there any upcoming opportunities for outreach at scheduled public meetings or events?
 - Working with Rich and Anna to ask some of the non-profits working with vulnerable pops. and see if we can engage some focus groups to ask questions (some examples are youth, non-English speakers, seniors)
 - Question about doing an in-person event of some kind at the library
 - Rich suggested WSP email options with outreach for further followup

The group discussed further touch points and suggested the next VOAD meeting on April 17th and 8:00 am could be used for another update on the HMP.

Chat Log – Online representatives:

Carey Stanley

8:38 AM

Carey Stanley-Director of Operations, One22 Resource Center

Claudia Schrotz

8:39 AM

Attending meeting: Michael Schrotz. Representing Presbyterian Church of Jackson Hole...and ...Jackson Hole Lions Club

Carey Stanley

8:56 AM

Thank you for joining us, Wayne and Jeff. I need to sign off for One22's Board meeting! See you next meeting.

Shell Hills – Hole Food Rescue

<u>Name</u>	<u>Agency</u>	<u>Title</u>	<u>Email</u>
Rich Ochs	Teton EMA	Coordinator	rochs@tetoncountywy.gov
Mary Lou Klerre	Red Cross	Volunteer	belenaml@aol.com
Rachael Wheeler	TCHD	PHRC	rachael.wheeler@wyo.gov
Karon Waucer	Secretary	Secretary	kleewalker@silversto
Wayne Richardson	Good Samaritan Mission	CEO	Wayne12510@gmail.com
Rev. David Bott	Redeemer Lutheran Church	Pastor	redeemer@wyoming.com
Anna Day	Teton EMA	Program Assistant	aday@tetoncountywy.gov

Teton County VOAD BOARD MEETING AGENDA 2-21-24

Online
 Michael Schrotz
 Jeff Brislawn
 Christopher Johnson
 Carey Stanley

February 21, 2024

VOAD BOARD MEETING AGENDA

8:00 AM **IN PERSON – and ELECTRONIC Meeting**

Presiding: Rev. David Bott - Redeemer Lutheran Church – Chairman

BOARD Sam– Paws

Isabel Zumel or Carey Stanley - One22

Mary Lou Klene – Red Cross

Michael Schrotz – Presbyterian Church / JH Lions Club

Members Wayne Richardson - New CEO Good Samaritan Mission WELCOME

Support Rich Ochs - TCEM Coordinator |
Anna Day – TCEM EM Specialist
McKinnley Cox or Rachael Wheeler– Teton County Public Health
Karen Walker- Secretary FWT
Tricia Angelovich - WY2.1.1

Guest

QUORUM: Quorum of 51% needed – MEMBERS 5 Quorum Needed

Mission of Teton County VOAD

The purpose and objective of the Teton County VOAD shall be to foster more effective service to the people of Teton County affected by disaster through **communication, coordination, cooperation, and collaboration** between local organizations and with Teton County Emergency Management.

Call the Meeting to Order

Minutes of Last Meeting

- October 18, 2023 Any corrections or discussion? Motion to Accept _____
Second _____

OLD BUSINESS

- Change in Relationship with First Western Trust
- Any Old Business for Follow Up

NEW BUSINESS:

- New CEO of Good Samaritan Mission - Wayne Richardson
- Rich Ochs and Anna Day - Needing Input on 5 year Update for the Region 8 Hazard Mitigation Plan
Jeff Brislaw – WSP Project Manager with Presentation

Next Meeting:

- April 17, 2024, Next Bi-Monthly VOAD Meeting
- ADJOURN MEETING – Motion _____ Seconded _____

Regional Multi-Hazard Mitigation Planning

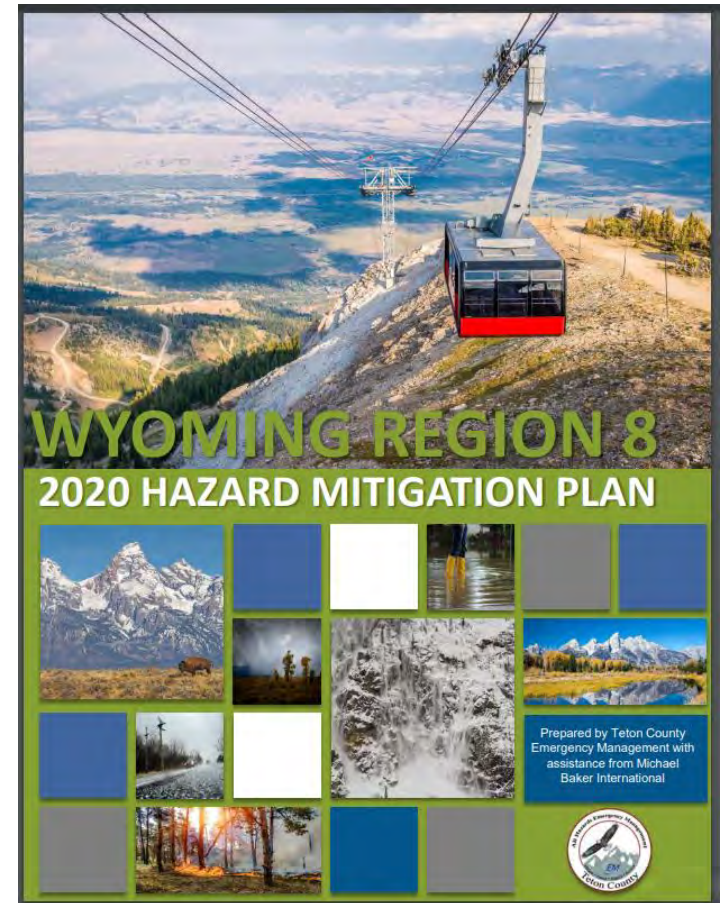
Wyoming Region 8 – 2024 Update

Teton County

Jeff Brislawn, CFM – Project Manager
Chris Johnson, Deputy Project Manager

Presentation for Teton County VOAD

February 21, 2024

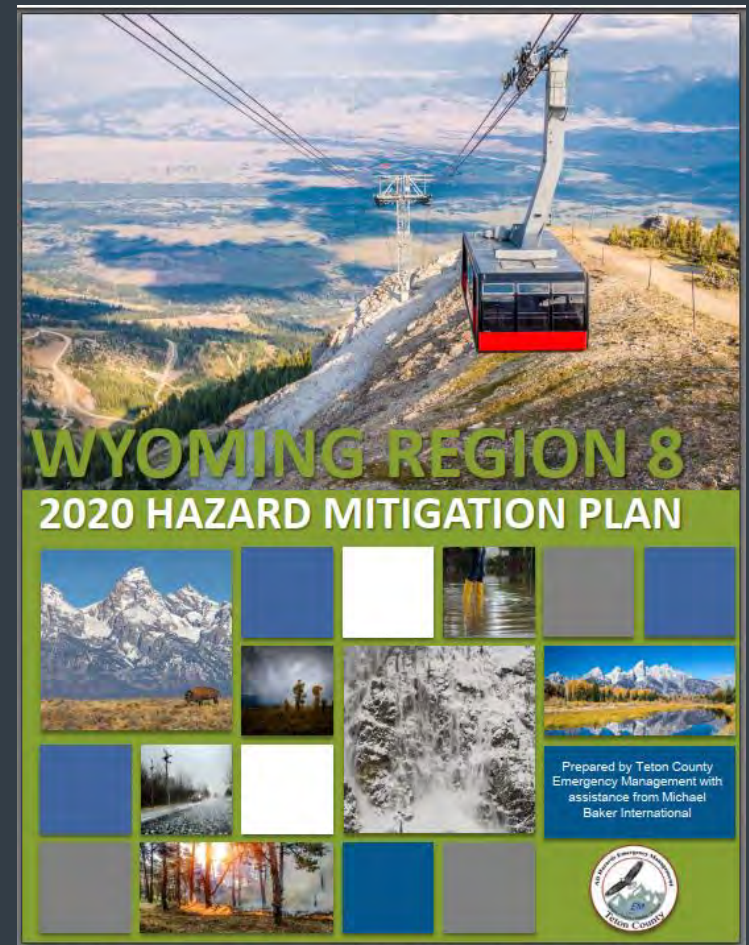


Introductions and Agenda

- WSP Project Team
 - Jeff Brislawn – Project Manager
 - Chris Johnson – Deputy PM/Hazard Mitigation Planner
- Teton County Emergency Management
- Agenda
 - Introduce purpose and overview of HMP update
 - Discuss how VOAD can engage in the update process and contribute to building resilience pre-disaster

Please type name, title, and affiliation in chat box or sign in sheet

Objectives and Schedule for the Hazard Mitigation Plan Update

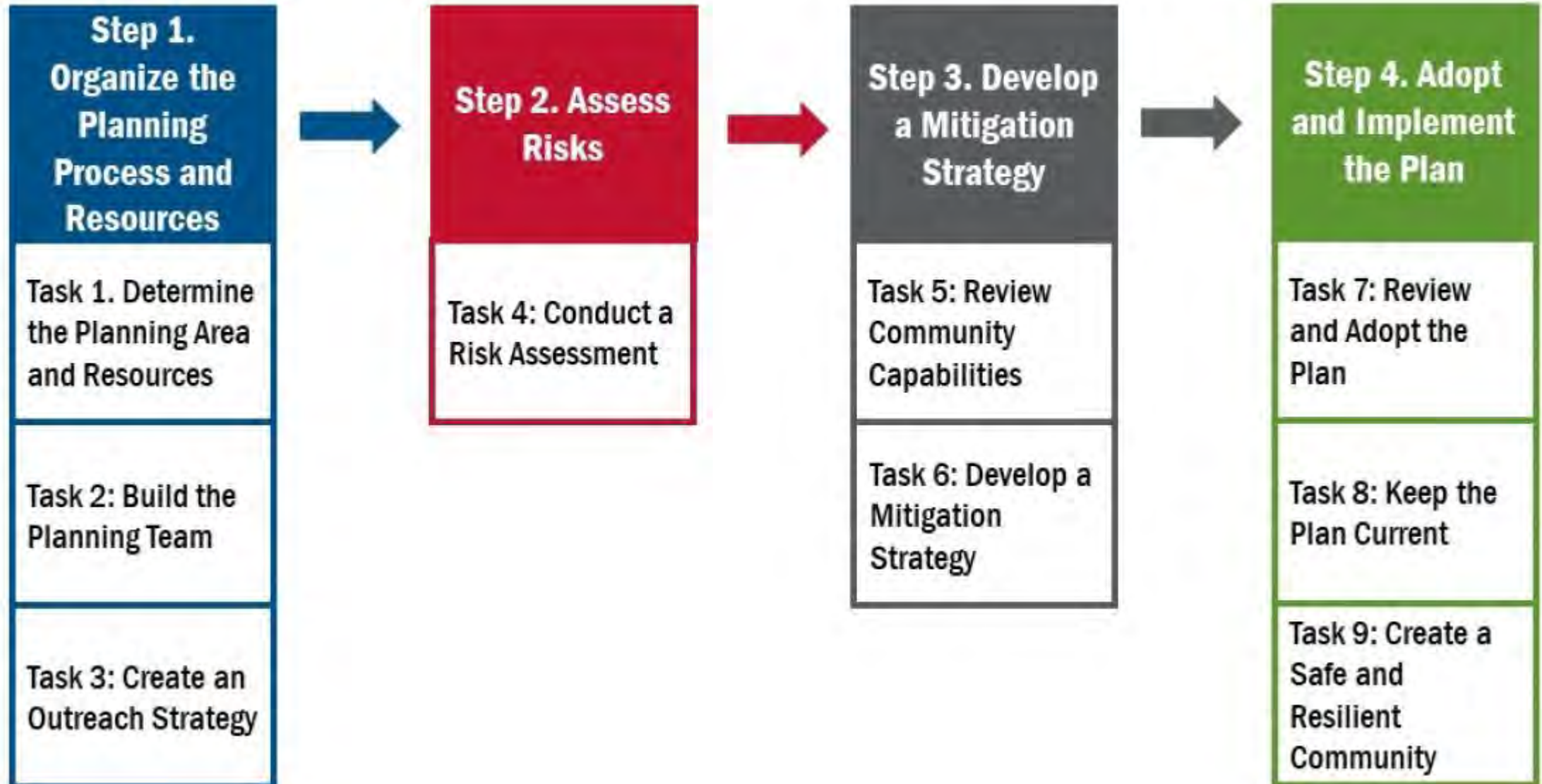


Regional Hazard Mitigation Plan Update 2023

Overview of Key Elements

- Re-convene Hazard Mitigation Planning Committee
- Update the plan per latest FEMA/DMA requirements
- Update the risk assessment to reflect current hazards, risk and vulnerability, social vulnerability
- Obtain progress on mitigation actions and update with new ones
- Note changes in capabilities and include more specifics on land use planning and floodplain management regulations
- Document progress and note changes in priorities
- Improve document where possible

FEMA's 4-Step/Nine-Task Planning Process



Hazards Addressed in 2024 Update

- Avalanche
- Dam/Levee Incident
- Drought
- Earthquake
- Flood
- Landslide
- Severe Summer Weather (Hail/Lightning/Thunderstorms/Extreme Heat)
- Severe Winter Weather (including Extreme Cold)
- Tornado/Windstorm
- Wildfire

Mitigation Goals from 2020 Plan

Goal 1: Protect Critical Facilities, utilities and infrastructure.

Goal 2: Protect and restore the natural environment to support community resiliency.

Goal 3: Improve protection of the general population including residents, commuters, and visitors.

Goal 4: Continue to implement actions to mitigate the effect of hazards through education, ordinances and resolutions, and proper project analysis, to enhance life safety and reduce property losses.

Project Tasks and Schedule

Schedule of Tasks, Meetings and Deliverables	Plan Expiration May 29, 2025											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Task 1: Organize Resources												
Coordination Conference Calls												
Kickoff Webinar with Regional LEPC #1												
Task 2: Data Collection and Review												
Task 3: Hazard Identification and Risk Assessment												
LEPC Mitigation Planning Workshop #2												
Task 4: Development of Mitigation Goals												
LEPC Mitigation Planning Workshop #3												
Task 5: Draft Plan												
Task 6: Public Involvement												
Task 7: Plan Submittal and Subsequent Adoption												
Planning Team Review Draft												
Public Review Draft												
Final Draft for WOHS Review												
Final Plan Submittal for FEMA Review												

Planning for Stakeholder and Public Involvement

Participation Specifics – Other Stakeholders

If you are Stakeholder (state, federal government, other private, non-profit entity, other interested organizations)

- Various options/level of participation
 - Attend LEPC meetings or stay in loop via email list
 - Provide data/information
 - Partner on mitigation efforts
 - Review draft plan

Requirement: Does the plan document an opportunity for neighboring communities, local and regional agencies involved in hazard mitigation activities, and agencies that have the authority to regulate development as well as businesses, academia, and other private and non-profit interests to be involved in the planning process?

(Requirement 44 CFR § 201.6(b)(2))

Planning for Public and Stakeholder Involvement

- Proposed activities –
 - Online survey will be developed
 - Plan backgrounder developed
 - Outreach at other public forums
 - Posting the draft plan online and soliciting comments prior to submittal to WOHS/FEMA.



Project Backgrounder Regional Hazard Mitigation Plan Update

Wyoming all-hazards emergency management Region 8 consists of Teton County, Town of Jackson and Teton Conservation District. The Region is updating the 2020 Regional Hazard Mitigation Plan in collaboration with local municipalities, special districts, and other stakeholders. This plan develops community mitigation strategies, to work towards reducing the risks posed by hazards. The plan must be updated and approved by FEMA every five years to keep it current and to maintain eligibility for mitigation grant assistance.

What is hazard mitigation?

The term "Hazard Mitigation" describes actions that can help reduce or eliminate long-term risks caused by hazards, such as floods, wildfires, tornadoes, and earthquakes. Hazard mitigation is best accomplished when based on a comprehensive, long-term plan developed before a disaster strikes.

As the costs of disaster impacts continue to rise, governments and citizens must find ways to reduce hazard risks to our communities. Oftentimes after disasters, repairs and reconstruction are often completed in such a way as to simply restore damaged property to pre-disaster conditions. These efforts may "get things back to normal," but the replication of pre-disaster conditions often results in a repetitive cycle of damage, reconstruction, and repeated damage.

Hazard mitigation breaks this repetitive cycle by producing less vulnerable conditions through pre- and post-disaster actions and projects. The implementation of such hazard mitigation actions by state and local governments will lead to more resilient communities and reduced injuries and damages in the future.

Project Benefits

Mitigation is an investment in a community's future safety and sustainability. Recent cost-benefit studies have proven mitigation to be cost effective for communities, with mitigation projects returning on average \$6 for every \$1 spent. Mitigation planning helps communities identify and prioritize actions that can be taken before a disaster or hazard event, to reduce impacts when they occur.

Hazard mitigation planning helps local governments and other stakeholders think through how to plan, design, build, and establish partnerships for risk reduction. Public, private and non-profit stakeholders are important partners. Consider the critical importance of mitigation to:

- Protect public safety and prevent loss of life and injury.
- Reduce harm to existing and future development.
- Maintain community continuity and strengthen the social connections that are essential for recovery.
- Prevent damage to your community's unique economic, cultural, and environmental assets.
- Minimize operational downtime and accelerate recovery of government and business after disasters.
- Reduce the costs of disaster response and recovery and the exposure to risk for first responders.
- Help accomplish other community objectives, such as capital improvements, infrastructure protection, open space preservation, and economic resiliency.



Discussion Questions

- What groups of people in Teton County may be more vulnerable to hazards or disasters, particularly underserved or socially vulnerable populations?
- What existing non-profits/other orgs. in Teton County work with these populations? How could we involve them in the planning process?
- Would you be willing to share information on the HMP planning effort through your networks?
- Are there any upcoming opportunities for outreach at scheduled public meetings or events?

Questions? Thank you!

Project Consultant/Project Manager, WSP

Jeff Brislawn, CFM

jeff.brislawn@wsp.com

(303) 704-5506

Deputy Project Manager, WSP

Chris Johnson

Chris.johnson@wsp.com

Teton County EM Coordinator

Rich Ochs

rochs@tetoncountywy.gov



April 17, 2024

VOAD BOARD ANNUAL MEETING

Draft of Minutes for Approval
Jackson, WY

8:00 AM IN PERSON or Electronic

Presiding: Rev. Bott – Redeemer Lutheran Church
BOARD Carey Stanley - One22
Michael Schrotz – Presbyterian Church / JH Lions Club
Sam Diaz – Paws Program Manager

Members Christie Laughery – St John’s Episcopal Church
Wayne Richardson - Good Samaritan Mission

Support Rich Ochs - TCEM Coordinator
Anna Day – TCEM EM Specialist
Karen Walker - VOAD Secretary
Rachael Wheeler Teton County Public Health

Guests

Absent Red Cross - Kimberly Brandt

QUORUM: Quorum of 51% needed 5 – Board Members 4

Mission of Teton County VOAD

The purpose and objective of the Teton County VOAD shall be to foster more effective service to the people of Teton County affected by disaster through **communication, coordination, cooperation, and collaboration** between local organizations and with Teton County Emergency Management.

Call the Meeting to Order: Rev Bott called the meeting to order and asked for the highlights of the minutes. from February 21, 2024 meeting. Karen gave a brief overview of the minutes. Rev Bott asked for a motion to accept the minutes of both meetings with the correction. Michael Schrotz made the motion and Carey Stanley seconded. Motion passed.

Old Business:

Rich Ochs updated the group for Jeff Bristawn on the WSP Region 8 Hazard Mitigation Plan. Will be reaching out next to VOAD for more information as part of outreach to community...a requirement of FEMA. All projects are very paperwork heavy with up-front costs, but there are a few applications for funds that are easier. (like application for generator). Check with Rich if you would like to apply for some of the funds.

Cary Stanley brought up a changeover from Nixel to EverBridge for alerts. How is it going? Is there anything VOAD can do to help make this changeover more successful. Only 1/5th of Nixel has changed over. Anna printed up cards to hand out with directions of the switch. Rich gave us a demonstration of how much better the new system works for sending out alerts.

Cary is going to reach out to Seader Davis, of the Rotary Lunch group, to find a representative for Rotary.

New Business:

Rev. Bott – Review of By-Laws to remove reference to FWT and change Title of Executive Director to Secretary. Discussed wording on Article V and decided to review all the articles and make sure they are updated to handle zoom meetings and electronic voting. Rev. Bott will bring in more suggestions on updates for the next meeting.

Wayne gave us an update on the remodel of the Mission. Introduced his COO, Aaron Feuerstein. They are now approved to have children in select rooms in the mission, and a new stove was delivered today. Setting up to feed over 100 first responders with a 3-hour notice or less. burritos – water – chips – dessert bar. Great discussion on setting quick meals for first responders (volunteers) quickly during an emergency. Also, fundraising for a 30-day period - 3 meals a day feeding and the equipment to make this happen.

May 8th they are holding training for Fund Raising for Board Members and senior non-profit leaders at the Presbyterian Church. \$50 fee (*can get a scholarship to cover the fee*)

He invited Board Members to have the June board meeting at the Good Samaritan Mission for breakfast and a tour of the building. Best in person attendance.

Michael Schrotz – Lion's Club doing lunch for Kids in the Woods, May 15 & 16th, for 4th and 5th Graders from Wind River Reservation and June 1st free Kids Fishing day lunch.

NEXT MEETING: Changed to June 12, 2024 (3rd Wed is Holiday) 8am **Breakfast & Tour of Good Samaritan Mission**

ADJOURN MEETING: Meeting Adjourned Motion by Michael Schrotz and seconded by Wayne Richardson.

Johnson, Christopher

From: Brislawn, Jeff
Sent: Tuesday, January 2, 2024 3:51 PM
To: Joseph.Ruess@wyo.gov; Jack.Morey@wyo.gov
Cc: Ashley Paulsrud; Mike Garner; Johnson, Christopher
Subject: Coordination with SEO on regional hazard mitigation plans and Region 1 Hazard Mitigation Plan update draft for comment

Jack and Joe,

WSP is WOHS's planning consultant for development and update of regional hazard mitigation plans. With the addition of the High Hazard Potential Dam requirements for local HMPs we want to make sure we have coordination with State Dam Safety. Ashly Paulsrud provided me your contact info. Wyoming Region 1's HMP (Campbell, Crook, Johnson, Sheridan and Weston Counties) is out for public review and comment before it is finalized for FEMA submittal. We would like to provide an opportunity for your review and comment from a dam safety perspective. Also know that we did have SEO involvement (David Schroeder and Danielle Roth) in some of the planning meetings.

The Region 1 plan can be accessed here, with a comment form, but feel free to email any comments or questions you have. You will likely be most interested in the Dam Failure section in Chapter 4, and the mitigation strategies in the county annexes. Would like any feedback by January 9th if possible.

<https://hls.wyo.gov/>

In addition, we will be kicking off the regional plan updates for Region 8 (Teton) this month and Region 3 (Carbon and Albany) in February. Is it ok to use your contact as an interested stakeholder? We would appreciate any information you might have to support those efforts. We have a GIS layer of privately owned High Hazard Dams that was provided for the state and regional plan updates but it may be a few years old now.

Regards

Jeff



Jeff Brislawn, CFM

Vice President

Hazard Mitigation and Emergency Management

T+ 1 303-704-5506

From: Joseph Ruess <joseph.ruess@wyo.gov>
Sent: Tuesday, February 13, 2024 1:20 PM
To: Jack Morey
Cc: Chambers Iv, Mack; Baley Lenhart; Jack.Morey@wyo.gov; Brislawn, Jeffrey; Johnson, Christopher
Subject: Re: Teton County Dam Inundation

Good Afternoon,

Unfortunately, we cannot release any data regarding these federal dams. In addition, non-federal dam inundation mapping should only be placed in a document labeled for official use only, not for public consumption.

Have a great day,

Joe

On Mon, Feb 12, 2024 at 4:20 PM Jack Morey <jack.morey2@wyo.gov> wrote:

Mack:

I am going to defer this to Joseph Ruess, one of our safety of dams engineers. He will be able to give you more information.

Jack

On Mon, Feb 12, 2024 at 10:03 AM Chambers Iv, Mack <mack.chambers@wsp.com> wrote:

Hello Jack,
We are working on the 2024 Wyoming Region 8 / Teton County Hazard Mitigation Plan and wanted to reach out to you about dam inundation data within the County. We have completed other Regional Hazard Mitigation Plans within Wyoming and have a Statewide Dam Inundation layer provided in 2020 as part of the State HMP update. We understand it was limited to privately owned High Hazard Dams which is why it likely does not include any inundation for the Grassy Lake or Jackson Lake since they are federal. We would still like an update of this layer if it is available. We also understand the federal agencies may be restricted in sharing their data or displaying it in a public document..

We would also like to know if there are any updates on the conditions of these dams or if we should just refer to the NID.

Thank you,



Mack Chambers
GIS Analyst

M+ 1 720-839-1516

WSP USA
2000 S. Colorado Blvd., Ste. 2-1000
Denver, CO 80222

wsp.com

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-LAEmHhHedJzBITWw4Hge/pbKJ

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WYOMING REGION 8 HAZARD MITIGATION PLAN UPDATE

TETON COUNTY

HIRA MEETING

Thursday, March 21, 2024, 8:30am MST

Hybrid online/in person subset of LEPC Meeting

1. Review of the hazard mitigation planning process
2. Review and highlights of update of Hazard Identification and Risk Assessment
3. Next steps
4. Questions and answers

Summary of the Wyoming Region 8 Multi-Hazard Mitigation Plan Update

Teton County

Risk Assessment and Goals Meetings

March 2024

Overview

A series of virtual/hybrid meetings was held to discuss the update of the risk assessment and mitigation goals aspects of the Wyoming Region 8 Hazard Mitigation Plan. Emergency Management Coordinator from Teton County, as well as the Local Emergency Planning Committee (LEPC) members including participating jurisdictions and stakeholders. The primary focus of the meetings was to review the various hazards that can impact the various counties and get input from participating jurisdictions on the hazard ranking significance and note highlights in analysis with the plan update.

Teton County: Thursday, March 21st at 8:30 am MST.

Introductions and Opening Remarks

Chris Johnson, Project Manager with the consulting firm hired to facilitate the plan update process, WSP (formally Wood Environment & Infrastructure Solutions Inc.), began the meeting reviewing the meeting agenda and the progress so far.

Consultants/State Hazard Mitigation Officer (attended all meetings)			
Name	Jurisdiction	County	Title
Jeff Brislawn	WSP	N/A – Consultant	Project Manager
Christopher Johnson	WSP	N/A – Consultant	Deputy Project Manager
Carlie Hager	WSP	N/A – Consultant	Hazard Mitigation Planner
Teton County Meeting (3/21/2024)			
Name	Jurisdiction	Department/ Affiliation	Title
Rich Ochs	Teton County	Teton County EMA	Teton County Emergency Management Coordinator
Anna Day	Teton County	Teton County EMA	Teton County Emergency Management Program Specialist

Robb Sgroi	Teton Conservation District	Teton Conservation District	Land Resources Specialist
Shannon Bruns	Teton County	Jackson Hole Fire/EMS	Administrative Assistant
David Lee	Teton Conservation District	Teton Conservation District	Water Resources Specialist
Carlin Girard	Teton Conservation District	Teton Conservation District	Executive Director
Tanya Anderson	Town of Jackson	Administration	Ecosystems Stewardship Administrator
Brian Coe	Teton County	Jackson Hole Fire/EMS	Interim Assistant Chief
Russell Nelson	Teton County	Coroner's Office	Chief Deputy Coroner
Mike Moyer	Teton County	Jackson Hole Fire/EMS	Interim Chief
Johnny Ziem	Town of Jackson	Public Works	Assistant Director

Review of the Hazard Mitigation Planning Process

A PowerPoint presentation was presented by Chris Johnson. Chris started the meeting by discussing the online public survey results. This was successful in engaging the community and has received a total of 604 response across the County.

Review of Vulnerability Assessment Update

Chris reviewed the statewide hazard identification from the 2020 Region 8 Hazard Mitigation Plan and also the 2020 Wyoming Statewide HMP.

Chris outlined the general risk assessment requirements before beginning a detailed discussion of each hazard. Chris presented details on each hazard that will be included in the draft updated risk assessment chapter. Refer to the PowerPoint presentation and draft update of the Hazard Identification and Risk Assessment (HIRA - forthcoming) chapter for specific details on each hazard.

Several valuable details were learned during the risk assessment conversation among participants. Highlights of the discussions are noted by hazard in the tables below.

Review of Identified Hazards

Hazard or Topic	Meeting Discussion
Avalanches	<ul style="list-style-type: none"> Mentioned the excessive number of resources that help the mitigation process of avalanches. LEPC noted the human impact that causes avalanches such as back country skiers

Dam Failure	<ul style="list-style-type: none"> • LEPC noted that log bridge damn on Jackson Lake was made earthquake proof in 1980. May be valuable to note in the plan.
Drought	<ul style="list-style-type: none"> • Wanted to ensure we will USDA events in the plan.
Earthquake	<ul style="list-style-type: none"> • Rich mentioned that he would like the USGS national Seismic Hazard map in the plan.
Flood	<ul style="list-style-type: none"> • LEPC mentioned the governor in 2011 claimed disasters statewide. • Potentially other damages to flooding that have not been recorded. • LEPC wants to make Black Creek a subsection and to note that cattleman's bridge has to be replace in 2018 • Discuss pathway flooding on North 89
Landslides	<ul style="list-style-type: none"> • Teton County asked if we could use a higher resolution map
Tornado/High winds	<ul style="list-style-type: none"> • County did not mention any changes for this hazard
Severe Winter Weather	<ul style="list-style-type: none"> • County did not mention any changes for this hazard
Severe Summer Weather	<ul style="list-style-type: none"> • LEPC would like a discussion on lightning strike rescue that focuses on outdoor advocates to ensure the importance of lightning. • Noted that Old Faithful had some lightning incidents in the past
Wildfire	<ul style="list-style-type: none"> • LEPC noted that wildfires can increase the possibility of landslide and risk (cascading hazards post wildfire) • Can also impact surface and ground water • Ensure that the plan discusses human health impacts and air quality throughout the County
Overall Hazard Significance Table	<ul style="list-style-type: none"> • Teton County agreed with the current ratings of the hazards, but noted they will provide us with any additional information discussed in the meeting that can further our research and data on past occurrences.

Review and Update of Hazard Mitigation Goals

The LEPC reviewed a list of typical goal statements for hazard mitigation plans, drawn from their existing plan, and the Wyoming State Hazard Mitigation Plan. Teton County was asked to review their specific goals and consider changes.

Teton County Goals

1. Protect critical facilities, utilities, and infrastructure.
2. Protect and restore natural environment to support community resiliency.
3. Improve protection of the general population including residents, commuters, and visitors
4. Continue to implement actions to mitigate the effect of hazards through education, ordinances, and resolutions, and proper project analysis, to enhance life safety and reduce property losses.

Suggested changes: The group felt that they were still valid and did not suggest any changes.

Plan Timeline/Next steps

- Chris noted that each jurisdiction will need to create a minimum of one new mitigation action for the plan update and ensure that all hazards are covered with mitigation actions.
- Chris summarized the next steps in the process.
 - CPT homework:
 - ☐ Review the HIRA (when available) and provide feedback.
 - ☐ Review the mitigation actions in the plan and provide status (completed, completed-continuing, continue-not completed, deleted) on a worksheet/form that will be provided to the County EM Coordinators for distribution to the municipalities.
 - ☐ Start formulating ideas for new mitigation projects, based on HIRA results and community needs.

Teton County

The meeting wrapped up by showing the group the regions draft goals and went over information needs and next steps.

SIGN-IN SHEET Teton LEPC
WYOMING REGION 8 (TETON COUNTY)
HAZARD MITIGATION PLAN UPDATE HIRA MEETING
March 21, 2024, 8:30am-10:00am MST

Name	Email Address	Phone	Department/Organization/Affiliation	Title
Rich Ochs	rich@tetoncounty.wy.gov	307 732 8594	Teton EMA	Coordinator
Anna Day	aday@tetoncounty.wy.gov	307 732 8590	Teton EMA	Program Specialist
Roger Sarge	rob@tetonconservation.org	307 733 2110	Teton Conservation District	Land Resources Specialist
Shannon Burns	sburns@tetoncounty.wy.gov	307 732 8500	Fire/EMS	Admin Coord
David Lee	david@tetonconservation.org	(307) 733-2110	Teton Conservation District	Water Resources Specialist
Carlin Girard	carlin@tetonconservation.org	307-734-5264	Teton CD	Executive Director
Tanya Anderson	tanderson@jackson.wy.gov	307-734-4419	Town of Jackson	Ecosystem Stewardship Administrator
Brian Lee	blee@tetoncounty.wy.gov	307-690-4244	Fire/EMS RER#8	LEPC Vice Chair Assistant Chair
Russell Nelson	vnelson@tetoncounty.wy.gov	307-231-3296	Chief Deputy Coroner Teton County	Teton County Coroner's Office
Mike Moye	mmoye@tetoncounty.wy.gov	307-413-4455	JH Fire/EMS	Interim Chief
Johnny Ziem	john@jackson.wy.gov	413-0591	TDS PD	Asst. PD Director

Wyoming Region 8 Hazard Mitigation Plan

Teton County – 2024 Update

Mitigation Strategy Meeting Agenda

Date: Tuesday June 11, 2024
1:00-4:00 p.m. MT

Project: Wyoming Region 8 Regional Hazard Mitigation Plan Update

Subject/Purpose

This is the third and final planning meeting for the Wyoming Region 8 Hazard Mitigation Plan Update. The purpose of this meeting is the update of the Plan's mitigation strategy, including review on action implementation so far, then modify, add, and/or delete mitigation actions and projects applicable to the participating jurisdictions (County, Town of Jackson, Conservation District, Airport District, and Flat Creek Watershed Improvement District) based on Hazard Mitigation Planning Committee input.

Attendees: Wyoming Region 8 Hazard Mitigation Planning Committee and interested stakeholders

1. Introductions
2. Review of the Planning Process and draft updated goals
3. Review of possible mitigation activities and alternatives
4. Discuss criteria for mitigation action selection and prioritization
5. Review of progress on existing actions in the plan
6. Brainstorming Session: Development of new mitigation actions (group process)
7. Prioritize mitigation actions (group process)
8. Discuss plan implementation and maintenance
9. Discuss next steps
10. Questions and Answers/Adjourn

SIGN-IN SHEET
WYOMING REGION 8 (TETON COUNTY)
HAZARD MITIGATION PLAN UPDATE MITIGATION STRATEGY MEETING
June 11, 2024, 1-4:00pm MST

Name	Email Address	Phone	Department/Organization/Affiliation	Title
Sandy Buckstaff	sandie@tetoncountwy.gov meximur@tetoncountwy.gov	(208) 399-2590	Flat Creek Watershed Improvement District	Board Chair
Anna Day	aday@tetoncountwy.gov	(828) 293 9027	TRHD, Community Health	COORDINATOR
Rich Ochs	rochs@tetoncountwy.gov	307-732-8590	TC Emergency Management	Program Specialist
Chris Moran	cmoran@tetoncountwy.gov	307-732-8594	" "	Coordinator
Floren Poliseo	fpoliseo@jacksonwy.gov	307-734-3568 (or Town ext. 1401)	Teton County Library	Facilities Director
Amy Lamage	amlage@tetoncountwy.gov	307-732-8574	TETON COUNTY ENGINEERING	COUNTY ENGINEER
R01313 SGAOI	rob@tetonconservation.org	307 733 2110	TETON CONSERVATION DISTRICT	LAND RESOURCES Specialist
Dustin Havel	dustin.havel@jairport.org	307-413-1532	Jackson Hole Airport	Asst. Airport Director - Operations
Quenton Johnson	qjohnson@tetoncountwy.gov	307-732-5792	Teton Co. General Staff	Roads Coordinator
Jeff Brislaw	joff.brislaw@wsp.com	307-704-5506	WSP / Planning Consultant	Project Manager
Clark Kimball	ekimball@tetoncountwy.gov	307-732-8442	TETON COUNTY	SUSTAINABILITY COORDINATOR

Wyoming Region 8 Hazard Mitigation Plan

Teton County

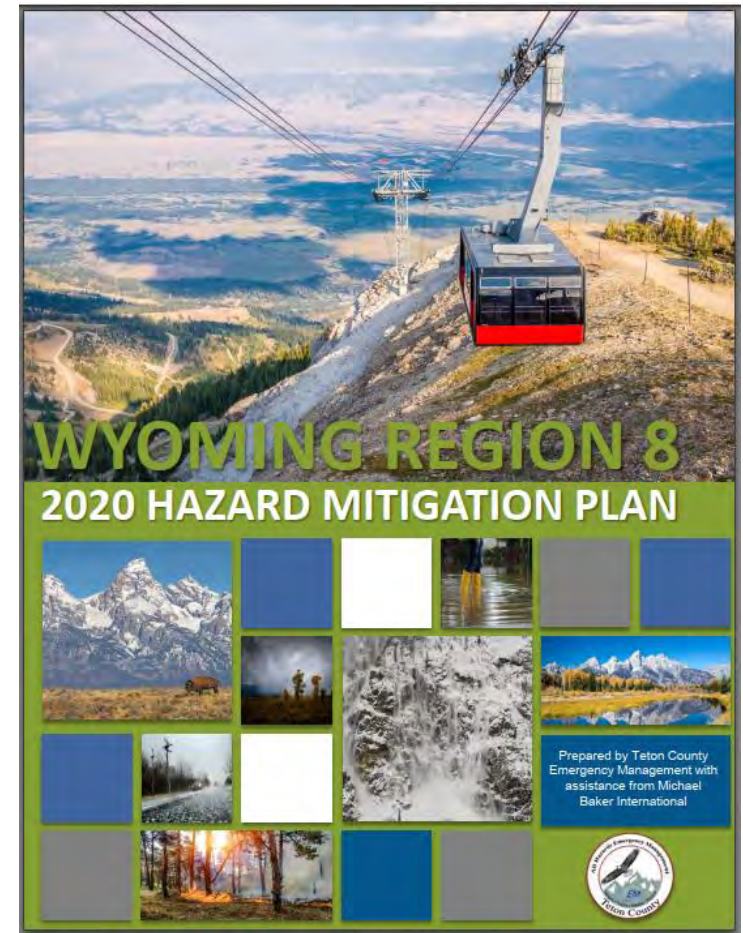
Hazard Mitigation Planning Team

Meeting #3 – Mitigation Strategy

June 11th, 2024

Teton County Library 1-4pm

Slides 11, 14 and 16 revised to reflect meeting input



Agenda

1. Introductions
2. Planning process update
3. Review of possible mitigation activities and alternatives
4. Discuss criteria for mitigation action selection and prioritization
5. Review of progress on existing mitigation actions (group process)
6. Brainstorming Session: Development of new mitigation actions
7. Prioritize mitigation actions (group process)
8. Discuss plan implementation and maintenance
9. Discuss next steps
10. Questions and answers/adjourn

Introductions



Introductions

- **WSP Project Team**
 - Jeff Brislawn – Project Manager
 - Christopher Johnson – Hazard Mitigation Planner
- **Teton County Emergency Management**
- **WOHS**
- **Adopting Jurisdictions**
- **LEPC**

Please sign the sign-in sheet; if online type name, title, and affiliation in chat box

Planning Process Update



FEMA's Nine-Step Planning Process

Step 1 Determine the Planning Area and Resources

Step 2 Build the Planning Team

Step 3 Create an Outreach Strategy

Step 4 Review Community Capabilities

Step 5 Conduct a Risk Assessment

Step 6 Develop a Mitigation Strategy

Step 7 Keep the Plan Current

Step 8 Review and Adopt the Plan

Step 9 Create a Safe and Resilient Community

Progress So Far

- Kickoff meeting held January 18th, 2024, 8:30am MST
- Discussed plan update with VOAD meeting on February 21
- Risk Assessment Meeting held March 21st, 2024
- GIS analysis & mapping completed; Draft HIRA completed and undergoing internal review and QC, to be sent to HMPC for review in June
- Online public survey closed April 12, 2024 - 622 total responses received
- LEPC Meeting on May 16 to discuss Mitigation Goals and Action Status
- Mitigation action tracker circulated for input

Mitigation Strategy Elements

Goals

General guidelines that explain what you want to achieve

Usually broad policy/vision statements

Objectives (optional)

Define strategies or implementation steps to attain goals

Specific and measurable

Actions

Specific projects/activities to achieve goals & objectives



Wyoming Region 8 Mitigation Goals- Original

Goal 1: Protect critical facilities, utilities, and infrastructure

Goal 2: Protect and restore natural environment to support community resiliency

Goal 3: Improve protection of the general population including residents, commuters, and visitors

Goal 4: Continue to implement actions to mitigate the effect of hazards through education, ordinances, and resolutions, and proper project analysis, to enhance life safety and reduce property losses

Wyoming Region 8 Mitigation Goals- UPDATED

Goal 1: Improve protection of the general population including residents, commuters, and visitors, and their property.

Goal 2: Protect existing and future critical facilities, utilities, infrastructure, and other FEMA community lifelines

Goal 3: Protect, restore, and manage the environment to support community and environmental resiliency

Goal 4: Continue to implement actions to mitigate the effect of hazards through education, ordinances, and resolutions, and proper project analysis, to enhance life safety and reduce property losses

Goal 4 Alternate: Proactively implement education and outreach, ordinances, resolutions and mitigation projects to meet Goals 1-3

Wyoming Region 8 Mitigation Goals- **UPDATED with 6/11** **meeting input**

Goal 1: **Minimize impacts** of hazards on the general population including residents, commuters, and visitors

Goal 2: Protect existing and future critical facilities, utilities, infrastructure, and other FEMA community lifelines

Goal 3: Protect, restore, and manage the environment to support community and environmental resiliency

Goal 4: Continue to implement actions to mitigate the effect of hazards through education, ordinances, ~~and~~ resolutions, and proper project analysis to enhance life safety and reduce property **and economic** losses

Review of Hazard Significance Summaries

Teton County Hazards – DRAFT Significance Rankings -

Hazard	Geographic Extent	Frequency of Occurrence	Potential Magnitude/Severity	Teton County Overall Significance
Avalanche	Limited	Highly Likely	Limited	Medium
Dam/Levee Incident	Significant	Unlikely	Critical	Medium
Drought	Extensive	Occasional	Negligible	Medium
Earthquake	Significant	Occasional	Critical	High
Flood	Limited	Occasional	Limited	Medium
Landslide	Limited	Likely	Limited	Low
Severe Summer Weather (Hail/ Extreme Heat/ Lightning/ Thunderstorms)	Limited	Highly Likely	Limited	Low
Severe Winter Weather (including Extreme Cold)	Extensive	Highly Likely	Limited	Medium
Tornado/ Windstorm	Significant	Likely	Limited	Low
Wildfire	Significant	Highly Likely	Critical	High

Teton County Hazards – DRAFT Significance Rankings

UPDATED with 6/11 meeting input

Hazard	Geographic Extent	Frequency of Occurrence	Potential Magnitude/Severity	Teton County Overall Significance
Avalanche	Limited	Highly Likely	Limited	Medium
Dam/Levee Incident	Significant	Unlikely	Critical	Medium
Drought	Extensive	Occasional	Negligible	Medium
Earthquake	Significant	Occasional	Critical -Catastrophic	High
Flood	Limited	Occasional -Likely	Limited	Medium-High
Landslide	Limited	Likely	Limited -Critical	Low-Medium
Severe Summer Weather (Hail/ Extreme Heat/ Lightning/ Thunderstorms)	Limited	Highly Likely	Limited	Low
Severe Winter Weather (including Extreme Cold)	Extensive	Highly Likely	Limited	Medium
Tornado/ Windstorm-High Winds (including Tornado)	Significant	Likely	Limited	Low-Medium
Wildfire	Significant	Highly Likely	Critical	High

DRAFT Hazard Significance Rankings by Jurisdiction

Hazard	Teton County	Jackson	Teton Conservation District	Flat Creek WID	Jackson Hole Airport Board
Avalanche	Medium	Medium	NA	Medium	NA
Dam/Levee Incident	Medium	NA	Low	NA	Medium
Drought	Medium	Medium	Medium	Medium	Medium
Earthquake	High	High	High	High	High
Flood	Medium	Medium	Medium	Medium	Medium
Landslide	Low	Low	Low	Low	NA
Severe Summer Weather (Hail/Extreme Heat/Lightning/Thunderstorms)	Low	Low	Low	Low	Low
Severe Winter Weather (Including Extreme Cold)	Medium	Medium	Medium	Medium	Medium
Tornado/Windstorm	Low	Low	Low	Low	Low
Wildfire	High	High	High	High	High

DRAFT Hazard Significance Rankings by Jurisdiction - **UPDATED**

with 6/11 meeting input

Hazard	Teton County	Jackson	Teton Conservation District	Flat Creek WID	Jackson Hole Airport Board
Avalanche	Medium	Medium	NA	Medium Low	NA
Dam/Levee Incident	Medium	NA	Low	NA	Medium NA
Drought	Medium	Medium	Medium	Medium	Medium
Earthquake	High	High	High	High	High
Flood	Medium	Medium	Medium	Medium High	Medium
Landslide	Low Medium	Low Medium	Low	Low	NA
Severe Summer Weather (Hail/Extreme Heat/Lightning/ Thunderstorms)	Low	Low	Low	Low	Low
Severe Winter Weather (Including Extreme Cold)	Medium	Medium	Medium	Medium High	Medium
High Wind (including Tornado)	Low	Low	Low	Low	Low High
Wildfire	High	High	High	High	High

Review of Possible Mitigation Activities and Alternatives

Hazard Mitigation Examples

Reduce the future demand for, and rising costs of, disaster response and recovery.

Retrofit a critical facility, enforce building codes, land use planning, remove a structure from a hazard area.



MITIGATION: Elevated Home by the River



MITIGATION: Defensible Space, Fuels Reduction



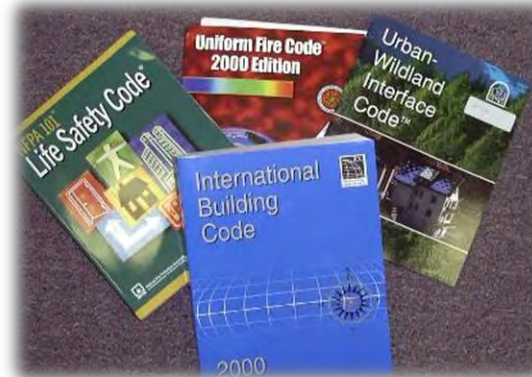
MITIGATION: Home Removed from Landslide Area



RESPONSE: Purchase of Police Command Vehicle

Review Mitigation Alternatives

- ▶ Alter
- ▶ Avert
- ▶ Adapt
- ▶ Avoid



Review Mitigation Alternatives

▶ Alter the Hazard

- Prescribed burns or fuels management to reduce wildfire intensity and severity
- Draining lakes behind weakened dams
- Snow fences



Review Mitigation Alternatives

▶ **Avert** the Hazard

- Floodwalls and gates
- Debris Nets and Basins
- Drainage improvements
- Channels and culverts
- Firebreaks



Review Mitigation Alternatives

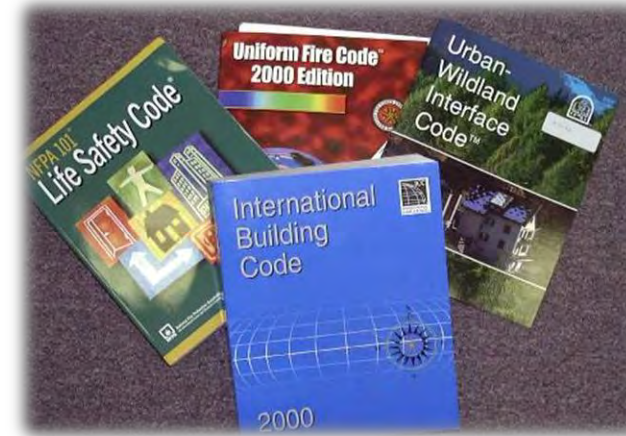
- ▶ **Avoid the Hazard**
 - Acquisition
 - Relocation
 - Open space
 - Land use designation
 - Natural system protection



Review Mitigation Alternatives

► Adapt to the Hazard

- Building codes
- Construction standards
- Land use and development regulations
- Design standards
- Monitoring and warning systems
- Safe rooms and shelters

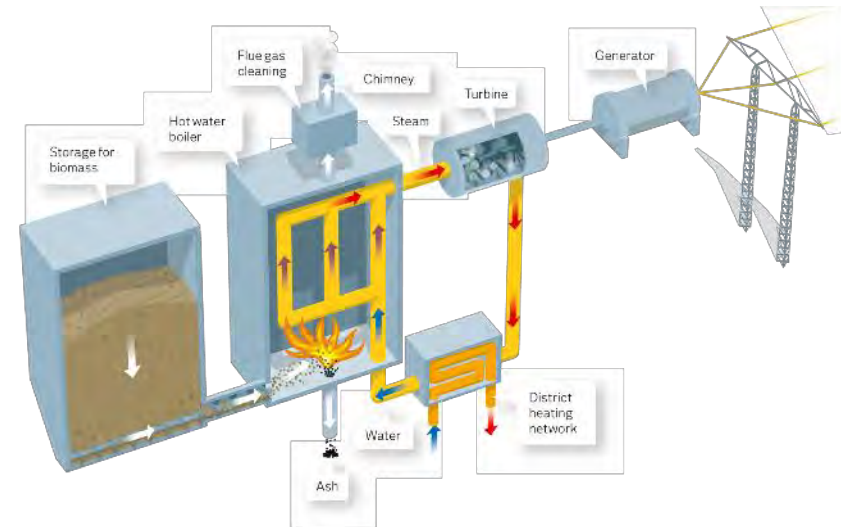


FEMA Mitigation Action Categories

- Plans and Regulations
- Structure and Infrastructure Projects
- Education and Awareness
- Natural Systems Protection

Projects Eligible for FEMA Funding - Wildfire

- Defensible space
- Structural protection through ignition-resistant construction activities
- Hazardous fuels reduction activities
 - Community level vegetation management
 - Vegetation removal
 - Vegetation clearing and/or thinning
 - Slash removal
 - Vertical clearance of tree branches
- Biomass Plant



Projects Eligible for FEMA Funding - Flood Mitigation

- Acquisition
- Dry and wet flood-proofing
- Elevation
- Minor localized flood reduction projects
 - Detention ponds
 - Channel stabilization
- Policy change: levee projects if no duplication of programs with Army Corps
- Infrastructure retrofit
 - Culverts, bridges, etc.



Projects Eligible for FEMA Funding – Winter Storm

- Ensure development and enforcement of building codes for snow loads
- Burying/hardening overhead power lines
- Informing the public about severe winter weather impacts
- Organizing outreach to vulnerable populations including establishing and promoting accessible heating centers
- Retrofitting public buildings to withstand snow loads and prevent roof collapse



Projects Eligible for FEMA Funding (Other Hazards)

- Landslides/geologic hazards
 - Channel or slope stabilization - protection of critical facilities
 - Property acquisition
- Utility protection/ infrastructure retrofit
- Safe rooms
- Generators
- Microgrids/smart grids
- Seismic building/infrastructure retrofit
- Climate resilient mitigation activities
 - Groundwater recharge
 - Green infrastructure



Discuss Criteria for Mitigation Action Selection and Prioritization

Mitigation Action Selection and Prioritization

STAPLEE

- ▶ **S**ocial
- ▶ **T**echnical
- ▶ **A**ministrative
- ▶ **P**olitical
- ▶ **L**egal
- ▶ **E**conomic
- ▶ **E**nvironmental

Other Things to Consider

- ▶ Life Safety
- ▶ Vulnerable Populations
- ▶ Addressing High Risk Hazards
- ▶ Protect Critical Facilities/Assets
- ▶ Multiple Goals/Hazards

Review of Progress on Existing Mitigation Actions

Prior Mitigation Actions – Action Status Tracker

- **Not Started:** Work has not begun
- **In Progress:** Work has begun but is not completed
- **Completed:** The action has been finished
- **Annual Implementation:** Ongoing with no specific end date
- **Deleted:** The action is no longer relevant or cancelled due to changing priorities, lack of funds, etc.

There is no requirement or expectation to have completed any/all previous actions.

Prior Mitigation Actions – Progress So Far

Jurisdiction	Completed	Deleted	Continuing	New Actions 2024	Total New and Continuing Actions	Status Blank	Hazard notes
County	9	0	39	0	39	3	
Town of Jackson	9	0	7	0	7	1	Continuing are only flood
Teton Cons. District	2	0	5	1	6	0	Flood and wildfire only
FCWID	7	1	3	1	4	1	all flood
Airport	0	0	1	3	4	0	flood, weather hazards, earthquake
Totals	27	1	55	5	60	5	

Development of New Mitigation Actions

Disaster Mitigation Act Requirements

- ▶ **Adopting jurisdictions** must have at least one action for **each applicable hazard**
- ▶ Must be “true” mitigation to meet FEMA requirements
 - ▶ Preparedness & response actions may also be included, but won’t “count”
- ▶ Actions **must have lead entity denoted**, and **be prioritized**
- ▶ Actions must have detail on what the project is, **timeframe**, who will do what etc.
- ▶ Actions must have a basic review of benefit vs. cost and **potential cost sources identified**
- ▶ Must include actions that address **existing and future** development

New Mitigation Actions Are Not “Binding”

The mitigation strategy is a “wish list”
not a commitment of resources.

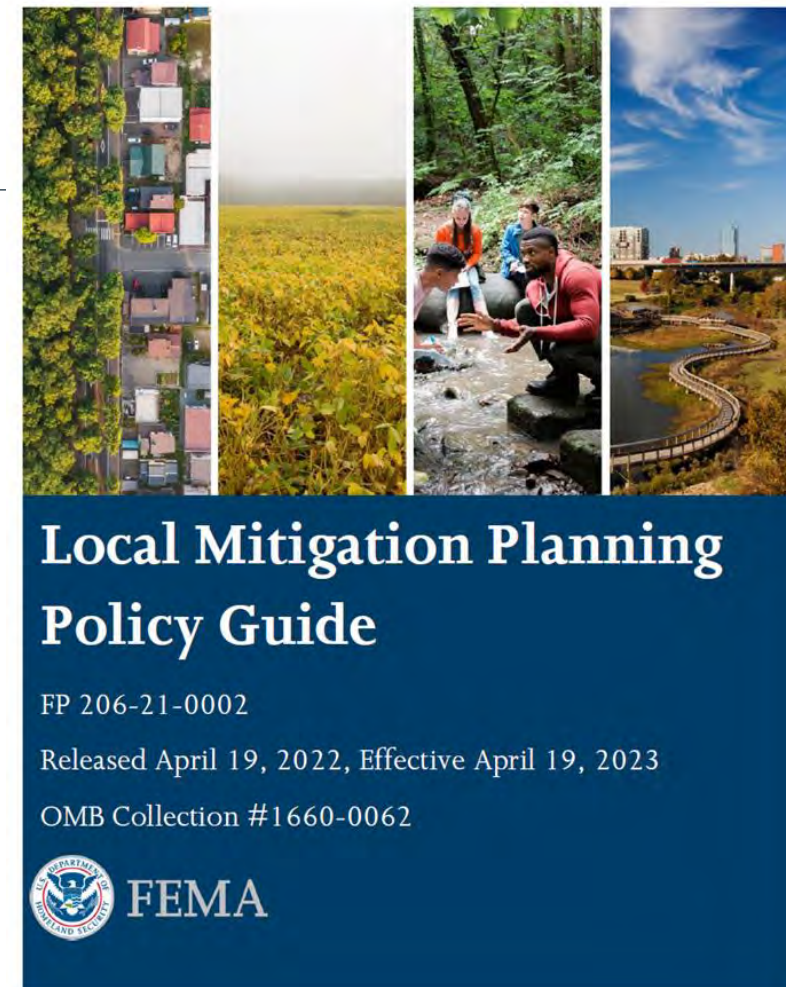
DRAFT Hazard Significance Rankings by Jurisdiction

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Drought	Medium	Medium	Medium	Medium	Medium
Earthquake	High	High	High	High	High
Flood	Medium	Medium	Medium	Medium	Medium
Landslide	Low	Low	Low	Low	NA
Severe Summer Weather (Hail/Extreme Heat/Lightning/ Thunderstorms)	Low	Low	Low	Low	Low
Severe Winter Weather (Including Extreme Cold)	Medium	Medium	Medium	Medium	Medium
Tornado/Windstorm	Low	Low	Low	Low	Low
Wildfire	High	High	High	High	High

Sources of Ideas for Mitigation Actions

- ▶ Draft Hazard Identification & Risk Assessment
- ▶ Handout on action alternatives by hazard & category
- ▶ Public survey input
- ▶ Water protection & usage plans, watershed plans, drainage plans, etc.
- ▶ Capital Improvement Plans
- ▶ Community Wildfire Protection Plan
- ▶ FEMA 'Mitigation Action Portfolio' publication

https://www.fema.gov/sites/default/files/2020-08/fema_mitigation-action-portfolio-support-document_08-01-2020_0.pdf



FEMA Community Lifelines



Lifeline Mitigation Examples



Flood Mitigation, Evacuation Structure, Wildfire protection



Relocation or protection water supply system, Pumping Station



Mitigation of risks to Hospitals



Microgrid, Electrical or Gas utilities relocation or protection



Upgrades to Emergency communications infrastructure due to risks from natural hazards



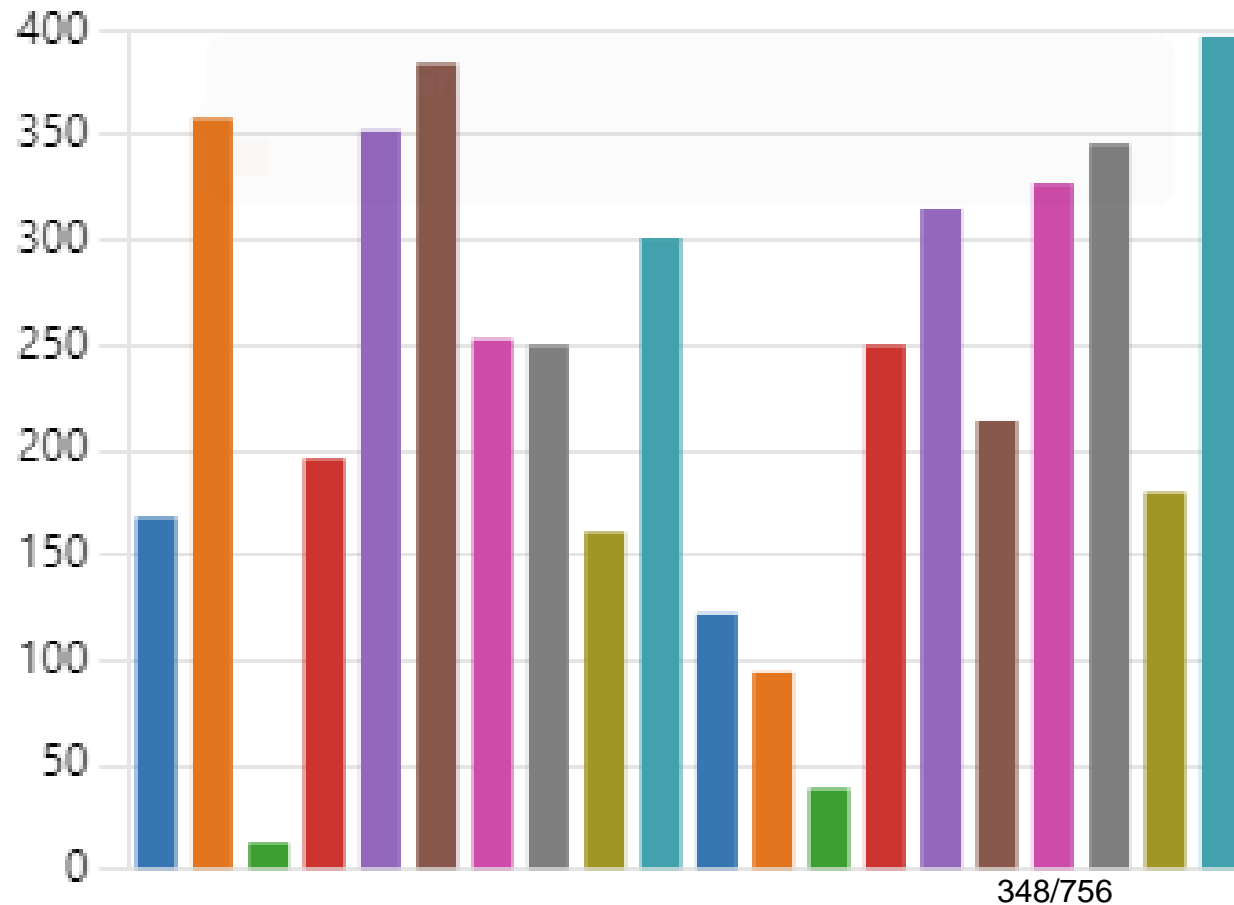
Bridge improvements, Road elevation and/or protection, Transit authorities



Waste transfer station, Wastewater treatment plant

Public Survey Results

Please indicate the types of mitigation actions that you think should have the highest priority in the Wyoming Region 8 HMP



Expanded indoor/outdoor warni...	168	
Wildfire/Glass fire fuels treatme...	358	3
Tornado safe rooms	13	
Continued participation in the N...	196	
Critical facilities protection (wat...	352	4
Generators for critical facilities	384	2
Planning/Zoning to avoid impac...	253	
Public Education/Awareness on ...	250	
Stormwater drainage improvem...	161	
Forest health/watershed protect...	301	
Flood mitigation for residential ...	122	
Education and discounts on Flo...	94	
Floodprone property buyout	39	
Water conservation	250	
Evacuation route development	315	5
Dam safety	214	
Transportation lifeline resiliency ...	327	
Utility lifeline resiliency (includin...	346	
Landslide hazard mitigation	180	
Wildfire defensible space promo...	397	1

Public Survey Results – Mitigation Actions – Common Themes

Q6: Please comment on any other pre-disaster strategies that the planning committee should consider for reducing future losses caused by natural disasters:

- "Because we have so many newcomers to the valley, education on risks and mitigation is vital."
- "Encourage new development to be resilient (designed for future conditions, efficient, built away from flood zones and WUI, landscaped for resilience)"
- "Cannot emphasize the wildfire hazard reduction enough here- needs to be MUCH more particularly in more rural areas of the county and in Wilson"
- "Expanding ALL roadways in and out of Jackson to 4 lanes, including 22, Teton Pass, & the Village Road. Our current infrastructure cannot safely or efficiently accommodate the population."
- Plan for if the Snake River Bridge is compromised; tunnel under Teton Pass; traffic safety; lack of egress;
- "Planning for evacuation transportation for residents who will not be able to leave if this is not provided. Some accommodation for pets should be included or people will not go."
- "The lives you save through this planning process may be all of ours. Thank you."

Suggested Ideas for New Mitigation Actions

- Further evaluate avalanche and debris flow risk on county roads to determine mitigation options
- Levee certification efforts and flood evacuation planning
- Flat Creek detailed floodplain mapping using LIDAR
- Moulton Loop Road Reconstruction/Flood mitigation - County gravel road by airport to the west with flood issues with residences related to snowmelt or irrigation ditches.
- Airport catchment basin project - sheet flow and sedimentation.
- Park Service equipment yard - sheet flooding across the sagebrush when ground is frozen. Has damaged park vehicles.
- Create a water conservation public awareness and educational campaign, including educational materials on water conservation measures to implement during drought periods.
- Implement the high priority projects identified in the updated CWPP
- Ensure critical communication infrastructure is grounded to mitigate lightning strikes.
- Power line reinforcement against windstorms, avalanche, wildfire mitigation

Activity: Develop New Mitigation Actions

- What new mitigation actions should be added to the Plan?
- Write one idea for each new action on a blank worksheet
- You are encouraged to collaborate with other agencies or jurisdictions
- Include details where you can, but it's okay if you don't know or can elaborate later.
- Include the Jurisdiction and Lead Agency
- Feel free to submit more than one
- Review each other's suggestions

2024 Wyoming Region 8 Hazard Mitigation Plan Update New Mitigation Action Worksheet – DUE July 11

Use this sheet to record new potential mitigation projects (1 form per project) identified during the planning process. Provide as much detail as possible and use additional pages as necessary.

Hazards Mitigated (circle all that apply)	Avalanche, Dam/Levee Incident, Drought, Earthquake, Flood, Hazardous Materials, High Winds & Downbursts, Landslide (incl Rockfall/Debris Flow), Severe Summer Weather (Lightning, Extreme Heat, Thunderstorms), Severe Winter Weather (incl Extreme Cold), Tornado/Windstorm, Wildfire
Mitigation Action/Project Title	
Project Description /Background/Benefits	
Jurisdiction(s) Involved	
Lead Department/ Agency and partners	
Cost Estimate	Little to no cost Low Less than \$10,000 Moderate \$10,000-\$100,000 High \$100,000-\$1,000,000 Very High More than \$1,000,000
Potential Funding Source Details	
Priority (High, Medium, Low)	
Timeline for Completion	Short Term: 1-2 years Medium Term: 3-5 years Long Term: 6+ years Annual Implementation; Action is implemented every year

Prepared by: _____
Jurisdiction: _____
Title/Dept: _____
Phone: _____
Email: _____

Please return worksheets by email to:
Christopher Johnson
christopher.johnson@wsp.com
Phone: (254) 545-9086

Prioritization of Mitigation Actions

Mitigation Action Selection and Prioritization

STAPLEE

- ▶ Social
- ▶ Technical
- ▶ Administrative
- ▶ Political
- ▶ Legal
- ▶ Economic
- ▶ Environmental

Other Factors to Consider

- ▶ Life safety
- ▶ Addressing high risk hazards
- ▶ Protect critical facilities
- ▶ Multiple goals/hazards
- ▶ Vulnerable populations and equity

Activity: New Mitigation Action Prioritization

- ▶ Connect the Dots!
- ▶ 4 Dots per Person
- ▶ Indicate which should be priority mitigation actions with a dot, keeping STAPLEE Criteria in mind
- ▶ Dots will later be converted into a High, Medium, Low initial prioritization



Plan Implementation and Maintenance

Plan Implementation & Maintenance

The plan must describe how, when, and by whom the plan will be:

Monitored:

- Tracking implementation of mitigation actions
- Identifying new actions as needed
- Losses avoided due to mitigation activities

Evaluated

- Effectiveness at achieving goals and objectives
- What hindered implementation?
- What factors contributed to success?

Updated

- Reviewed & revised at least once every five years.

Continued Public Involvement

- Engaged and given opportunity to provide input

Plan Implementation & Maintenance

The following tasks should be conducted “regularly”, at least annually

- HIRA review – changes to hazards or vulnerabilities
- Review of recent hazard incidents
- Updates on mitigation actions
- Assess effectiveness of completed mitigation actions

Annual face to face meeting of Hazard Mitigation Planning Team to discuss updates on mitigation actions and/or significant impactors/events

- Target is first quarter of each year?

Job aids:

- Sample agenda for annual meeting in appendix

Incorporation into Other Planning Mechanisms

- Mitigation is most successful when it is incorporated into the day-to-day functions and priorities of government and development.
- Implementation through existing plans and/or programs is recommended wherever possible:
 - Comprehensive Plan
 - Zoning/Subdivision Ordinances
 - Floodplain Ordinance
 - Capital Improvements Plan
 - Emergency Operations Plan
 - Stormwater management plan
- Discussion: Provide at least one opportunity to incorporate or cross reference the HMP into other planning mechanisms

FEMA Requirement – Element C6
a. Does the plan identify the local planning mechanisms where hazard mitigation information and/or actions may be incorporated?
b. Does the plan describe each community's process to integrate the data, information, and hazard mitigation goals and actions into other planning mechanisms?
c. The updated plan must explain how the jurisdiction(s) incorporated the mitigation plan, when appropriate, into other planning mechanisms as a demonstration of progress in local hazard mitigation efforts.

Next Steps

Project Tasks and Schedule

Schedule of Tasks, Meetings and Deliverables	Plan Expiration May 25, 2025										
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov
Task 1: Organize Resources											
Coordination Conference Calls											
Kickoff Webinar with Regional CPTs #1											
Task 2: Data Collection and Review											
Task 3: Hazard Identification and Risk Assessment											
CPT Mitigation Planning Workshops #2											
Task 4: Development of Mitigation Goals											
CPT Mitigation Planning Workshops #3											
Task 5: Draft Plan											
Task 6: Public Involvement											
Task 7: Plan Submittal and Subsequent Adoption											
Planning Team Review Draft											
Public Review Draft											
Final Draft for WOHS Review											
Final Plan Submittal for FEMA Review											

Next Steps

- Submit additional new mitigation actions by July 11
- Review and comment on HIRA and hazard significance levels by jurisdiction when available
- Review and comment on draft Regional Plan when available

Questions? Thank you!

Project Manager

Jeff Brislawn

WSP

Jeff.Brislawn@wsp.com

303-704-5506

Hazard Mitigation Planner

Christopher Johnson

WSP

Christopher.johnson@wsp.com



wsp.com

Subject: Teton WY LEPC - Mitigation Planning Update and Project Worksheet Request
Sent: 6/25/2024, 10:17:04 AM
From: Rich Ochs<rochs@tetoncountywy.gov>
Cc: Johnson, Christopher; Brislawn, Jeffrey; Brian Coe; Shannon Burns
Attachments: [WY R8 Mitigation Strategy Meeting 6-11-24 - PPT - Revised w Meeting Input.pdf](#)
[Wyoming R8 Master Mitigation Action Tracker 6-11-24.xlsx](#)
[NewMitigationsStickyNotes 6-11-24 Scan.pdf](#)
[New Mitigation Action Worksheet R8.docx](#)

Hello Teton WY LEPC Members,

Thanks to all of you that joined us on June 11th for our mitigation planning workshop at the Teton County Library. Attached are the presentation, the Mitigation Action Tracker spreadsheet, some of the new mitigation actions suggested at the meeting on sticky notes, and a Word form to suggest new mitigation projects. For those that filled out sticky notes, please do complete the Word New Mitigation Action Worksheet form and return to christopher.johnson@wsp.com for consideration for inclusion in the plan.

For everyone else: if you have a hazard mitigation project idea, **now is the time to let us know!** This plan goes through a major update with new projects added every 5 years, with small annual updates. It is very hard to get new projects put into the plan in the middle of the 5 year cycle, so speak now or forever hold your peace (at least hold your peace for 5 years). Project ideas do not have to be ones for FEMA funding consideration; we want to show off to the community everything your organizations are doing day in and day out to make our County more disaster resilient. Even if your project already has funding, or you know it won't qualify for FEMA but could qualify for some other source of funding, fill out a New Mitigation Action Worksheet! If you already have a project listed from the previous plan in the Wyoming R8 Master Mitigation Action Tracker and have updates for it, update it in the attached spreadsheet and send to christopher.johnson@wsp.com with your changes highlighted.

Some project ideas include:

- Backup power for critical infrastructure and emergency response
- Flood mitigation efforts including stormwater management, enlarging culverts, and elevating infrastructure
- Steps for adopting, updating, or modifying hazard mitigation building codes, zoning, or ordinances
- Public outreach efforts around hazard mitigation
- Wildfire mitigation projects including treatments, education, etc.

The deadline for getting this info in is July 11th, 2024, so get your worksheets completed and sent to christopher.johnson@wsp.com as soon as possible. Thanks!

Rich Ochs, CEM®, MEP, WEM
Coordinator, Teton County Emergency Management
Chairman, Teton Local Emergency Planning Committee (LEPC)
Wyoming Type 3 All-Hazards Planning Section Chief (PSC3-AH)
Wyoming All-Hazards Liaison Officer (LNO-AH)
PO Box 4458
Jackson, WY 83001
o: (307) 732-8594
c: (307) 413-5040
f: (307) 732-5799
rochs@tetoncountywy.gov
www.tetoncountywy.gov/em





Thursday, July 18, 2024

Teton LEPC Meeting

Time: 0830

Location: Teton EOC 3240 Adams Canyon Dr, Jackson, or Microsoft Teams

Attendees in person: Rich Ochs,

Virtual Attendees: Shannon Burns, Jansen Lyons, Brian Coe, Riclyn Betsinger, Sinclair Buckstaff, Jr., Dustin Havel, Quinten Johnston, Tanya Anderson, Rafe, Floren Poliseo, Charlotte, Mike Moyer, Carlin Girard, Tanya Anderson, Wayne Richardson.

- I. Call to Order - The meeting was called to order at 8:30
- II. Approval of May Meeting Minutes - May meeting minutes were approved.
- III. Update on Hazard Mitigation Plan – Rich - working towards completion. EM is doing monthly meetings to discuss.
- IV. Around the Room Updates –

Chief Coe – RERT and JHFEMS are both status quo. It's been a busy summer season and JHFEMS has been responding to many calls. There was one small wildfire about a week ago that was human caused on West Gros Ventre Butte. Fire/EMS is continuing to work with the Forest Service. If fire danger is set to very high, that will prompt Snow King to fire up their snow making machines. It will help to reduce some fire danger and even create a fire break. LE and Fire/EMS are bracing for impact of last show which is Cypress Hill. At the last concert, lightning caused the gondola to be shut down.

Rich added that Snow King is a beautiful venue but presents many challenges as far as public safety.

Dustin – Jackson Hole Airport – summer season, things going well.

Floren - TOJ public works – actively working to bury pipes for section through park. Will complete work in late summer/early fall. Short staffed. Things are taking longer to work through with less people. Johnny Ryan retired as water system manager. Currently, Tom Mason is filling in. External Candidate has taken the permanent position. Fleet Maintenance Crew is in

the new building. Wastewater treatment plant – draft went out for public comment. Haven't seen the final permit yet.

Jansen Lyons – GIS – working with Fire/EMS on their projects. If anyone needs anything, please reach out.

Chief Moyer – JHFEMS - one person retired recently – Scott Courser – losing another person to school – hiring a couple new candidates.

Couple people finishing up paramedic ride-alongs. Continuing to staff concert at Snow King. Standing up a wildland engine on Monday – will be picked up fast most likely.

Quinten – radios – finally able to access the top of Grand Targhee. Looking at possibly early to mid-august for Hoback 800 site. Need to do horizontal boring. JHMR – about to finalize a required insurance policy – will go before BCC. Have all the equipment so hopefully that goes fast. Wyolink – 30% price increase when contract ends in 3 months. If anyone has any needs let him know right away.

Rafe – TV Association – Busy summer so far. New executive director.

Sandy – Flat Creek Water Shed Improvement District – thaw wells 5 and 6 projects. TCD is the official applicant. Won't be completed by this winter most likely.

Tanya – July 1 council ok'd sustainability plan. Can be found online.

<https://www.jacksonwy.gov/DocumentCenter/View/8136/Town-Of-Jackson-Sustainability-Plan---Digital-Version?bidId=>

Charlotte – TC School District – Principals return August 5th and everything else gears up from there. Teachers return August 26, and school starts September 3rd. They are focusing on messaging about back-to-school safety. The School District is also discussing septic issues and how to connect to TOJ's septic. They have 100 million in capital construction projects. Building 24-unit housing unit by the middle school. New transportation facility.

Carlin – TCD – Fish Creek showing high concentrations of e coli. Encourage people to not put their heads in the water. Flat Creek has been in good shape. Air quality – trying to get the system back up and running. Website for air quality data:

<https://www.airnow.gov/>

EPA app for iPhone and Android users is called Smoke Sense

Wayne Richardson – Good Samaritan Mission – looking to be more relevant in the community. Many program improvements. Commitment to support EM. Within 3-hour notice, they can have 100 meals ready for any emergency. Have food every day of the year, no questions asked. Also have clothing available. The Mission now takes women children and families. Can really help in a disaster or emergency.

First on the list for feeding first responders and disaster victims. First call if a structure fire happens and a family needs shelter.

Rich – EM update – Anna is shadowing on the Horse Creek Fire. EOC – down to stage 3 – monitoring – will remain in stage 3 until commissioners rescind the two emergency declarations that were made. July 29th. Flipping in and out of stage 3 because of red flag warnings. Don't have to activate but will because it's in the plan.

Utility companies' insurance companies are pushing for more detailed planning. Possibility of increased power outages with red flags. Some may be intentional.

V. Meeting adjourned at 9:40

Next LEPC meeting will be September 19th.

From: [Rich Ochs](#)
Cc: [Brislawn, Jeff P](#); christopher.johnson@wsp.com; [Hager, Carlie](#); [Stroeve, Mercedes](#); [Anna Day](#)
Bcc: [All County Employees](#)
Subject: Emergency Management needs your input!
Date: Friday, March 8, 2024 3:59:00 PM
Attachments: [image001.png](#)
[image002.png](#)

Hello Teton County Employees,

Teton County, also known as Wyoming Region 8 in Homeland Security circles, is in the process of updating the County's Regional Hazard Mitigation Plan. The Regional Hazard Mitigation Plan analyzes the county's vulnerabilities to natural and manmade hazards and identifies mitigation actions the jurisdictions in the county can take to minimize property damage, reduce injuries and loss of life, and lessen the overall impacts of disasters.

If you live, work, or play in Teton County, please help us incorporate your experience and opinions into the plan by taking this short online survey. This will help the planning team better understand the vulnerabilities across Teton County and its communities, as well as solicit input on ways to best mitigate, or reduce, the impacts of hazards before they occur.

The survey consists of about 10 questions and should take less than 10 minutes to complete. Please complete this survey by April 12, 2024.

You can take the [survey here](#) or by scanning the QR code below. Thanks for helping to make Teton County a more disaster-resilient community!



Rich Ochs, CEM®, MEP, WEM
Coordinator, Teton County Emergency Management
Chairman, Teton Local Emergency Planning Committee (LEPC)
Wyoming Type 3 All-Hazards Planning Section Chief (PSC3-AH)
Wyoming All-Hazards Liaison Officer (LNO-AH)
PO Box 4458
Jackson, WY 83001
o: (307) 732-8594
c: (307) 413-5040

From: [Rich Ochs](#)
To: [Roxanne DeVries Robinson](#)
Subject: Emergency Management needs your input!
Date: Friday, March 8, 2024 4:03:00 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi Roxanne,

If you deem it appropriate, would you mind forwarding the below email to Town of Jackson employees? We'd like to provide them the chance to give input on our Town/County Hazard Mitigation Plan update. Thanks!

Rich

From: Rich Ochs
Sent: Friday, March 8, 2024 4:00 PM
Subject: Emergency Management needs your input!

Hello Town of Jackson Employees,

Teton County, also known as Wyoming Region 8 in Homeland Security circles, is in the process of updating the County's Regional Hazard Mitigation Plan. The Regional Hazard Mitigation Plan analyzes the county's vulnerabilities to natural and manmade hazards and identifies mitigation actions the jurisdictions in the county can take to minimize property damage, reduce injuries and loss of life, and lessen the overall impacts of disasters.

If you live, work, or play in Teton County, please help us incorporate your experience and opinions into the plan by taking this short online survey. This will help the planning team better understand the vulnerabilities across Teton County and its communities, as well as solicit input on ways to best mitigate, or reduce, the impacts of hazards before they occur.

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From: [Rich Ochs](#)
Cc: [Brislawn, Jeff P](#); [christopher.johnson@wsp.com](#); [Hager, Carlie](#); [Stroeve, Mercedes](#); [Brian Coe](#); [Shannon Burns](#)
Bcc: [Alton George](#); [Amy Ramage - Teton County \(aramage@tetoncountywy.gov\)](#); [Anna Day](#); [April Norton - Teton County \(ahnorton@tetoncountywy.gov\)](#); [Billy Nunn \(bnunn@tetoncountywy.gov\)](#); [Brent Blue](#); [Brian Carr - Jackson Hole Fire/EMS \(bcarr@tetoncountywy.gov\)](#); [Brian Coe - Jackson Hole Fire/EMS \(bcoe@tetoncountywy.gov\)](#); [briant@lvenergy.com](#); [Britton Gray \(britton_gray@nps.gov\)](#); [Caitlin Schauer \(caitlin_schauer@nps.gov\)](#); [Cara](#); [Carey Stanley](#); [Carlin Girard](#); [Charlotte Frei \(cfrei@tetoncountywy.gov\)](#); [Charlotte Reynolds](#); [Chris Flesch](#); [Chris Neubecker \(cneubecker@tetoncountywy.gov\)](#); [Colby Stevens \(cstevens@tcsd.org\)](#); [Conway, Craig](#); [Craig Coles](#); [Das, Bob](#); [Dave Gustafson - Teton County Road & Levee \(dgustafson@tetoncountywy.gov\)](#); [davea@tetonvillagewy.org](#); [Dee Buckstaff](#); [Doyle, Michael - FS](#); [Dustin Havel](#); [Dustin Richards \(drichards@tetonsheriff.org\)](#); [Emily Mieux](#); [Erika Jostad](#); [EPoliseo@jacksonwy.gov](#); [Fred Whissel](#); [Gohlke, Valerie A](#); [Greg Adams](#); [Gus Friendsmith](#); [Hailey Morton Levinson - Town of Jackson \(hmortonlevinson@jacksonwy.gov\)](#); [Heather Overholser \(hoverholser@tetoncountywy.gov\)](#); [heather_mcdonald@nps.gov](#); [Henry, Amy Robyn LTC USARMY NG WYARNG \(USA\)](#); [James Silva \(jsilva@tclib.org\)](#); [jason.wilmot@usda.gov](#); [Jeff McDonald K7EDA \(jeffrey.p.mcdonald@gmail.com\)](#); [Jim Warren \(jim_warren@nps.gov\)](#); [jligori@gmail.com](#); [Jodie Pond \(jodie.pond@wyo.gov\)](#); [Johanna Love \(jlove@jhnewsandguide.com\)](#); [Johnny Ziem - Town of Jackson Public Works \(jziem@jacksonwy.gov\)](#); [Jon Bishop](#); [Joseph Sebastian \(joseph.sebastian@dhs.gov\)](#); [Josiah Nash](#); [Karen Walker](#); [Keith Murley \(kmurley@tetoncountywy.gov\)](#); [Kelly Sluder \(KSluder@jacksonwy.gov\)](#); [Kenneth Longfritz](#); [Kevin S](#); [Kip Roberson \(kroberson@tclib.org\)](#); [Kristen Waters \(kwaters@tetoncountywy.gov\)](#); [Levi Yardley](#); [Luther Propst \(lpropst@tetoncountywy.gov\)](#); [Martin](#); [Matt Carr \(mcarr@tetonsheriff.org\)](#); [Matt Redwine \(mredwine@tetoncountywy.gov\)](#); [Matt Wilber \(matthew_wilber@nps.gov\)](#); [matthew.brackin@wyo.gov](#); [McKinnley Cox \(mcox@tetoncountywy.gov\)](#); [Melissa Turley \(mturley@tetonvillagewy.org\)](#); [Michael Estes](#); [michael.jerup@wyo.gov](#); [Michelle Weber](#); [Mike Moyer - Jackson Hole Fire/EMS \(mmoyer@tetoncountywy.gov\)](#); [Nicole Clancy](#); [Paul Anthony \(panthony@jacksonwy.gov\)](#); [pcameron@energyconservationworks.org](#); [Perry Kas](#); [Phillip Fox](#); [Phillip Ramsey - TOPS](#); [Purchase, Peter A](#); [purplesyl@live.com](#); [Quentin Johnston \(qjohnston@tetoncountywy.gov\)](#); [rachael.wheeler@wyo.gov](#); [Raumaker, Sylvia](#); [rcarlentine@co.teton.id.us](#); [Rev. David Bott](#); [Rich Ochs](#); [rick@jacksonholechamber.com](#); [rick@lvenergy.com](#); [Riclyn Betsinger \(rbetsinger@tetonsheriff.org\)](#); [Robb Sgroi \(robb@tetonconservation.org\)](#); [rturgeon@suburbanpropane.com](#); [Russ Ruschill](#); [Russell Nelson](#); [Ryan, Sean](#); [Sarah Mann \(smann@tetoncountywy.gov\)](#); [Scott Anderson \(sba@scottanderson.biz\)](#); [Seth Lewis](#); [Shannon Burns - Jackson Hole Fire/EMS \(sburns@tetoncountywy.gov\)](#); [Shawn Stephens](#); [sread@cfjacksonhole.org](#); [Stephanie Munoz](#); [Stephen Jellie](#); [Steve Jeppson \(steve.jeppson@jhairport.org\)](#); [Susan Scarlata](#); [Tanya Anderson](#); [Teton County Historic Preservation Board](#); [Todd Stiles](#); [Tom Ninnemann](#); [Tracey Trefren](#); [Trevor Aitken \(taitken@tetonsheriff.org\)](#); [TVA Facilities](#); [Tyler Sinclair](#); [Wayne Richardson \(Wayne1gsm@gmail.com\)](#); ["Wilkins, David A -FS"](#); [Win Furber \(WFurber@jacksonwy.gov\)](#); [wschwartz@cfjacksonhole.org](#); [Zolo](#); [rpwarburton5667@icloud.com](#)
Subject: March 21, 2024 Teton WY LEPC Reminder and survey request
Date: Friday, March 8, 2024 3:51:00 PM
Attachments: [image001.png](#)
[LEPC Agenda 03-21-2024.pdf](#)
[Teton WY LEPC Meeting.ics](#)

Hello Teton WY LEPC,

This is a reminder that our next LEPC meeting will be on **Thursday March 21st, 2024 at 8:30 a.m.** at the Teton EOC and on Microsoft Teams. Teams link is on the attached agenda, in the attached calendar invite, and at the bottom of this email. As a reminder, this will also be our Wyoming Region 8 Hazard Mitigation Planning Meeting. We'll get an update from Christopher Johnson with WSP on the progress of the plan. Please **complete this public input survey** for the plan before the meeting <https://bit.ly/49AFJbX>. I will also be presenting on the 2023 Tier II facility reports we have received to date. Let me know if you have questions.

Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 281 684 524 680

Passcode: NHFwvN

[Download Teams](#) | [Join on the web](#)

Or call in (audio only)

[+1 307-314-3198,,634013533#](#) United States, Laramie

Emergency Management needs your help - survey r...



Auto Refresh

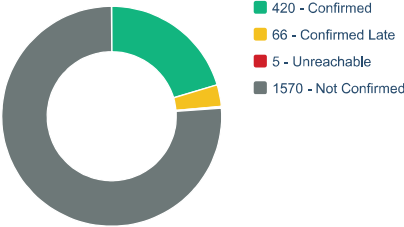
● Sent Notification ID: 1538630694735823

Rebroadcast

Send Follow Up

Status Method

Details



Notification Mode:	Live
Notification Type:	Standard
Imminent Threat to Life:	No
Priority Greeting:	No
Customized Email:	View
SMS Message:	View
Recurring:	No
Sent From:	Web Manager Portal
Start:	Mar 8, 2024 16:54:36 MST
End:	Mar 8, 2024 20:54:36 MST
Sent by:	Rich Ochs
Sent to:	2061 contacts
Voice Recording:	None
Message Format:	Text
Type:	Everbridge Network Effect , Nixle Community Subscribers , Social Media , Audio Bulletin Board , Member Portal , Everbridge Web Widget
Escalation:	No
Incident Zone:	No

Message

Emergency Management needs your help - survey request

This is a Community level message from Teton_WY Alerts.

Teton County Emergency Management needs your help with the update of our regional hazard mitigation plan. Please take a few moments to fill out our public input survey at <https://bit.ly/49AFJbX>

Delivery Details Publishing Delivery Settings

Everbridge Web Widget Active until - Mar 08, 2025 16:54:36 MST

Name: Widget with map

Duration Type: Custom

Deactivate

Member Portal

Web Page: Active

Deactivate

Include selected map shapes (if any): Yes

Social Media

Message was published to:

Twitter: @tetonwyo_em

Message was successfully published!

Facebook: Richard Ochs

Nixle Channels

Total Attempts: SMS: 423 | Email: 7280

Publishing Status : Published

Nixle Alert Type: Community

Message Category:

Event Name:

Urgency:

Severity:

Certainty:

Expires in: 24 hour(s)

SMS Message: Help us with our hazard mitigation plan update by completing our survey at <https://bit.ly/49AFJbX>

Instructions:

Attachments:

Community Subscribers:

City/Town Name, County Name or ZIP Code: Entire jurisdiction

Name: Rich Ochs

Title/Department Teton County Emergency Management

Phone number:

Email address: em@tetoncountywy.gov

Audio Bulletin Board (Premium)

Published Status: EXPIRED

Expiration Time: Mar 09, 2024 16:54:58 MST

Bulletin Board: Premium Audio Bulletin Board

Print

Wyoming Region 8 - Teton County Hazard Planning Public Input Survey

622

Responses

09:13

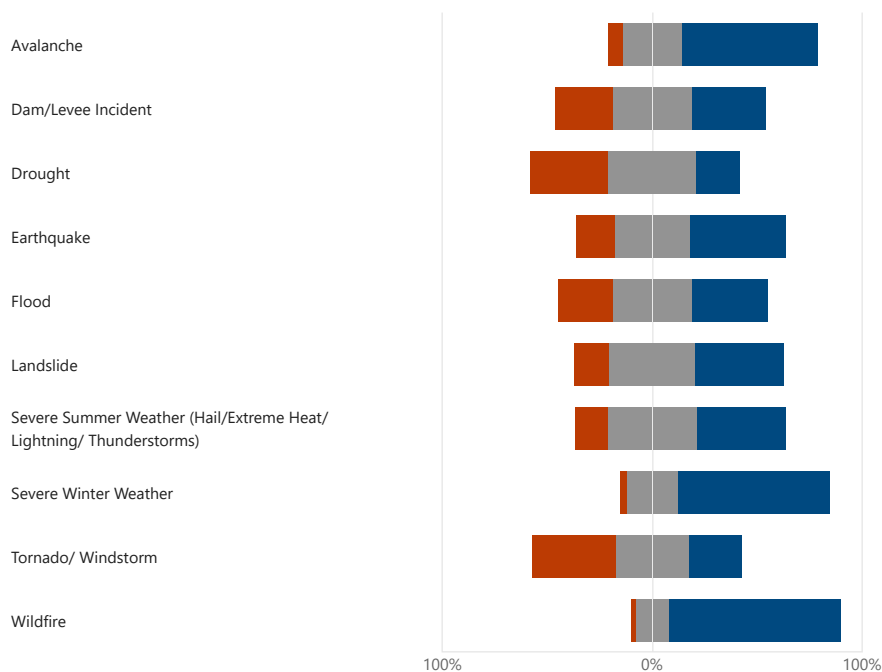
Average time to complete

Closed

Status

1. The hazards addressed in the Wyoming Region 8 Hazard Mitigation plan update are listed below. Please indicate the level of significance in Teton County that you perceive for each hazard.

Low Medium High



2. Are there any other hazards not listed above which you feel should be examined in this planning process?

169

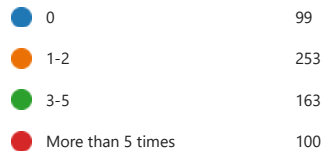
Responses

Latest Responses

18 respondents (11%) answered **traffic** for this question.

Wildlife on the road roads accidents Power failure extreme t
Active shooter water traffic Road closu
power outage
Major road hazard
road snow mass road damage Evacuatic
busy roads

3. How many times has a natural hazard disrupted your daily life in the last five years?

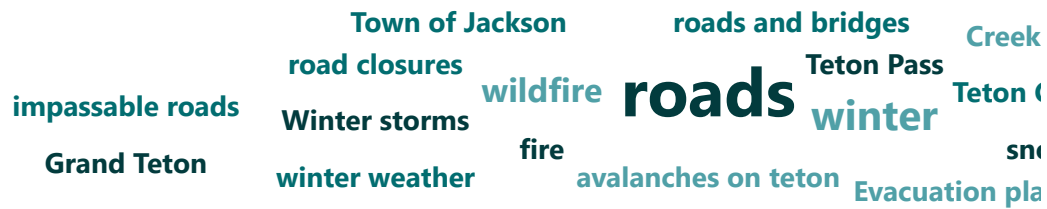


4. Do you have information on specific hazard issues/problem areas that you would like the planning committee to consider? Note the jurisdiction to which it applies:

187
Responses

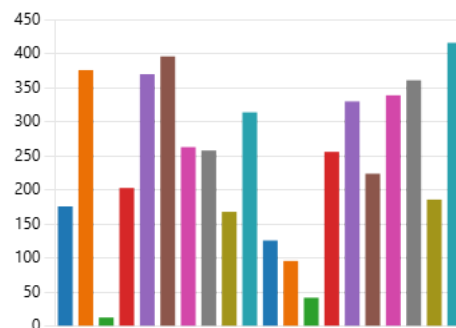
Latest Responses
"Winter snow and wildfires smoke "

36 respondents (19%) answered **roads** for this question.



5. Mitigation is actions that can be taken to reduce or eliminate the long-term risk to hazards.

The following types of mitigation actions may be considered in Teton County. Please indicate the types of mitigation actions that you think should have the highest priority in Wyoming Region 8 Hazard Mitigation Plan.



6. Please comment on any other pre-disaster strategies that the planning committee should consider for reducing future losses caused by natural disasters:

119

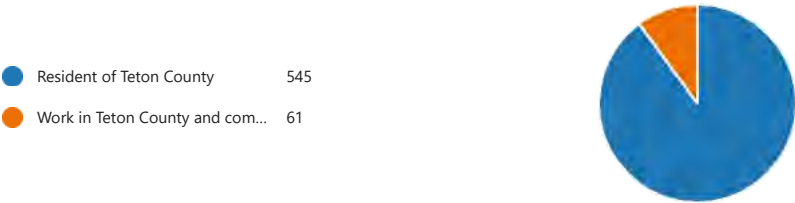
Responses

Latest Responses

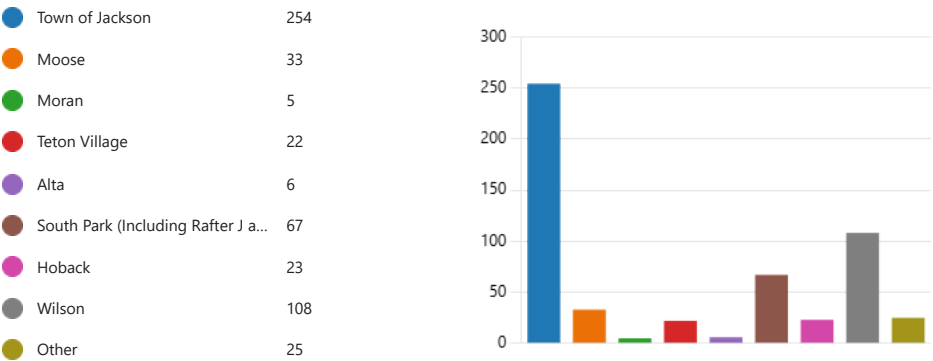
11 respondents (9%) answered **Education** for this question.



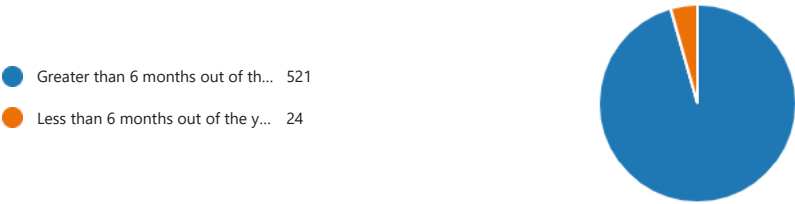
7. Do you live in Teton County or work in/commute to Teton County from elsewhere?



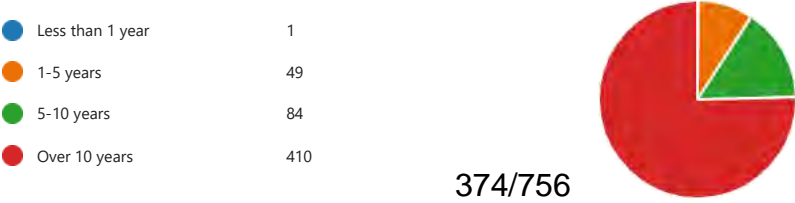
8. Please indicate the closest community to where you live



9. Do you live in Teton County for greater than 6 months out of the year?

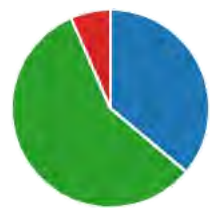


10. How long have you lived in this community?



11. If you commute to work in Teton County from elsewhere, what is your primary commuting corridor?

Teton Pass	22
Togwotee Pass	0
Snake River Canyon	35
Hoback Canyon	4
Other	0



12. Optional: Provide your name and email address if you would like to be added to a distribution list for upcoming activities related to the planning process:

166
Responses

Latest Responses
"Charles.gulotta@gmail.com"
"Andy Weenig, andyweenig@yahoo.com"

3 respondents (2%) answered **John** for this question.

Macmillan kmacmillan@bresnannet Quentin Johnston Laurel A Wic
Kathryn McCance Lisa John Kelly Stirn J Scott
Taylor etaylor@bresnannet Lisa Nesbitt Frances Clark Clark
Coosaia pcoosaia@wyomnet Mason Sanfilippo Kleiman / Ikleiman@

REGIONAL HAZARD MITIGATION PLAN FOR PUBLIC COMMENT AND REVIEW



Are you interested in learning more about the most significant natural hazards in our area and what is being done to reduce losses from incidents like floods, wildfires, and winter storms? A draft of the Regional Hazard Mitigation Plan is available for public review and comment through January 31, 2025.

What: Wyoming Region 8 (Teton County) Hazard Mitigation Plan

Why: To assesses risks posed by natural hazards, identify ways to reduce those risks, and allow each participating municipality and special district to be eligible for mitigation grant funding.

How: Access the draft plan and online comment form here: <https://hls.wyo.gov/>

When: Submit comments by January 31, 2025.

Questions? Contact Teton County Emergency Management at em@tetoncountywy.gov

376/756

Contact: Rich Ochs
Coordinator, Teton County Emergency Management
Email: rochs@tetoncountyywy.gov
Phone: 307-732-8594



For Immediate Release

Regional Hazard Mitigation Plan Available for Public Review and Comment

January 17, 2025, Jackson, Wyo. – Would you like to learn more about the most significant natural hazards in our area and what Teton County is doing to mitigate them? A draft of the Wyoming Region 8 Regional Hazard Mitigation Plan is now available for public review and comment through January 31, 2025.

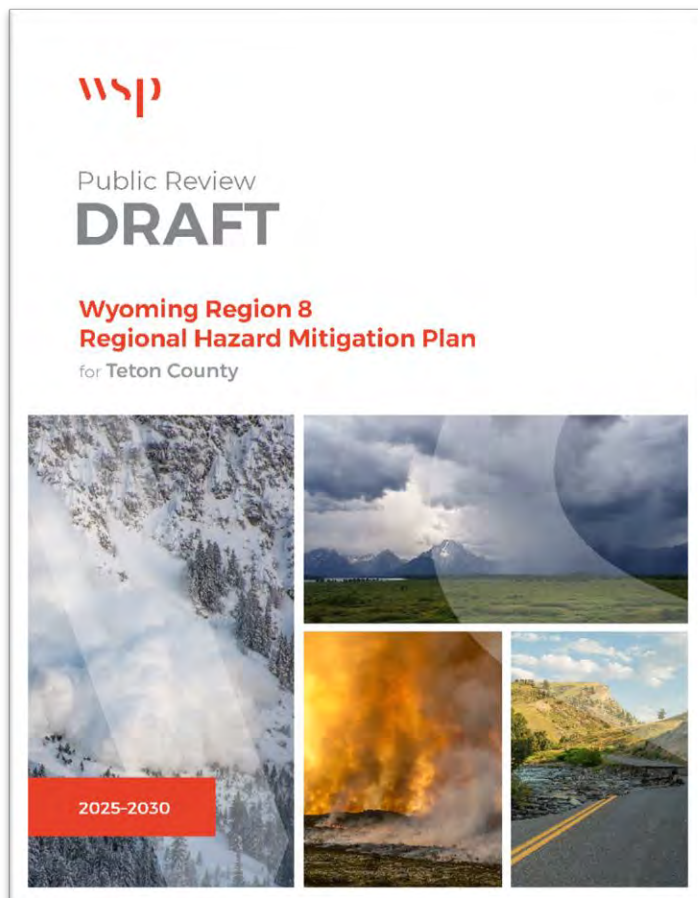
The draft can be viewed by visiting the Wyoming Office of Homeland Security website at <https://hls.wyo.gov/>, which is also where those interested in providing public comment on the plan can access an online feedback form. Wyoming has eight Regional Emergency Response Teams (RERT), with Region 8 representing Teton County.

The Regional Hazard Mitigation Plan assesses the risks posed by floods, wildfires, winter storms, hazardous materials incidents, and more. It also identifies ways to reduce those risks, identifies hazard mitigation goals and mitigation projects for the County, and allows each participating municipality and special district to be eligible for mitigation grant funding from the Federal Emergency Management Agency (FEMA).

County planning teams, including representatives from all municipalities and districts, developed the plan over the past 12 months with assistance from a consultant. In addition, a public survey was used to solicit input on hazards and ideas for mitigation projects.

Region 8 is now soliciting public comment on the plan before it is finalized and submitted for review and approval by FEMA. The final plan will be adopted by each participating entity in Teton County before it goes into effect. For more information or questions, please e-mail Teton County Emergency Management at: em@tetoncountyywy.gov.

###



January 2025 Emergency Preparedness Radio Ad

(Also broadcast in Spanish)

This is Anna from Teton County Emergency Management. Until the end of January, the Regional Hazard Mitigation Plan for our county is available for public comment and review.

If you've ever been curious about the natural hazards that threaten our area or what entities in the county are doing to reduce the effects of those hazards, this plan is for you!

The Hazard Mitigation Plan assesses the risks posed by floods, wildfires, winter storms, hazardous materials incidents, and more. It also identifies ways to reduce those risks and allows each participating municipality and special district to be eligible for mitigation grant funding.

View the plan and access the comment form on the Wyoming Office of Homeland Security's website at hls.wyo.gov. That's hls.wyo.gov. You have until January 31, 2025 to make your voice heard!

https://www.jhnewsandguide.com/news/town_county/local/new-hazard-plan-has-more-stakeholders-weighing-in/article_16c95a84-d72d-11ef-b40b-6b5a31af7d71.html

New hazard plan has more stakeholders weighing in

By Jeannette Boner / Public Safety Reporter
Jan 21, 2025



Fire, storms, earthquakes, landslides and a Jackson Lake Dam failure.

Those are just a handful of risks that the new Regional Hazard Mitigation Plan for Teton County addresses. The plan takes a specific look at those risks facing the County and the Town of Jackson.

We use this information to enhance user experience and to analyze performance and traffic on our website. We also share information about your use of our site with our social media, advertising and analytics partners. [Privacy](#)

“These are natural hazards,” stressed Rich Ochs, emergency management coordinator for the county. “In this plan, we are not looking at terrorism or an active shooter. This is very much focused on natural hazards.

This plan sounds boring – and it is – but if I was going to move to a new community, the first thing I would look for before purchasing a new home,” he said. “I’m going to look for the county’s mitigation plan.”

The plan allows each participating municipality and special district to be eligible for mitigation grant funding from the Federal Emergency Management Agency.

The Hazard Mitigation Plan emphasizes forward-thinking planning efforts to minimize disaster impacts, reduce costs and protect critical infrastructure. A public survey was used to solicit input on hazards and ideas for mitigation projects.

Over the last year, key participants, that included local government entities and the Teton Conservation District, developed the plan with assistance from a consultant. The Flat Creek Watershed Improvement District and the Jackson Airport Board were new to the planning process this year, Ochs said.

A draft of the Wyoming Region 8 Regional Hazard Mitigation Plan is available for public review and comment through January 31.

The draft can be viewed by visiting the Wyoming Office of Homeland Security website at HLS.wyo.gov, which is also where those interested in providing public comment can access an online feedback form.

The final plan will be adopted by each participating entity in Teton County before it goes into effect. For information or questions, email Teton County Emergency Management at em@tetoncountyywy.gov.

Contact Jeannette Boner at 307-732-5901 or courts@jhnewsandguide.com.
We promise to never sell your data.

Jeannette Boner
This website uses cookies to enhance user experience and to analyze performance and traffic on our website. We also share information about your use of our site with our social media, advertising and analytics partners. [Privacy](#)

Jeannette has worked as an editor and journalist in the Greater Yellowstone Region for more than 20 years. She finds excitement and joy in watching her children explore wild places with her husband, Brad, and their red heeler, Rosie.

Public Review Draft Comments Received

Please provide your comments on the draft 2024 Wyoming Region 8 Hazard Mitigation Plan here:	Select your affiliation (choose all that apply):	organization/agency do you represent?	What jurisdiction (city, county, tribe) do you live in?	Please provide your contact information (name and email address or phone number) in case we have any further questions. Thank you for your time!
Maybe I missed it in this lengthy report but 2 issues that stand out from the LA wildfires of 2025 are: 1) road egress from areas under mandatory evacuation were inadequate for the number of vehicles trying to leave on short notice. Teton County basically as three roads out: Teton Pass, Snake River Canyon and north to Togwotee. What is our evacuation plan in case of a fire? Are there areas within Teton County considered safe refuge zones for residents? 2) The water infrastructure was inadequate to meet the needs of fire fighters fighting multiple blazes. Can our water supply system support an all hands on deck fire fighter response to a large wildfire or will we have the same catastrophic problems with water supply and water pressure?	Member of the Public;Government-Local;	Teton County Planning Commission	Teton County	Alexander Muromcew PO Box 11897 Jackson, WY 83002 307-690-0968
It is a long document so very likely could have missed these things but did my best to review. Would like to see something on extreme cold weather (not just storm) Would like to see more on air quality. Wonder if identification of vulnerable populations could be a 'registry' for Teton County - to identify those who may need power, heat, assistance with evacuation or escape from home ahead of emergency - working with SJH does not seem as though various large entities were engaged (eg. SJH, JHMR, both of whom have risk managers). Would like to see alternative energy plans for emergency energy - redundancy for the grid Wondering how the input of the various stakeholders were received/engaged (ie Health Dept)	Member of the Public;	n/a	Teton	Andi; abg899@mail.harvard.edu
Please disclose within the plan the "effective population" for the area which would need to be accommodated for during a disaster - How will the County/Town handle a population pushing 70,000 people (2020 Indicator Report Effective Population) if a major wildfire were to sweep the area - where will these people shelter in place? Will there be evacuations and how will those occur? With recent scenes of CA fires with cars being abandoned in the road and people fleeing on foot - this could very well happen here and we don't seem to have a handle of how many people to prepare for in our area during a busy summer time with incoming employees and tourists on top of people already living here. I don't foresee people being able to evacuate via car with the very limited roads in the area.	Member of the Public;	resident/employee	Teton County ID, work in Jackson	ryan@slonexus.com
Hi Rich. You and WSP put together an excellent product. My only comment is to consider incorporating the wildfire risk and new WUI maps from the updated CWPP. I realized when your HMP draft came out that the CWPP was not signed and approved at Cheyenne yet, and it still might not be. I think that the risk data from the WY Risk Portal is too coarse and not the best representation. I am sure Jensen Hughes did a good job of modeling for our area.	Member of the Public;	Teton Wildfire Mitigation Team LLC	Jackson	Steve Markason, 307-690-5185, smarkason@gmail.com

APPENDIX B: PLAN ADOPTION AND APPROVAL

Note: The records of adoption will be incorporated as an electronic appendix. When the plan is adopted in 2025, the adoption date will be noted here, but a scanned version of the adoption resolution will be kept on file with the Emergency Manager of each participating jurisdiction in Wyoming Region 8. A sample adoption resolution is provided here. The final FEMA approval packet will be included for future reference regarding the five-year expiration date and suggestions for improvement in the next update.

Mitigation Plan Adoption Sample Resolution

Resolution # _____

**Adopting the 2025 Wyoming Region 8
Hazard Mitigation Plan**

Whereas, (name of county, municipality or district) recognizes the threat that natural hazards pose to people and property within our community; and

Whereas, undertaking hazard mitigation actions will reduce the potential for harm to people and property from future hazard occurrences; and

Whereas, an adopted Hazard Mitigation Plan is required as a condition of future funding for mitigation projects under multiple Federal Emergency Management Agency (FEMA) pre- and post-disaster mitigation grant programs; and

Whereas, (name of county, municipality or district) resides within the Planning Area, and fully participated in the mitigation planning process to prepare this Hazard Mitigation Plan; and

Now, therefore, be it resolved, that the (name of board or council), hereby adopts the Wyoming Region 8 Hazard Mitigation Plan, as an official plan; and

Be it further resolved, the (name of county, municipality or district) will submit this Adoption Resolution to the Wyoming Office of Homeland Security and FEMA Region VIII to enable the Plan's final approval. Subsequent plan updates following the approval period for this plan will require separate adoption resolutions at or before the end of the next five year update cycle.

Passed: (date)

Certifying Official

APPENDIX C: Acronyms, Definitions, and References

ACRONYMS

AIP	Airfield Improvement Program
ACS	American Community Survey
AWN	Alert, Warning, and Notification System Coordination
BLM	Bureau of Land Management
BRIC	Building Resilient Infrastructure and Communities
CAMA	Computer Assisted Mass Appraisal
CD	Climate Divisions
CDC	Centers for Disease Control and Prevention
CFR	Code of Federal Regulations
CIP	Capital Improvement Plan
CMAQ	Community Multiscale Air Quality Modeling
COVID-19	Coronavirus Disease 2019
CPAW	Community Planning Assistance for Wildfire
CPT	Community Planning Team
CRS	Community Rating System
CWPP	Community Wildfire Protection Plan
DEWS	Drought Earling Warning System
DFIRM	Digital Flood Insurance Rate Maps
DMA	Disaster Mitigation Act
EF	Enhanced Fujita
EAS	Emergency Alert System
EMC	Emergency Management Coordinator
EMPG	Emergency Management Performance Grant
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
EPA	U.S. Environmental Protection Agency
ESF	Emergency Support Functions

FAA	Federal Aviation Administration
FCWID	Flat Creek Watershed Improvement District
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FIS	Flood Insurance Study
FMA	Flooding Mitigation Assistance
FMAGP	Fire Management Assistance Grant Program
GIS	Geographic Information System
GMP	Growth Management Program
GSM	Good Samaritan Mission
Hazus-MH	Hazards, United States-Multi Hazard
HIFLD	Homeland Infrastructure Foundation-Level
HMA	Hazard Mitigation Assistance
HMGP	Hazard Mitigation Grant Program
HMP	Hazard Mitigation Plan
HMPC	Hazard Mitigation Planning Committee
HIRA	Hazard Identification and Risk Assessment
HVRI	Hazards and Vulnerability Research Institute
IDA	Idaho Falls Regional Airport
LDR	Land Development Regulations
JAC	Jackson Hole Airport
JHFEMS	Jackson Hole Fire Emergency Management and Services
JHMR	Jackson Hole Mountain Resort
LDR	Land Development Regulations
LEPC	Local Emergency Planning Committee
MMI	Modified Mercalli Intensity
NCDC	National Climate Data Center
NCEI	National Centers for Environmental Information
NDMC	National Drought Mitigation Center
NFHL	National Flood Hazard Layer

NFIP	National Flood Insurance Program
NEPA	National Environmental Policy Act
NID	National Inventory of Dams
NIDIS	National Integrated Drought Information System
NIFC	National Interagency Fire Center
NOAA	National Oceanic and Atmospheric Administration
NRCS	Natural Resource Conservation Service
NRI	National Risk Index
NWA	National Weather Administration
NWS	National Weather Service
OHS	Occupational Health and Safety
OSHA	Occupational Safety and Health Administration
PGA	Peak Ground Acceleration
PUG	Plan Update Guide
SBA	Small Business Administration
SFHA	Special Flood Hazard Area
SHELDUS	Spatial Hazard Events and Losses Database
SLC	Salt Lake City (International Airport)
SNAP	Supplemental Nutrition Assistance Program
SPET	Specific Purpose Excise Tax
STAPLEE	Social, Technical, Administrative, Political, Legal, Economic, Environmental
SVI	Social Vulnerability Index
TAWPC	Teton Area Wildfire Protection Coalition
TCD	Teton's Conservation District
TCEM	Teton County Emergency Management
TCHD	Teton County Health Department
TCSO	Teton County Sheriff's Office
TEAM	Transportation Emergency Alternatives Management
USDA	U.S. Department of Agriculture
USFS	U.S. Forest Service
USGS	U.S. Geological Survey

VOAD	Voluntary Organizations Active in Disasters
VOC	Volatile Organic Compounds
WICMAA	Wyoming Inter-County Mutual Aid Agreement
WDA	Wyoming Department of Agriculture
WDDO	Wyoming Water Development Office
WOHS	Wyoming Office of Homeland Security
WSGS	Wyoming State Geologic Survey
WSFD	Wyoming State Forestry Division
WYDEQ	Wyoming Department of Environmental Quality
WYDOT	Wyoming Department of Transportation
WYWRAP	Wyoming Wildfire Risk Assessment Portal
WSEO	Wyoming State Engineers Office
WUI	Wildland-Urban Interface
WY	Wyoming

Definitions

100-Year Flood: The term “100-year flood” can be misleading. The 100-year flood does not necessarily occur once every 100 years. Rather, it is the flood that has a 1% chance of being equaled or exceeded in any given year. Thus, the 100-year flood could occur more than once in a relatively short period of time. The Federal Emergency Management Agency (FEMA) defines it as the 1% annual chance flood, which is now the standard definition used by most federal and state agencies and by the National Flood Insurance Program (NFIP).

Acre-Foot: An acre-foot is the amount of water it takes to cover 1 acre to a depth of 1 foot. This measure is used to describe the quantity of storage in a water reservoir. An acre-foot is a unit of volume. One acre foot equals 7,758 barrels; 325,829 gallons; or 43,560 cubic feet. An average household of four will use approximately 1 acre-foot of water per year.

Asset: An asset is any man-made or natural feature that has value, including, but not limited to, people; buildings; infrastructure, such as bridges, roads, sewers, and water systems; lifelines, such as electricity and communication resources; and environmental, cultural, or recreational features such as parks, wetlands, and landmarks.

Base Flood: The flood having a 1% chance of being equaled or exceeded in any given year, also known as the “100-year” or “1% chance” flood. The base flood is a statistical concept used to ensure that all properties subject to the NFIP are protected to the same degree against flooding.

Basin: A basin is the area within which all surface water—whether from rainfall, snowmelt, springs, or other sources—flows to a single water body or watercourse. The boundary of a river basin is defined by natural topography, such as hills, mountains, and ridges. Basins are also referred to as “watersheds” and “drainage basins.”

Benefit: A benefit is a net project outcome and is usually defined in monetary terms. Benefits may include direct and indirect effects. For the purposes of benefit/cost analysis of proposed mitigation measures, benefits are limited to specific, measurable risk reduction factors, including reduction in expected property losses (buildings, contents, and functions) and protection of human life.

Benefit/Cost Analysis: A benefit/cost analysis is a systematic, quantitative method of comparing projected benefits to projected costs of a project or policy. It is used as a measure of cost effectiveness.

Building: A building is defined as a structure that is walled and roofed, principally aboveground, and permanently fixed to a site. The term includes manufactured homes on permanent foundations on which the wheels and axles carry no weight.

Capability Assessment: A capability assessment provides a description and analysis of a community’s current capacity to address threats associated with hazards. The assessment includes two components: an inventory of an agency’s mission, programs, and policies, and an analysis of its capacity to carry them out. A capability assessment is an integral part of the planning process in which a community’s actions to reduce losses are identified, reviewed, and analyzed, and the framework for implementation is identified. The following capabilities were reviewed under this assessment:

- Legal and regulatory capability
- Administrative and technical capability
- Fiscal capability

Community Rating System (CRS): The CRS is a voluntary program under the NFIP that rewards participating communities (provides incentives) for exceeding the minimum requirements of the NFIP and completing activities that reduce flood hazard risk by providing flood insurance premium discounts.

Conflagration: A fire that grows beyond its original source area to engulf adjoining regions. Wind, extremely dry or hazardous weather conditions, excessive fuel buildup, and explosions are usually the elements behind a wildfire conflagration.

Critical Facility: Facilities and infrastructure that are critical to the health and welfare of the population. These become especially important after any hazard event occurs. For the purposes of this plan, critical facilities include:

- Structures or facilities that produce, use, or store highly volatile, flammable, explosive, toxic or water reactive materials.
- Hospitals, nursing homes, and housing likely to contain occupants who may not be sufficiently mobile to avoid death or injury during a hazard event.
- Police stations, fire stations, vehicle and equipment storage facilities, and emergency operations centers that are needed for disaster response before, during, and after hazard events.
- Public and private utilities, facilities and infrastructure that are vital to maintaining or restoring normal services to areas damaged by hazard events.
- Government facilities.

Dam: A man-made barrier, together with appurtenant structures, constructed above the natural surface of the ground for the purpose of impounding water.

Dam Failure: Dam failure refers to a partial or complete breach in a dam (or levee) that impacts its integrity. Dam failures occur for a number of reasons, such as flash flooding, inadequate spillway size, mechanical failure of valves or other equipment, freezing and thawing cycles, earthquakes, and intentional destruction.

Dam Incident: Situations at dams that require an immediate response by dam safety engineers. These are episodes that without intervention will likely result in a dam failure.

High Hazard Dam: Dams where failure or operational error will probably cause loss of human life.

Significant Hazard Dam: Dams where failure or operational error will result in no probable loss of human life but can cause economic loss, environmental damage, or disruption of lifeline facilities, or can impact other concerns. Significant hazard dams are often located in rural or agricultural areas but could be located in areas with population and significant infrastructure.

Low-Hazard Dam: No probable loss of human life and low economic or environmental losses; losses are principally limited to the owner's property.

Low Head Dam: Engineered structures built into and across stream and river channels for a variety of purposes. Water flows over the dams continuously, as they span from one riverbank to the other. Low head dams generally range in height from 1-15 feet.

Debris Flow: Dense mixtures of water-saturated debris that move down-valley; looking and behaving much like flowing concrete. They form when loose masses of unconsolidated material are saturated, become unstable, and move down slope. The source of water varies but includes rainfall, melting snow or ice, and glacial outburst floods.

Debris Slide: Debris slides consist of unconsolidated rock or soil that has moved rapidly down slope. They occur on slopes greater than 65%.

Disaster Mitigation Act of 2000 (DMA): The DMA is Public Law 106-390 and is the latest federal legislation enacted to encourage and promote proactive, pre-disaster planning as a condition of receiving financial assistance under the Robert T. Stafford Act. The DMA emphasizes planning for disasters before

they occur. Under the DMA, a pre-disaster hazard mitigation program and new requirements for the national post-disaster Hazard Mitigation Grant Program (HMGP) were established.

Drought: Drought is a period of time without substantial rainfall or snowfall from one year to the next. Drought can also be defined as the cumulative impacts of several dry years or a deficiency of precipitation over an extended period of time, which in turn results in water shortages for some activity, group, or environmental function. A hydrological drought is caused by deficiencies in surface and subsurface water supplies. A socioeconomic drought impacts the health, well-being, and quality of life or starts to have an adverse impact on a region. Drought is a normal, recurrent feature of climate and occurs almost everywhere.

Earthquake: A sudden slip on a fault, volcanic or magmatic activity, and sudden stress changes in the earth that result in ground shaking and radiated seismic energy.

Epicenter: The point on the earth's surface directly above the hypocenter of an earthquake. The location of an earthquake is commonly described by the geographic position of its epicenter and by its focal depth.

Fault: A fracture in the earth's crust along which two blocks of the crust have slipped with respect to each other.

Focal Depth: The depth from the earth's surface to the hypocenter.

Hypocenter: The region underground where an earthquake's energy originates.

Liquefaction: Loosely packed, water-logged sediments losing their strength in response to strong shaking, causing major damage during earthquakes.

Emergency Action Plan: A document that identifies potential emergency conditions at a dam and specifies actions to be followed to minimize property damage and loss of life. The plan specifies actions the dam owner should take to alleviate problems at a dam. It contains procedures and information to assist the dam owner in issuing early warning and notification messages to responsible downstream emergency management authorities. It also contains inundation maps to show emergency management authorities the critical areas for action in case of an emergency.

Erosion: The removal and simultaneous transportation of soil or other earth materials from one location to another by water, wind, waves, or moving ice. Deposition is the placing of eroded material in a new location.

Exposure: Exposure is defined as the number and dollar value of assets considered to be at risk during the occurrence of a specific hazard.

Extent: The extent is the size of an area affected by a hazard.

Extreme Heat: Summertime weather that is substantially hotter or more humid than average for a location at that time of year.

Flood: The inundation of normally dry land resulting from the rising and overflowing of a body of water.

Flash Flood: A flash flood occurs with little or no warning when water levels rise at an extremely fast rate

Flood Insurance Rate Map (FIRM): FIRMs are the official maps on which the Federal Emergency Management Agency (FEMA) has delineated the Special Flood Hazard Area (SFHA).

Flood Insurance Study: A report published by the Federal Insurance and Mitigation Administration for a community in conjunction with the community's FIRM. The study contains such background data

as the base flood discharges and water surface elevations that were used to prepare the FIRM. In most cases, a community FIRM with detailed mapping will have a corresponding flood insurance study.

Floodplain: Any land area susceptible to being inundated by flood waters from any source. A FIRM identifies most, but not necessarily all, of a community's floodplain as the SFHA.

1% Annual Chance Floodplain or 100-Year Floodplain: The area flooded by a flood that has a 1% chance of being equaled or exceeded each year. This is a statistical average only; a 100-year flood can occur more than once in a short period of time. The 1% annual chance flood is the standard used by most federal and state agencies.

0.1% Annual Chance Floodplain or 500-Year Floodplain: The area flooded by a flood that has a 0.1% chance of being equaled or exceeded each year. This is a statistical average only; a 500-year flood can occur more than once in a short period of time.

Floodway: Floodways are areas within a floodplain that are reserved for the purpose of conveying flood discharge without increasing the base flood elevation more than 1 foot. Generally speaking, no development is allowed in floodways, as any structures located there would block the flow of floodwaters.

Floodway Fringe: Floodway fringe areas are located in the floodplain but outside of the floodway. Some development is generally allowed in these areas, with a variety of restrictions. On maps that have identified and delineated a floodway, this would be the area beyond the floodway boundary that can be subject to different regulations.

Freeboard: Freeboard is the margin of safety added to the base flood elevation.

Freezing Rain: The result of rain occurring when the temperature is below the freezing point. The rain freezes on impact, resulting in a layer of glaze ice up to an inch thick. In a severe ice storm, an evergreen tree 60 feet high and 30 feet wide can be burdened with up to 6 tons of ice, creating a threat to power and telephone lines and transportation routes.

Frequency: For the purposes of this plan, frequency refers to how often a hazard of specific magnitude, duration, or extent is expected to occur on average. Statistically, a hazard with a 100-year frequency is expected to occur about once every 100 years on average and has a 1% chance of occurring any given year. Frequency reliability varies depending on the type of hazard considered.

Goal: A goal is a general guideline that explains what is to be achieved. Goals are usually broad-based, long-term, policy-type statements and represent global visions. Goals help define the benefits that a plan is trying to achieve. The success of a hazard mitigation plan is measured by the degree to which its goals have been met (that is, by the actual benefits in terms of actual hazard mitigation).

Geographic Information System (GIS): GIS is a computer software application that relates data regarding physical and other features on the earth to a database for mapping and analysis.

Hazard: A hazard is a source of potential danger or adverse condition that could harm people or cause property damage.

Hazard Mitigation Grant Program (HMGP): Authorized under Section 202 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, the HMGP is administered by FEMA and provides grants to states, tribes, and local governments to implement hazard mitigation actions after a major disaster declaration. The purpose of the program is to reduce the loss of life and property due to disasters and to enable mitigation activities to be implemented as a community recovers from a disaster

Hazards U.S. Multi-Hazard (Hazus-MH) Loss Estimation Program: Hazus-MH is a GIS-based program used to support the development of risk assessments as required under the DMA. The Hazus-MH software program assesses risk in a quantitative manner to estimate damages and losses associated with natural hazards. Hazus-MH is FEMA's nationally applicable, standardized methodology and software program and contains modules for estimating potential losses from earthquakes, floods, and wind hazards. Hazus-MH has also been used to assess vulnerability (exposure) for other hazards.

Hydrology: Hydrology is the analysis of waters of the earth. For example, a flood discharge estimate is developed by conducting a hydrologic study.

Intensity: For the purposes of this plan, intensity refers to the measure of the effects of a hazard.

Inventory: The assets identified in a study region comprise an inventory. Inventories include assets that could be lost when a disaster occurs and community resources are at risk. Assets include people, buildings, transportation, and other valued community resources.

Landslide: Landslides can be described as the sliding movement of masses of loosened rock and soil down a hillside or slope. Fundamentally, slope failures occur when the strength of the soils forming the slope exceeds the pressure, such as weight or saturation, acting upon them.

Lightning: Lightning is an electrical discharge resulting from the buildup of positive and negative charges within a thunderstorm. When the buildup becomes strong enough, lightning appears as a "bolt," usually within or between clouds and the ground. A bolt of lightning instantaneously reaches temperatures approaching 50,000°F. The rapid heating and cooling of air near lightning causes thunder. Lightning is a major threat during thunderstorms. In the United States, 75 to 100 Americans are struck and killed by lightning each year (see <http://www.fema.gov/hazard/thunderstorms/thunder.shtm>).

Local Government: Any county, municipality, city, town, township, public authority, school district, special district, intrastate district, council of governments (regardless of whether the council of governments is incorporated as a nonprofit corporation under State law), regional or interstate government entity, or agency or instrumentality of a local government; any Indian tribe or authorized tribal organization, or Alaska Native village or organization; and any rural community, unincorporated town or village, or other public entity.

Magnitude: Magnitude is the measure of the strength of an earthquake, and is typically measured by the Richter scale. As an estimate of energy, each whole number step in the magnitude scale corresponds to the release of about 31 times more energy than the amount associated with the preceding whole number value.

Mass Movement: A collective term for landslides, debris flows, falls and sinkholes.

Mitigation: A preventive action that can be taken in advance of an event that will reduce or eliminate the risk to life or property.

Mitigation Initiatives (or Mitigation Actions): Mitigation initiatives are specific actions to achieve goals and objectives that minimize the effects from a disaster and reduce the loss of life and property.

Mudslide, Mudflow, or Debris Flow: A river of rock, earth, organic matter, and other materials saturated with water.

Objective: For the purposes of this plan, an objective is defined as a short-term aim that, when combined with other objectives, forms a strategy or course of action to meet a goal.

Pandemic: An epidemic that has spread across multiple continents or worldwide, affecting a substantial number of individuals.

Peak Ground Acceleration: Peak Ground Acceleration (PGA) is a measure of the highest amplitude of ground shaking that accompanies an earthquake, based on a percentage of the force of gravity.

Preparedness: Preparedness refers to actions that strengthen the capability of government, citizens, and communities to respond to disasters.

Presidential Disaster Declaration: These declarations are typically made for events that cause more damage than state and local governments and resources can handle without federal government assistance. Generally, no specific dollar loss threshold has been established for such declarations. A Presidential Disaster Declaration puts into motion long-term federal recovery programs, some of which are matched by state programs, designed to help disaster victims, businesses, and public entities.

Probability of Occurrence: The probability of occurrence is a statistical measure or estimate of the likelihood that a hazard will occur. This probability is generally based on past hazard events in the area and a forecast of events that could occur in the future. A probability factor based on yearly values of occurrence is used to estimate probability of occurrence.

Repetitive Loss Property: Any NFIP-insured property that, since 1978 and regardless of any changes of ownership during that period, has experienced:

- Four or more paid flood losses in excess of \$1000.00; or
- Two paid flood losses in excess of \$1000.00 within any 10-year period since 1978 or
- Three or more paid losses that equal or exceed the current value of the insured property.

Return Period (or Mean Return Period): This term refers to the average period of time in years between occurrences of a particular hazard (equal to the inverse of the annual frequency of occurrence).

Riparian Zone: The area along the banks of a natural watercourse.

Riverine: Of or produced by a river. Riverine floodplains have readily identifiable channels. Floodway maps can only be prepared for riverine floodplains.

Risk: Risk is the estimated impact that a hazard would have on people, services, facilities, and structures in a community. Risk measures the likelihood of a hazard occurring and resulting in an adverse condition that causes injury or damage. Risk is often expressed in relative terms such as a high, moderate, or low likelihood of sustaining damage above a particular threshold due to occurrence of a specific type of hazard. Risk also can be expressed in terms of potential monetary losses associated with the intensity of the hazard.

Risk Assessment: Risk assessment is the process of measuring potential loss of life, personal injury, economic injury, and property damage resulting from hazards. This process assesses the vulnerability of people, buildings, and infrastructure to hazards and focuses on (1) hazard identification; (2) impacts of hazards on physical, social, and economic assets; (3) vulnerability identification; and (4) estimates of the cost of damage or costs that could be avoided through mitigation.

Robert T. Stafford Act: The Robert T. Stafford Disaster Relief and Emergency Assistance Act, Public Law 100-107, was signed into law on November 23, 1988. This law amended the Disaster Relief Act of 1974, Public Law 93-288. The Stafford Act is the statutory authority for most federal disaster response activities, especially as they pertain to FEMA and its programs.

Severe Local Storm: Small-scale atmospheric systems, including tornadoes, thunderstorms, windstorms, ice storms, and snowstorms. These storms may cause a great deal of destruction and even death, but their impact is generally confined to a small area. Typical impacts are on transportation infrastructure and utilities.

Special Flood Hazard Area: The base floodplain delineated on a FIRM. The SFHA is mapped as a Zone A in riverine situations. The SFHA may or may not encompass all of a community's flood problems

Stakeholder: Business leaders, civic groups, academia, non-profit organizations, major employers, managers of critical facilities, farmers, developers, special purpose districts, and others whose actions could impact hazard mitigation.

Steep Slope: Different communities and agencies define it differently, depending on what it is being applied to, but generally a steep slope is a slope in which the percent slope equals or exceeds 25%. For this study, steep slope is defined as slopes greater than 33%.

Subsidence: The sinking of the ground over human-caused or natural underground voids, or the settlement of native low-density soils.

Thunderstorm: A thunderstorm is a storm with lightning and thunder produced by cumulonimbus clouds. Thunderstorms usually produce gusty winds, heavy rains, and sometimes hail. Thunderstorms are usually short in duration (seldom more than 2 hours). Heavy rains associated with thunderstorms can lead to flash flooding during the wet or dry seasons.

Tornado: A tornado is a violently rotating column of air extending between and in contact with a cloud and the surface of the earth. Tornadoes are often (but not always) visible as funnel clouds. On a local scale, tornadoes are the most intense of all atmospheric circulations, and winds can reach destructive speeds of more than 300 mph. A tornado's vortex is typically a few hundred meters in diameter, and damage paths can be up to 1 mile wide and 50 miles long.

Vulnerability: Vulnerability describes how exposed or susceptible an asset is to damage. Vulnerability depends on an asset's construction, contents, and the economic value of its functions. Like indirect damages, the vulnerability of one element of the community is often related to the vulnerability of another. For example, many businesses depend on uninterrupted electrical power. Flooding of an electric substation would affect not only the substation itself but businesses as well. Often, indirect effects can be much more widespread and damaging than direct effects.

Watershed: A watershed is an area that drains downgradient from areas of higher land to areas of lower land to the lowest point, a common drainage basin.

Wildfire: Wildfire refers to any uncontrolled fire occurring on undeveloped land that requires fire suppression. The potential for wildfire is influenced by three factors: the presence of fuel, topography, and air mass. Fuel can include living and dead vegetation on the ground, along the surface as brush and small trees, and in the air such as tree canopies. Topography includes both slope and elevation. Air mass includes temperature, relative humidity, wind speed and direction, cloud cover, precipitation amount, duration, and the stability of the atmosphere at the time of the fire. Wildfires can be ignited by lightning and, most frequently, by human activity including smoking, campfires, equipment use, and arson.

Wildland Urban Interface (WUI) Area: An area susceptible to wildfires and where wildland vegetation and urban or suburban development occur together. An example would be smaller urban areas and dispersed rural housing in forested areas.

Windstorm: Windstorms are generally short-duration events involving straight-line winds or gusts exceeding 50 mph. These gusts can produce winds of sufficient strength to cause property damage. Windstorms are especially dangerous in areas with significant tree stands, exposed property, poorly constructed buildings, mobile homes (manufactured housing units), major infrastructure, and aboveground utility lines. A windstorm can topple trees and power lines; cause damage to residential, commercial, critical facilities; and leave tons of debris in its wake.

Winter Storm: A storm having significant snowfall, ice, or freezing rain; the quantity of precipitation varies by elevation.

Zoning Ordinance: The zoning ordinance designates allowable land use and intensities for a local jurisdiction. Zoning ordinances consist of two components: a zoning text and a zoning map.

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May 2025

Request:

I am seeking approval of the price changes listed on the attached spreadsheet.

Reasons:

Rising Costs

The last price increase was in December of 2023 and costs have increased over that time.

Nationwide Inflation

The USDA predicts we'll see an overall price raise of 3.2% in 2025 and the average cost increases were 2.3% in 2024. We are also seeing a rise in merchandise cost due to the new tariffs in place. I have attached sample letters received from our suppliers.

In House Examples:

Eggs, Whole	\$	45.50	\$	64.88	\$	19.38	30%
Eggs, Liquid	\$	58.27	\$	83.45	\$	25.18	30%
Eggs, Liquid White	\$	70.76	\$	98.62	\$	27.86	28%
Fry Oil	\$	55.61	\$	61.98	\$	6.37	10%
Oat Milk	\$	38.52	\$	48.87	\$	10.35	21%
Fajita Chicken	\$	49.84	\$	59.87	\$	21.35	17%
Philly Meat	\$	58.00	\$	63.71	\$	5.71	9%
Hot Cup	\$	140.83	\$	144.69	\$	3.86	3%
Cutlery Kit	\$	35.00	\$	38.89	\$	3.89	10%
9x9 Togo - Comp	\$	53.67	\$	54.49	\$	0.82	2%
Plastic Wrap	\$	29.81	\$	31.29	\$	1.48	5%
Chobani	\$	18.69	\$	22.09	\$	3.40	15%
Green Leaf	\$	32.95	\$	34.91	\$	1.96	6%
Sausage Patties	\$	33.20	\$	34.88	\$	1.68	5%
Sausage Roll	\$	117.58	\$	121.88	\$	4.30	4%
Sourdough Bread	\$	38.20	\$	40.10	\$	1.90	5%
8 oz Milk	\$	19.79	\$	22.23	\$	2.44	11%
Chips - Metro Deli	\$	34.32	\$	37.02	\$	2.70	7%
Hot Dog	\$	40.59	\$	44.96	\$	4.37	10%

AVERAGE PRICE INCREASE REQUESTED

GIFT SHOP: 10%

FOOD/PACKAGED GOODS: 6%

BAR: 6%

April 16, 2025



Nature Planet Inc.
225 Ottley Dr, Suite 220
Atlanta, GA 30324
USA

Tel: +1 888-465-0450

Temporary Tariff Surcharge Effective May, 1 2025

Dear Valued Partner,

We greatly appreciate your trust and patience as we navigate these evolving market conditions together. As communicated in our initial letter dated, February 6, 2025, Nature Planet took the decision to support our loyal customers by holding current prices on all orders shipped through April 30, 2025. During this time, we have imported significant volumes of inventory at higher tariff rates and this, along with the latest exorbitant tariff increases imposed by the US government, means that we have little option but to apply a temporary tariff surcharge from **May 1, 2025**.

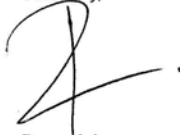
What does this mean?

- **Guaranteed Pricing through April 30, 2025** – All orders shipped on or before this date will remain at current prices with no tariff surcharge applied
- **Tariff Surcharge** - All orders shipped from **May 1, 2025**, will be subject to a temporary tariff surcharge of **18%** which will be applied to current prices, but is subject to change based on US government tariff updates (custom products will be discussed/priced on a case-by-case basis)
- **Tariff Transparency** – The temporary tariff surcharge will be clearly shown as a separate cost on your invoice - please note, this not a company price increase

We apologize for having to take such painful action, but as you can appreciate, this situation is completely out of our hands - hopefully, we find ourselves in a more favorable, lower tariff climate in the coming weeks. In the meantime, close collaboration is needed. Your dedicated Nature Planet Sales Representative will be available to answer any questions that you may have during this turbulent time, or alternatively, you can contact our customer support team at customerservice@natureplanet.com or reach out to me personally via the email address below.

We value your partnership, and we're committed to supporting you through this challenging time with transparency and care.

Sincerely,

A handwritten signature in black ink, appearing to be 'Roger J. Ley', with a stylized flourish at the end.

Roger J. Ley

Managing Director, North America

Email: role@natureplanet.com

Oooh Yeah Socks: Pre-Book & Upcoming Price Increase

Olly Szczechowski <olly@ritzsisters.com>

Thu, Apr 24, 2025 at 4:23 PM

To: "rheabrough@jedediahs.com" <rheabrough@jedediahs.com>

Hi Rhea,

Oooh Yeah Socks/Sock it Up is offering a few specials for both asap and pre-book orders, which is more important this year than before so that you can lock in **today's prices** when you order by **May 31st** for delivery by **September 15, 2025**.

Price Updates:

- **Mary Janes:** Now \$5.50 (was \$5.00)
- **Silly Slides:** Now \$8.99 (was \$7.99)
- All other price increases go into effect **June 1st (TBD on the price)**—prebook now to save.



Promotions (Ship between now and 9/15/25):

- **5% Off | \$300–\$999**
Code: **PREB5**
- **5% Off + Free Display | \$1,000–\$2,499**
Code: **PDIS5**
(Excludes floor program discounts)
- **10% Off Socks | \$2,500+**
Code: **PSOC10**
- **5% Off Slippers | \$2,500+**
Code: **PSLP5**

Note: Offers cannot be combined with other discounts.

[Here are all the catalogs](#)

Let me know if you'd like help pulling an order together!

Best,

Olly Szczechowski
Territory Manager Montana

C: 818-519-9935
F: 206-762-8261



SHOWROOM #202

200 SW MICHIGAN

SEATTLE, WA 98108

206-762-8331

Shop my lines at www.ritzsisters.com

[Click here to see all of our lines & current catalogs online.](#)

[pssst! the password to view catalogs is *ritzsisters*]

GRAB AND GO

NO CHANGE

				Comparables			
Menu Item	Current Price	New Price	Percentage Increase	Handle Bar	Wort	Roadhouse	Root Down (DEN)
Sandwiches							
Veggie Sandwich	\$ 14.99	\$ 15.99	7%				
GF Veggie Sandwich	\$ 14.99	\$ 15.99	7%				
Seasonal Sandwich	\$ 16.99	No Change	0%				
Turkey Wheat	\$ 16.99	No Change	0%		\$ 17.00		
Veggie Wrap	\$ 16.99	No Change	0%				
Seasonal Wrap	\$ 17.99	No Change	0%				
Salads							
Chicken Caesar	\$ 17.99	\$ 18.99	6%	\$ 38.00	\$ 19.00	\$ 24.00	\$ 42.00
Chef	\$ 17.99	\$ 18.99	6%				
Seasonal Meat Salad	\$ 17.99	\$ 18.99	6%	\$ 45.00	\$ 23.00	\$ 26.00	\$ 43.00
Seasonal Veggie Salad	\$ 17.99	\$ 18.99	6%	\$ 20.00	\$ 16.00	\$ 16.00	\$ 24.00
Snack Packs							
Breakfast	\$ 19.49	No Change	0%				
Bagel	\$ 13.99	No Change	0%				
Waffle	\$ 13.99	\$ 14.99	7%				
Gluten Free	\$ 19.99	No Change	0%				
Elk	\$ 24.99	No Change	0%				
Buffalo	\$ 24.99	No Change	0%				
Peanut Butter	\$ 18.99	No Change	0%				
Other							
Charcuterie Platter	\$ 18.99	\$ 19.99	5%		\$ 21.00		
Chicken Salad Snack Pack	\$ 14.99	\$ 15.99	7%				
Seasonal Fruit Cup	\$ 5.99	\$ 7.99	33%				
Overnight Oats (3 Varieties)	\$ 10.99	\$ 12.99	18%				
Dessert Doughs	\$ 6.99	\$ 7.99	14%				
Pudding Cups	\$ 6.99	\$ 7.99	14%				
Cheesecake Cups	\$ 8.99	\$ 9.99	11%				
Parfaits	\$ 12.99	\$ 13.99	8%	\$ 20.00			\$ 12.10
Fruit Cup	\$ 12.99	\$ 13.99	8%	\$ 24.00	\$ 11.00		
Cheese Tray	\$ 18.99	\$ 19.99	5%				
Veggie Cup	\$ 9.99	\$ 10.99	10%				
Hot Grab and Go							
Breakfast Sandwich	\$ 9.99	\$ 10.99	10%				
Breakfast Burrito	\$ 13.99	\$ 14.99	7%				
French Bread Pizza	\$ 15.99	No Change	0%				
Grilled Chicken Burrito	\$ 14.99	\$ 15.99	7%				
				6%			

6%

BAR

Menu Item	Description	Current Price	New Price	Percentage Increase	Comparables			
					Roadhouse	Timberline (DEN)	Aviators (DEN)	Lounge 5280 (DEN)
Vodka	Grey Goose	\$ 22.99	\$ 24.99	9%				
	Absolute	\$ 16.99	\$ 17.99	6%				
	Smirnoff	\$ 12.99	\$ 13.99	8%				
	Stoli	\$ 13.99	\$ 14.99	7%				
	Tito	\$ 16.99	\$ 17.99	6%				
Rum	Ketel One	\$ 22.99	\$ 24.99	9%				
	New Amsterdam Vodka	\$ 11.49	\$ 12.99	13%				
	Captain	\$ 13.99	\$ 14.99	7%				
	Bacardi Gold	\$ 11.99	\$ 12.99	8%				
	Malibu	\$ 12.99	\$ 13.99	8%				
GIN	Myers	\$ 9.99	\$ 11.99	20%				
	Tanguray 10	\$ 15.99	\$ 16.99	6%				
	Beefeaters	\$ 15.99	\$ 16.99	6%				
	Bombay	\$ 11.99	\$ 12.99	8%				
	Aviation Gin	\$ 13.99	\$ 14.99	7%				
Tequila	Jose Cuervo	\$ 11.99	\$ 12.99	8%				
	Jose Cuervo Silver	\$ 11.99	\$ 12.99	8%				
	Patron	\$ 20.99	\$ 22.99	10%				
	Vermouth	\$ 5.99	\$ 6.49	8%				
	Triple Sec	\$ 5.99	\$ 6.49	8%				
Liquors	Kahlua	\$ 11.99	\$ 13.99	17%				
	Bailys	\$ 14.99	\$ 15.99	7%				
	Jager	\$ 13.99	\$ 14.99	7%				
	Grand Marnier	\$ 19.99	\$ 19.99	0%				
	Jack Daniels	\$ 16.99	\$ 17.99	6%				
Whiskey Scotch	Johnny Walker Red	\$ 14.99	\$ 15.99	7%				
	Johnny Walker Black	\$ 19.99	\$ 20.99	5%				
	Seagrams 7	\$ 12.99	\$ 13.99	8%				
	Crown Royal	\$ 15.99	\$ 16.99	6%				
	Makers Mark	\$ 19.99	\$ 20.99	5%				
Keg Beer	Jim Beam Black	\$ 19.99	\$ 20.99	5%				
	Chivas Regal	\$ 17.99	\$ 18.99	6%				
	Southern Comfort	\$ 18.99	\$ 19.99	5%				
	Jameson	\$ 18.99	\$ 19.99	5%				
	Dewars	\$ 13.99	\$ 14.99	7%				
Cans	Canadian Club	\$ 13.99	\$ 14.99	7%				
	Bushmills	\$ 13.99	\$ 14.99	7%				
	Fireball	\$ 9.99	\$ 12.99	30%				
	Glen Livit	\$ 21.99	\$ 23.99	9%				
	Glenfiddich	\$ 21.99	\$ 23.99	9%				
House White	Canadian Mist	\$ 8.99	\$ 12.99	45%				
	Wyoming Whiskey	\$ 22.99	\$ 24.99	9%				
	Wyoming Whiskey SB	\$ 24.99	\$ 24.99	0%				
	Screwball Whiskey	\$ 15.99	\$ 16.99	6%				
	Pakos	\$ 9.99	\$ 10.49	5%				
House Red	Snow King	\$ 9.99	\$ 10.49	5%				
	Snake River Lager	\$ 9.99	\$ 10.49	5%				
	Snake River Monarch	\$ 9.99	\$ 10.49	5%				
	Snake River Pale Ale	\$ 9.99	\$ 10.49	5%				
	Modelo	\$ 9.99	\$ 10.49	5%				
JH Winery	Your IPA	\$ 9.99	\$ 10.49	5%				
	Grand Teton Amber	\$ 9.99	\$ 10.49	5%				
	Roadhouse Family Vacation	\$ 9.99	\$ 10.49	5%				
	Farmstead Cider Keg	\$ 9.99	\$ 10.49	5%				
	Seasonal Beer	\$ 12.99	\$ 13.99	8%				
House Red	Snake River Zonker	\$ 8.99	\$ 10.49	17%				
	Bud	\$ 8.99	\$ 9.49	6%				
	Bud LT	\$ 8.99	\$ 9.49	6%				
	Corona	\$ 9.99	\$ 10.49	5%				
	Heineken	\$ 9.99	\$ 10.49	5%				
House Red	Michalob Ultra	\$ 8.99	\$ 9.49	6%				
	Stella	\$ 9.99	\$ 10.49	5%				
	Amstel Light	\$ 8.99	\$ 9.49	6%				
	Hubert	\$ 9.99	\$ 10.49	5%				
	PBR	\$ 8.99	\$ 9.49	6%				
House Red	Coors	\$ 8.99	\$ 9.49	6%				
	Coors LT	\$ 8.99	\$ 9.49	6%				
	Sam Adams	\$ 8.99	\$ 9.49	6%				
	MGD	\$ 8.99	\$ 9.49	6%				
	Miller Lite	\$ 8.99	\$ 9.49	6%				
House Red	Melvin Cans	\$ 8.99	\$ 9.49	6%				
	Farmstead Ciders Bottles	\$ 21.99	\$ 22.99	5%				
	Chardonnay	\$ 23.99	No Change	0%				
	Summit	\$ 23.99	No Change	0%				
	Rendezvous Red	\$ 23.99	No Change	0%				
House Red	Catch & Release	\$ 23.99	No Change	0%				
	Pino Noir	\$ 23.99	No Change	0%				
	Chardonnay	\$ 15.99	\$ 16.99	6%				
	Pino Gris	\$ 15.99	\$ 16.99	6%				
	Savignon Blanc	\$ 15.99	\$ 16.99	6%				
House Red	Champagne	\$ 15.99	\$ 16.99	6%				
	Cab	\$ 15.99	\$ 16.99	6%				
	Merlot	\$ 15.99	\$ 16.99	6%				
	Pino Noir	\$ 15.99	\$ 16.99	6%				
	Cab	\$ 15.99	\$ 16.99	6%				
House Red	Wyoming Whiskey 10 year	\$ 49.99	No Change	0%				
	Buffalo Trace	\$ 22.99	\$ 23.99	4%				
	Eagle Rare	\$ 22.99	\$ 24.99	9%				
	Blantons	\$ 22.99	\$ 24.99	9%				
	By the Bottle Wine and Champagne	\$40-\$450						

7%

Menu Item	PRICE
Breakfast Charcuterie	\$ 23.99
Smoked Salmon Platter	\$ 23.99
Fruit Platter	\$ 17.99
Parfait Board	\$ 17.99
Bison Meatballs	\$ 17.99
Tenderloin Platter	\$ 34.99
Western Charcuterie	\$ 29.99
Homemade Chips and Dips	\$ 14.99
Mediterranean Platter	\$ 17.99
Bison Tenderloin Caesar	\$ 34.99
Specialty Salads	\$ 17.99

NO CHANGE

MADE TO ORDER

Menu Item	Current Price	New Price	Percentage Increase	Comparables				
				Handle Bar	Wort	Roadhouse	Root Down (DEN)	Timberline (DEN)
Home Style Breakfast	\$ 16.99	\$ 17.99	6%	\$ 32.00			\$ 16.10	\$ 15.50
Buttermilk Pancakes	\$ 13.99	\$ 14.99	7%	\$ 26.00			\$ 18.00	
Breakfast Sandwich Meat	\$ 14.99	\$ 15.99	7%				\$ 16.60	
Breakfast Tacos	\$ 17.99	\$ 18.99	6%					
Breakfast Burrito	\$ 17.99	\$ 18.99	6%		\$ 18.90			\$ 16.50
Vegetarian Burrito	\$ 17.99	\$ 18.99	6%					
Sourdough Pancakes	\$ 14.99	\$ 15.99	7%					
Sour Jack Sandwich	\$ 13.99	\$ 14.99	7%					
1/2 Order Biscuits with Hash	\$ 11.49	\$ 11.99	4%					
Sourdough Biscuits	\$ 12.99	\$ 13.99	8%					
Road Warrior	\$ 15.99	\$ 16.99	6%					
Toast	\$ 5.49	\$ 5.99	9%					
Bagel	\$ 8.49	\$ 8.99	6%					
Meat	\$ 8.49	\$ 8.99	6%	\$ 12.00				
Dollar Pancakes	\$ 8.49	\$ 8.99	6%					
Dollar Srdo Pancakes	\$ 8.99	\$ 9.49	6%					
Biscuit Breakfast Sandwich	\$ 16.49	\$ 16.99	3%					
Breakfast Quesadilla	\$ 17.99	\$ 19.99	11%					
Gluten Free Sub	\$ 2.99	No Change	0%					
Chicken Fingers w fries	\$ 15.99	\$ 16.99	6%					
Fried Pickles	\$ 13.99	\$ 14.99	7%		\$ 16.00			
Onion Rings	\$ 11.99	\$ 12.49	4%					
Fries	\$ 8.99	\$ 9.49	6%		\$ 13.00			
Tots	\$ 8.49	\$ 8.99	6%					
Hamburger	\$ 18.99	\$ 19.99	5%					
CheeseBurger	\$ 19.99	\$ 20.99	5%	\$ 29.00	\$ 20.00	\$ 22.00	\$ 24.70	\$ 20.50
Specialty Burger Level 1	\$ 20.99	\$ 21.99	5%					
Specialty Burger Level 2	\$ 20.99	\$ 21.99	5%				\$ 22.50	
BBQ Sands	\$ 19.99	\$ 20.99	5%					
SUB Buffalo Patty	\$ 4.99	No Change	0%	\$ 10.00	\$ 2.00			
SUB Veggie Patty	\$ 2.99	No Change	0%					
Seasonal Cheesesteak	\$ 16.99	\$ 17.99	6%					
Chicken Quesadilla	\$ 16.99	\$ 17.99	6%		\$ 16.00			
Veggie Quesadilla	\$ 14.99	\$ 15.99	7%					
Cheese Quesadilla	\$ 12.99	\$ 13.49	4%					
Seasonal Quesadilla	\$ 16.99	\$ 17.99	6%					
Grilled Chicken Burrito	\$ 18.99	\$ 19.99	5%					
Seasonal Burrito	\$ 18.99	\$ 19.99	5%					
Grilled Veggie Burrito	\$ 14.99	\$ 15.99	7%					
Hot Dog	\$ 11.99	\$ 12.49	4%					
Hot Sandwich	\$ 19.99	\$ 19.99	0%	\$ 29.00	\$ 18.00		\$ 20.80	
Jedediahs Eggs Benedict	\$ 16.99	\$ 17.99	6%					
Salmon Eggs Benedict	\$ 19.99	\$ 20.99	5%					
Spicy Mac and Cheese Bites	\$ 10.59	\$ 10.99	4%					
Buffalo Elk Salami and Cheese Tray	\$ 19.99	\$ 20.99	5%					
Rice Bowls	\$ 17.99	\$ 18.99	6%					
Side Hash	\$ 4.49	\$ 4.99	11%					
Side Eggs	\$ 3.99	\$ 5.99	50%					
Chicken and Waffles	\$ 12.99	\$ 13.49	4%					
Country Fried Steak and Eggs	\$ 15.99	\$ 16.99	6%					
Avocado Toast Menu (3 Varieties)	\$ 14.99	\$ 15.99	7%	\$ 30.00				
Smoked Salmon Bagel Sandwich	\$ 17.99	\$ 18.99	6%					
Street Tacos (4 Varieties)	\$ 17.99	\$ 18.99	6%					
WW BBQ Brisket Sandwich	\$ 18.99	\$ 19.99	5%					
Grilled Cheese	\$ 15.99	\$ 16.99	6%					
GC Add Ons (Bacon/Ham Tomato, Avo)	\$ 4.99	\$ 5.99	20%					
BBQ Plates (3 Varieties)	\$ 17.99	\$ 18.99	6%					
Chili	\$ 8.99	\$ 9.49	6%					
Sourdough Bread Bowl	\$ 4.99	\$ 5.29	6%					
Hot Oatmeal	\$ 15.99	\$ 16.99	6%					

Variety Topping and Flavors		\$	-	0%
Hot Specialty Breakfast Sandwich	\$ 19.99	\$	19.99	0%
Side Honey Fruit Salad	\$ 7.49	\$	7.99	7%
Sub	\$ 2.00	\$	2.49	25%
Poppers	\$ 12.99	\$	13.49	4%
Fried Cauliflower	\$ 12.99	\$	13.99	8%
Empanadas	\$ 13.99	\$	14.99	7%
Cowboy Caviar (Salsa) and Chips	\$ 16.99	\$	17.99	6%
Loaded Sweet Potato Fries	\$ 19.99	\$	20.99	5%
Bison Short Rib Sandwich	\$ 25.99	\$	26.99	4%
Smashed Bison Bacon Burger	\$ 25.99	\$	26.99	4%
Bison Meatball Sub	\$ 19.99	\$	20.99	5%
Chicken and Biscuits	\$ 18.99	\$	19.99	5%
Brisket Mac and Cheese	\$ 19.99	\$	20.99	5%
Southwest Loaded Sweet Potato	\$ 19.99	\$	20.99	5%
Baked French Toast	\$ 19.99	\$	20.99	5%
				6%

PACKAGED GOODS

Menu Item	Current Price	New Price	Percentage Increase	Comparables
				Beechers (SLC)
Kate's Granola Bars	\$ 6.50	\$ 6.99	8%	
Bovine and Swine Beef Sticks	\$ 15.99	\$ 16.49	3%	
Sugar and Cream Ice Cream	\$ 7.50	\$ 7.99	7%	
Candy	\$ 3.25	\$ 3.99	23%	
Lifesavers	\$ 3.25	\$ 3.99	23%	
Altoids	\$ 5.25	\$ 5.49	5%	
Clif Bars	\$ 4.50	\$ 4.99	11%	
Gum	\$ 3.25	\$ 3.99	23%	
Keebler Crackers	\$ 3.00	\$ 3.49	16%	
Planters Nuts	\$ 4.00	\$ 4.99	25%	
Jelly Beans	\$ 5.50	\$ 5.99	9%	
Rice Crispy Treats	\$ 9.00	\$ 9.49	5%	
Hummus, Guac Cups, Sabra	\$ 6.25	\$ 6.49	4%	
Cake Slice	\$ 6.25	\$ 6.49	4%	
Yogurt	\$ 4.75	\$ 4.99	5%	
Muffins	\$ 5.25	\$ 5.49	5%	
Smuckers PB and J Sandwiches	\$ 4.75	\$ 4.99	5%	
Vegan Iced Brownie	\$ 8.00	\$ 8.49	6%	
Vegan Iced Cake	\$ 8.00	\$ 8.49	6%	
Gluten Free Brownie	\$ 6.00	\$ 6.49	8%	
Cinnamon Roll/Baked Goods	\$ 6.00	\$ 6.49	8%	
Single Serve Apple Snack	\$ 3.75	\$ 3.99	6%	
Mini Donuts	\$ 6.00	\$ 6.29	5%	
Cereal	\$ 4.50	\$ 4.99	11%	
Lockhart Jerkey	\$ 21.99	\$ 22.99	5%	
Lockhart Sticks	\$ 14.99	\$ 15.99	7%	
JH Buffalo Jerkey	\$ 22.00	\$ 22.99	4%	
JH Buffalo Sticks	\$ 22.00	\$ 22.99	4%	
Baby Bel	\$ 3.00	\$ 3.29	10%	
2 pack Hard Boiled Eggs	\$ 3.25	\$ 4.49	38%	
Kind Bars	\$ 4.50	\$ 4.79	6%	
Naked Juice	\$ 7.50	\$ 7.99	7%	\$
Simply Orange	\$ 4.85	\$ 4.99	3%	6.29
V8 Bottle	\$ 4.25	\$ 4.49	6%	
Little White Milk	\$ 3.25	\$ 3.49	7%	
Little Chocolate Milk	\$ 3.25	\$ 3.49	7%	
Little Almond Milk	\$ 3.75	\$ 3.99	6%	
Little Chocolate Almond Milk	\$ 3.75	\$ 3.99	6%	
Chips	\$ 3.50	\$ 3.79	8%	
Nut Harvest	\$ 5.00	\$ 5.49	10%	
Fruit Bars	\$ 6.50	\$ 6.99	8%	
Nut Butter Balls	\$ 6.50	\$ 6.99	8%	
Persephone Cookies	\$ 16.99	\$ 17.99	6%	
Persephone Graham	\$ 12.50	\$ 13.49	8%	
Persephone Marshmallow	\$ 12.50	\$ 13.49	8%	
Naughty Fruit BAG	\$ 10.75	\$ 11.49	7%	
No Bake Cookie	\$ 5.50	\$ 5.99	9%	
Peeled	\$ 7.00	\$ 7.49	7%	
GTS Kombuch	\$ 8.00	\$ 8.49	6%	
Trail Mix, Large Bags	\$ 16.00	\$ 16.99	6%	
Organic Fruit Snack, Bissengers	\$ 8.00	\$ 8.49	6%	
Crepes, Bakerly	\$ 3.50	\$ 3.79	8%	
Lolipops, Yumearth	\$ 2.00	\$ 2.49	25%	
Gum	\$ 6.25	\$ 6.49	4%	
Gluten Free Muffin	\$ 6.00	\$ 6.49	8%	
Smashmallow	\$ 9.75	\$ 10.29	5%	
Sahale	\$ 5.50	\$ 5.99	9%	
Perfect Bar	\$ 6.50	\$ 6.79	4%	
Bark Thin	\$ 11.50	\$ 12.29	7%	
Probar Granola Bars	\$ 6.75	\$ 7.29	8%	
Probar Nut Butter	\$ 5.75	\$ 6.29	9%	
Fruit Bliss	\$ 10.99	\$ 11.59	5%	
Ella's Baby Food	\$ 5.50	\$ 5.79	5%	
Oatmeal Cups	\$ 6.50	\$ 6.79	5%	
Mursells, Small	\$ 15.00	\$ 15.99	7%	
Mursells, Large	\$ 18.00	\$ 18.99	5%	
Poptarts	\$ 4.50	\$ 4.74	5%	
Rocky Mtn Popcorn	\$ 5.50	\$ 5.79	5%	
Rold Gold/Snyder	\$ 4.00	\$ 4.29	7%	
Cheez Its	\$ 3.25	\$ 3.49	7%	
Jerky	\$ 17.50	\$ 18.49	6%	
20 oz SODA	\$ 4.50	\$ 4.74	5%	\$
20 oz Water	\$ 3.95	\$ 4.29	9%	\$
20 Specialty Water (Smart)	\$ 6.00	\$ 6.49	8%	\$
1L Water	\$ 6.50	\$ 6.99	8%	
Monster	\$ 6.50	\$ 6.99	8%	

Dunkin Donuts	\$ 5.75	\$ 5.99	4%	
Yup	\$ 5.75	\$ 5.99	4%	
Body Armor	\$ 5.50	\$ 5.99	9%	
Powerade	\$ 4.50	\$ 4.99	11%	
Vitamin Water	\$ 6.00	\$ 6.49	8%	
Minute Maid Juice	\$ 4.75	\$ 4.99	5%	
Honest Tea	\$ 6.00	\$ 6.49	8%	\$ 4.99
Gold Peak Tea	\$ 4.50	\$ 4.99	11%	
Zico	\$ 8.00	\$ 8.49	6%	
Aloe Gloe	\$ 8.00	\$ 8.49	6%	
12 oz coffee	\$ 4.25	\$ 4.49	6%	
16 oz coffee	\$ 4.75	\$ 4.99	5%	
Espresso	\$ 5.00	\$ 5.29	6%	
12 oz latte	\$ 6.00	\$ 6.29	5%	
16 oz latte	\$ 7.00	\$ 7.39	6%	\$ 5.49
12 oz chai	\$ 7.00	\$ 7.39	6%	
16 oz chai	\$ 8.00	\$ 8.49	6%	
12 oz flavored latte	\$ 7.00	\$ 7.39	6%	
16 oz flavored latte	\$ 8.00	\$ 8.49	6%	
12 oz tea	\$ 4.00	\$ 4.29	7%	
16 oz tea	\$ 4.50	\$ 4.79	6%	
Wildlife Cookie box	\$ 6.75	\$ 6.99	4%	
Huckleberry Candy Bar	\$ 9.50	\$ 9.99	5%	
Huckleberry Licorice	\$ 11.50	\$ 11.99	4%	
Huckleberry Taffy	\$ 11.50	\$ 11.99	4%	
Dust Cutters	\$ 6.00	\$ 6.49	8%	
Red Bull	\$ 6.00	\$ 6.49	8%	\$ 5.99
Ascend	\$ 7.50	\$ 7.99	7%	
Bang	\$ 6.50	\$ 6.99	8%	
HiBall	\$ 6.50	\$ 6.99	8%	
Super Coffee	\$ 6.50	\$ 6.99	8%	
Teavana	\$ 6.50	\$ 6.99	8%	
Humble Brew Cans	\$ 6.50	\$ 6.99	8%	
Coke (Reign)	\$ 6.50	\$ 6.99	8%	
Coke (Core Power)	\$ 6.50	\$ 6.99	8%	
AHA	\$ 3.95	\$ 4.29	9%	
2 Go!	\$ 7.99	\$ 8.49	6%	
Earnest Eats. Snacking Avocado	\$ 7.99	\$ 8.49	6%	
Whoa Cookie Dough Bars	\$ 5.99	\$ 6.29	5%	
Swoffle	\$ 3.95	\$ 4.29	9%	
Sokandy Small	\$ 6.99	\$ 7.29	4%	
Spokandy Large	\$ 9.99	\$ 10.49	5%	
Make Your Life Sweeter, Cotton Candy	\$ 16.99	\$ 17.99	6%	
Rind Snacks	\$ 11.50	\$ 11.99	4%	
Seattle Chocolate	\$ 8.50	\$ 8.99	6%	
Chex Mix	\$ 3.00	\$ 3.29	10%	
Combos	\$ 3.00	\$ 3.29	10%	
Ritz Bits	\$ 3.00	\$ 3.29	10%	
Bugles	\$ 3.00	\$ 3.29	10%	
Flipz	\$ 8.99	\$ 9.49	6%	
Second Nature	\$ 5.50	\$ 5.79	5%	
Tidbits Macaroons	\$ 8.99	\$ 9.49	6%	
Freestone Pickles	\$ 4.99	\$ 5.29	6%	
Cheez Its- Order in Multiples of 6	\$ 3.00	\$ 3.29	10%	
Oreos	\$ 3.00	\$ 3.29	10%	
Fig Newtons	\$ 3.00	\$ 3.29	10%	
Nutella and Breadsticks	\$ 5.25	\$ 5.49	5%	
Brownie Brittle	\$ 7.99	\$ 8.49	6%	
Turtles	\$ 5.95	\$ 6.29	6%	
Lindor Caramel Truffle Bar	\$ 3.00	\$ 3.29	10%	
Snacking Marshmallows	\$ 10.99	\$ 11.49	5%	
Licorice	\$ 9.99	\$ 10.49	5%	
Hard Candy	\$ 9.99	\$ 10.40	4%	
Caramels	\$ 2.50	\$ 2.79	12%	
Chocolate Marshmallows	\$ 2.50	\$ 2.79	12%	
Cookies	\$ 10.99	\$ 11.49	5%	
Chocolate Bars	\$ 6.99	\$ 7.49	7%	
Everyday Lollipops	\$ 2.50	\$ 2.74	10%	
Mason Jar Candies	\$ 17.99	\$ 18.99	6%	
Wyoming Gourmet Beef Sticks	\$ 4.99	\$ 5.29	6%	
Wyoming Gourmet Jerky	\$ 19.99	\$ 20.99	5%	
Pearson Jerky	\$ 19.99	\$ 20.99	5%	
Pearson Beef Stick	\$ 4.99	\$ 5.29	6%	
Pearson Multi Sticks	\$ 19.99	\$ 20.99	5%	
Pearson Dog Chews	\$ 14.99	\$ 15.79	5%	
Fruit Bliss Dried Fruits	\$ 14.99	\$ 15.89	6%	
Chocolate Story Book Cotton Candy	\$ 7.99	\$ 8.49	6%	
Delice Meringue Candy	\$ 16.99	\$ 17.99	6%	
Brittle Brothers Bacon Brittle	\$ 11.99	\$ 12.79	7%	

Pans Mushroom Jerky	\$ 16.99	\$ 17.99	6%
Northwest Biscotti	\$ 4.99	\$ 5.49	10%
Nilla Wafers	\$ 3.00	\$ 3.29	10%
K's Kitchen Granola	\$ 14.99	\$ 15.99	7%
K's Kitchen Trail Mix	\$ 14.99	\$ 15.99	7%
K's Kitchen Bites	\$ 19.99	\$ 20.99	5%
Hammonds Old Dominion Brittle	\$ 6.99	\$ 7.49	7%
Kat'es Bar Bites	\$ 16.99	\$ 17.99	6%
Wildlife Poop Candy	\$ 9.99	\$ 10.49	5%
Chocolate Covered Bacon	\$ 7.99	\$ 8.49	6%
Specialty Smoothies	\$ 10.99	\$ 11.59	6%
Italian Soda	\$ 5.99	\$ 6.49	8%
Gluten Free Cookies	\$ 6.00	\$ 6.49	8%
Cream Sodas	\$ 6.99	\$ 7.49	7%

7%

RETAIL NO CHANGE

Category/Vendors	Item	Current Price	New Price	Percentage Increase
Clothing	Youth Tee	\$ 39.99	\$ 43.99	10%
Duck Company	Youth Sweatshirt	\$ 64.99	\$ 71.49	10%
Give'r	Adult S/S	\$ 59.99	\$ 65.99	10%
Ouray	Adult L/S	\$ 59.99	\$ 65.99	10%
Camp David	Gloves	\$ 129.99	\$ 142.99	10%
	Beanies	\$ 44.99	\$ 49.49	10%
	Sweaters/Sweatshirts	\$ 149.99	\$ 164.99	10%
	Performance L/S	\$ 74.99	\$ 82.49	10%
	Socks (NEW)	\$ 24.99	\$ 27.49	10%
	Youth Cap	\$ 39.99	\$ 43.99	10%
	Baseball Caps	\$ 39.99	\$ 43.99	10%
	Infant Tees/Onsie	\$ 36.99	\$ 40.69	10%
	Adult Tank (NEW)	\$ 39.99	\$ 43.99	10%
Toys	Bracelet	\$ 22.99	\$ 25.29	10%
	Snap Packages	\$ 15.99	\$ 17.59	10%
Wrap N Snap	Starter Kit & Board	\$ 34.99	\$ 38.49	10%
Hog Wild Toys	Stuffed Animals	\$ 29.99	\$ 32.99	10%
	Poppers	\$ 29.99	\$ 32.99	10%
	Kids Headlamp	\$ 29.99	\$ 32.99	10%
	Kids Games	\$ 74.99	\$ 82.49	10%
Souvenirs	Stickers	\$ 8.99	\$ 9.89	10%
Glassware	Local Art Print Small	\$ 29.99	\$ 32.99	10%
Ornaments	Local Art Print Large	\$ 44.99	\$ 49.49	10%
Stationary	Pint and Drinking Glasses (NEW)	\$ 29.99	\$ 32.99	10%
Food Items	12x18 Print	\$ 37.99	\$ 41.79	10%
	24x36 Stretched Canvas	\$ 179.99	\$ 197.99	10%
Lantern Press	5x7 Notecard	\$ 9.99	\$ 10.99	10%
Craig Vandernoot	Cotton Kitchen Towel	\$ 14.99	\$ 16.49	10%
Hamilton Group	Metal Keychain	\$ 10.99	\$ 12.09	10%
Duck Company	2.5x3.5 Magnet	\$ 10.99	\$ 12.09	10%
Holly Sage	4x6 Postcard	\$ 5.99	\$ 6.59	10%
TGT	9x12 Print	\$ 21.99	\$ 24.19	10%
Cape Shore	Ornaments	\$ 24.99	\$ 27.49	10%
Lily Bart	BBQ Sauce	\$ 19.99	\$ 21.99	10%
Wishpets	Local Drinkware	\$ 39.99	\$ 43.99	10%
Noso	Coffee Bags	\$ 19.99	\$ 21.99	10%
Wyoming Whiskey	Notepads	\$ 24.99	\$ 27.49	10%
Art by NGM	Bottle Opener	\$ 34.99	\$ 38.49	10%
Faire	Shot Glass	\$ 19.99	\$ 21.99	10%
JH Winery	Key Chain	\$ 13.99	\$ 15.39	10%
	Koozie	\$ 13.99	\$ 15.39	10%
	Badge	\$ 13.99	\$ 15.39	10%
	Wine Glass (Silicone and Glass)	\$ 35.99	\$ 39.59	10%
	Spoon	\$ 18.99	\$ 20.89	10%
	Puzzles	\$ 48.99	\$ 53.89	10%
	Leather Journals	\$ 99.99	\$ 109.99	10%
	Coffee Table and Cookbooks	\$ 59.99	\$ 65.99	10%
	Cutting Board	\$ 49.99	\$ 54.99	10%
	Wyoming Made Pottery			
	Small Pieces (ex. Coffee Mugs, Ornaments)	\$ 49.99	\$ 54.99	10%
	Large Pieces (ex. Wine Chiller)	\$ 224.99	\$ 247.49	10%
	Flask	\$ 49.99	\$ 54.99	10%
	Coffee Mugs (Ceramic and Travel)	\$ 24.99	\$ 27.49	10%
	Patch	\$ 9.99	\$ 10.99	10%
	Coaster Sets	\$ 21.99	\$ 24.19	10%
	Dog Collar/Leash	\$ 39.99	\$ 43.99	10%
	Playing Cards	\$ 9.99	\$ 10.99	10%
Sundries Items	Packaged Medicine	\$ 3.99	\$ 4.39	10%
Powers	Halls Cherry	\$ 4.99	\$ 5.49	10%
Kelli's	Halls Honey Lemon	\$ 4.99	\$ 5.49	10%

Trillipederm	Tums	\$	3.99	\$	4.39	10%
Jo-Local	Hand Sanitizer	\$	6.99	\$	7.69	10%
	Tampon tampax	\$	6.99	\$	7.69	10%
	Tampon 2	\$	6.99	\$	7.69	10%
	Travel size Kleenex	\$	3.99	\$	4.39	10%
	Travel size Handi-wipes (15 ct.pk.)	\$	6.99	\$	7.69	10%
	AA	\$	6.99	\$	7.69	10%
	AAA	\$	6.99	\$	7.69	10%
	Hot Tips Earbuds	\$	22.99	\$	25.29	10%
	Gen Tek 5 in 1 Charger	\$	44.99	\$	49.49	10%
	Gen Tek Dual Charger	\$	22.99	\$	25.29	10%
	Pop Chargers	\$	24.99	\$	27.49	10%
	Earbuds with case	\$	18.99	\$	20.89	10%
	Neck Pillows (Assorted)	\$	32.99	\$	36.29	10%
	Reading Glasses With Case	\$	18.99	\$	20.89	10%
	Listerine Packs	\$	8.99	\$	9.89	10%
	Clear Eyes	\$	11.99	\$	13.19	10%
	Band-aids	\$	4.99	\$	5.49	10%
	Emergen-C	\$	5.99	\$	6.59	10%
	Scope Blister Pack	\$	5.99	\$	6.59	10%
	Oral Care Pack	\$	9.99	\$	10.99	10%
	Chapstick Bowl	\$	5.99	\$	6.59	10%
	Travel Kits	\$	31.99	\$	35.19	10%
	1oz lotion	\$	11.99	\$	13.19	10%
	3 oz lotion	\$	23.99	\$	26.39	10%
	SPF 3 oz	\$	24.99	\$	27.49	10%
	Stuck Kits	\$	31.99	\$	35.19	10%
	Souvenir Pillows		65.99	\$	72.59	10%
	Napkins		9.99	\$	10.99	10%
	Candles		29.99	\$	32.99	10%
	Kids Books		24.99	\$	27.49	10%
	XL Stuffed Animals		74.99	\$	82.49	10%
	PJ Sets		69.99	\$	76.99	10%

10%

**JACKSON HOLE AIRPORT BOARD
AMENDMENT NO. 20
TO AGREEMENT FOR PROFESSIONAL SERVICES
WITH WOOLPERT**

Backup AWOS Installation Design, Bidding, and Construction Admin/Management

This Amendment No. 20 (the "Amendment") is to that certain Engineering Services Agreement (the "Agreement") between the **Jackson Hole Airport Board** ("Sponsor"), and **Woolpert**, ("Engineer") and is dated effective June 18, 2025.

WHEREAS, Sponsor and Engineer entered into a Base Agreement for Professional Services ("Agreement") dated April 19, 2023, relating to engineering services to be provided to the Sponsor with respect to the Jackson Hole Airport (the "Airport");

WHEREAS, Sponsor and Engineer entered into a First Amendment to the Agreement, dated May 17, 2023, for the Air Traffic Control Tower Improvements; a Second Amendment to the Agreement, dated May 17, 2023, for Deice Access Taxilane and North Taxiway A Rehabilitation Schedule 1 and Schedule VI Construction Administration and Construction Management; a Third Amendment to the Agreement, dated July 21, 2023 for General Consulting Services; a Fourth Amendment to the Agreement, dated August 23, 2023 for Underground Stormwater Detention and Filtration System Expansion; a Fifth Amendment to the Agreement, dated September 15, 2023 for the Aviation Safety Facility Concept Study; a Sixth Amendment to the Agreement, dated November 10, 2023 for DBE Goal and Reporting; a Seventh Amendment to the Agreement, dated January 22, 2024 for Aeronautical Survey and AC 18B Airspace Analysis; a Eighth Amendment to the Agreement, dated January 22, 2024 for FEMA BRIC Program Grant Application; a Ninth Amendment to the Agreement, dated January 22, 2024 for RAISE Program Grant Application; a Tenth Amendment to the Agreement, dated February 23rd, 2024 for CA and CM of the Deice Access Taxilane and North Taxiway A Rehabilitation, Schedules II, III, IV, and V; an Eleventh Amendment to the Agreement, dated effective March 19th, 2024 for CA and CM of the Underground Stormwater Detention and Filtration System Expansion Schedules I and II; a Twelfth Amendment to the Agreement, dated march 19, 2024, for Facilitation Services 2024 Board and Staff Retreats; a 13th Amendment dated June 19, 2024, for the Deice Pad and Collection System Improvements Design and Construction Administration and Management; a 14th Amendment dated July 19, 2024 for Outreach Services; a 15th Amendment, dated December 18, 2024, for 2025 Seal Coat and Mark Pavement Project; a 16th Amendment, dated March 1, 2025 for Rental Car Counter Wall and Family Restroom Project Professional Services; a 17th Amendment, dated March 17, 2025 for 2025 Board Retreat Facilitation Services; an 18th Amendment, dated June 18, 2025 for Electric Vehicle Charging Stations Design, Bidding, and Construction Administration/Management; and a 19th Amendment, dated June 18, 2025 for the Aviation Safety Facility Conceptual Planning Study.

WHEREAS, Sponsor and Engineer now desire to enter into this Amendment No. 20 to the Agreement to provide services as outlined in the Scope of Work for the Backup AWOS Installation Design, Bidding, and Construction Admin/Management, dated May 14, 2025.

NOW THEREFORE, for valuable consideration the receipt and sufficiency of which are hereby acknowledged, the Agreement is amended as follows:

1. Engineer agrees to provide services in accordance with the Scope of Work, which is annexed hereto as **Exhibit A** (the "Services"). The Services will be provided and completed in a prompt manner under the circumstances.

2. Compensation payable by the Sponsor to the Engineer for the Services shall be as set forth in **Exhibit B**, and shall be billed based on Time and Materials in a Not to Exceed amount of One Hundred and Thirty Nine Thousand and Forty Five Dollars and Zero Cents (\$139,045.00) payable upon invoice after work is performed.

3. This Amendment is entered into subject to all terms and conditions of the Agreement as previously amended, which Agreement shall remain in full force and effect except as expressly amended above.

Entered into and agreed to by the parties effective as of the date set forth above.

JACKSON HOLE AIRPORT BOARD

By:

Rob Wallace, President

Attest:

Ed Liebrecht, Secretary

WOOLPERT

By:

Print:

Title:

**SCOPE OF WORK
FOR
JACKSON HOLE AIRPORT
Jackson, Wyoming
WYDOT Project No. AJAXXXX
Backup AWOS Installation
Design, Bidding, and Construction Admin/Management**

This is an Appendix attached to, made a part of and incorporated by reference with the Professional Services Agreement dated April 19, 2023, between Jackson Hole Airport Board and Woolpert, Inc., for providing professional services. For the remainder of this scope the Jackson Hole Airport is indicated as "Sponsor" and Woolpert, Inc., is indicated as "Engineer." In addition, all staff listed are Aviation unless indicated otherwise. The construction budget for this project is approximately \$400,000. This construction budget does not include administrative, legal, or professional fees.

This project shall consist of preparing Construction Plans, Contract Documents, and Technical Specifications, along with Bidding, Construction Administration, Post-Construction Coordination, and On-Site Construction Coordination, for the Backup AWOS Installation Project. This scope of work is for the consulting services provided by the Engineer for the Sponsor. See Exhibit No. 1 below for the project location.

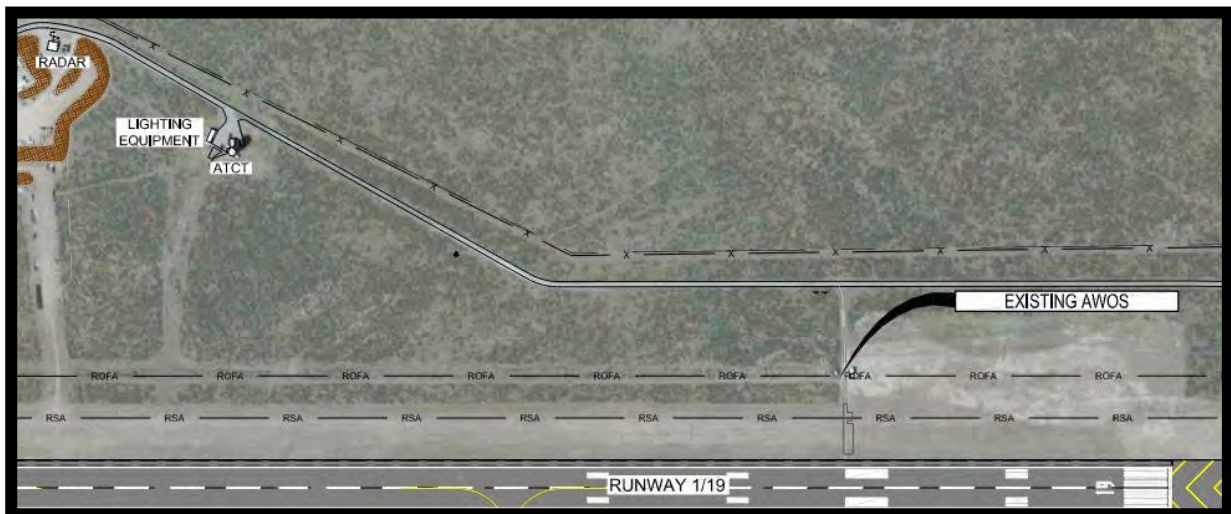


EXHIBIT NO. 1

DESCRIPTION

A backup AWOS-III P/T System will be acquired and installed at a location to be determine after analyzing several sites on the airport. The airport currently owns and maintains an existing AWOS-III P/T. The backup system that will be installed during this project will be owned and maintained by the airport and will only be put into use during times when the primary system is down. The backup equipment will be acquired following WYDOT procurement guidelines. Installation will consist of weather equipment foundation construction, power installation to the site, equipment setup and calibration/certification.

AWOS III P/T includes typical equipment/sensors (e.g., altimeter, wind (speed/direction/gust/variable direction), temperature, dew point, density altitude, visibility, variable visibility, precipitation accumulation, cloud height and sky condition), a “present weather” sensor (P) and “thunderstorm/lightning” sensor (T) will be included.

The engineering fees for this project will be broken into two parts. **Part A-Basic Services** includes; 1) Preliminary Design Phase, 2) Design Phase, 3) Bidding Phase, and Reimbursable Costs During Design and Bidding and **Part B-Special Services**, which includes; 4) Construction Administration Phase, 5) Post-Construction Coordination Phase, 6) On-Site Construction Coordination Phase or Field Engineering, and Reimbursable Costs During Construction. Additional services that will be completed by subconsultants to the Engineer, including topographical survey, and quality assurance testing during construction will also be included under **Part B-Special Services**. Parts A and B and the six phases are described in more detail below.

PART A - BASIC SERVICES consists of the Preliminary Design Phase, Design Phase, and Bidding Phase, all invoiced on a lump sum basis.

1.0 Preliminary Design Phase

1.01 Coordinate and Attend Meetings with the Sponsor and WYDOT Aeronautics. Meetings with the Sponsor and the WYDOT Aeronautics (WYDOT) will take place to determine critical project dates, establish the proposed design schedule and project development schedule, review environmental component(s), determine the feasibility of the proposed project and to establish the need for topographical surveying. Various meetings during the design phase will also be conducted to review the progress of the design, discuss construction details and proposed time frame of construction and identify any special requirements for the project.

1.02 Prepare Project Scope of Work and Contract. This task includes establishing the scope of work through meetings outlined above. Fees will be negotiated with the Sponsor and may be subject to an independent fee estimate conducted by a third party hired by the Sponsor. This task also includes drafting the contract for the work to be completed by the Engineer for the Sponsor once negotiations are complete.

1.03 Prepare Preliminary Cost Estimating. This task includes creating a preliminary construction rough order of magnitude (ROM) cost estimate, a preliminary working days estimate, a preliminary overall project schedule, and a preliminary overall project budget. The preliminary construction ROM cost estimate will be based upon the most current information available at the time of preparation. Work to refine these estimates is included under Task 2.11.

1.04 Provide Project Coordination. The Engineer shall provide project management and coordination services to ensure the completion of the design. These duties include:

- ➔ Time the Engineer spends planning, organizing, securing and scheduling resources, and providing instruction to staff to meet project objectives as defined in the approved scope of work.
- ➔ The Engineer will analyze the budget semi-monthly to ensure budget and staffing needs are on track to meet design schedules within budget.
- ➔ Additional items to be accomplished include compiling and sending additional information requested from the office to related parties, maintaining project files as necessary and other items necessary in day-to-day project coordination.

- ➔ The Engineer will prepare and submit monthly invoicing.

The Engineer will complete the following tasks:

- ➔ Provide the Sponsor with a monthly Project Status Report (PSR), in writing, reporting on Engineer's progress and any problems that may arise while performing the work. The PSR must include an update of the project schedule, as described in this section, when schedule changes are expected.
- ➔ Submit for acceptance and maintain, a design schedule detailing the scheduled performance of the work.
- ➔ Create and maintain a Quality Control Checklist (QCC) for the project. The QCC shall include personnel, project milestone checking and peer review procedures at each phase of the project.

1.05 Coordinate Project with GTNP. This task will include submitting a description of the project, along with a project sketch, to GTNP to keep them informed of the ongoing work at JAC.

1.06 Review Existing Documents. The Engineer will gather and review existing available documentation that may be relevant to the project, including, but not limited to, record drawings (as-builts), design reports, final reports, utility reports/maps and previous surveys. The Engineer may use relevant information from this review to coordinate the design and topographical survey for the project

1.07 Coordinate Topographical Survey. This task includes preparing the requirements, establishing the limits of the survey area, and scheduling a time for the survey to be completed. Negotiating with the survey firm for a cost to perform the work is also included in this task. During design, the need may arise to verify other existing survey information or to extend the limits of the survey.

1.08 Prepare Environmental Documentation. The FAA has determined that a Categorical Exclusion (CATEX) applies to the project according to FAA orders 1050.1F and 5050.4B. The Engineer shall complete a documented CATEX following current FAA guidance and address potential environmental effects resulting from the proposed project. An overall environmental exhibit will be created as part of this scope of work, approved by the FAA, and referenced throughout the project. In addition, the Engineer will provide assistance for environmental documentation required for the grant application and funding agency, including filling out environmental forms that are required for the NEPA process.

1.09 Manage BlackCat Files. This task includes managing BlackCat Files for the Sponsor. The Engineer will ensure all documentation necessary for the project, including scope of work, record of negotiations, grant applications, etc. are uploaded into BlackCat throughout the duration of the Project.

TASK 1 DELIVERABLES	TO WYDOT	TO SPONSOR
1.01 Meeting Agendas, Project Development Schedule and Meeting Minutes from Pre-Design Meeting	✓	✓
1.02 Scope of Work and Draft Contract for the Sponsor	✓	✓
1.03 Preliminary Cost Estimate	✓	✓
1.04 Design Schedule, PSR, and Monthly Invoicing	✓	✓
1.08 Environmental Documentation	✓	✓

TASK 1 MEETINGS/SITE VISITS	LOCATION/ATTENDEES/DURATION
1.01 Pre-Design Meetings and Project Coordination/Update Meetings Through Design	<ul style="list-style-type: none"> Jackson, WY One (1) Resident Construction Manager IV and two (2) Project Manager IV Assume One (1) hour via teleconference for pre-design meeting (1 meeting) Assume One (1) hour via teleconference for project coordination/update meetings (1 meeting)
1.02 Prepare Project Scope of Work and Contract – Attend Airport Board Meeting	<ul style="list-style-type: none"> Jackson, WY One (1) Resident Construction Manager IV and one (1) Project Manager IV Assume Three (3) hours via teleconference for JAC Airport Board Meeting (1 meeting)

2.0 Design Phase

2.01 Coordinate and Attend Design Kickoff Meeting. A meeting will be held with JAC Airport personnel and with members of the design team to discuss existing site conditions, and understand existing utilities and equipment. It is expected that the design kickoff meeting will be held via teleconference and will be completed in two (2) hours. The Project Manager IV will take the lead, supported by other staff, in producing exhibits for the meeting. In addition, the Engineer will produce a kick-off meeting agenda as well as produce meeting minutes for this meeting. Assume two (2) Project Manager IV and Resident Construction Manager IV will attend the design kickoff meeting.

2.02 Analyze Topographic Survey Data. This task includes analyzing the topographical survey data and preparing the data for use with computer modeling. This will include the following tasks:

- ➔ Input raw survey data into AutoDesk Civil 3D to sort data into the Engineer's standard layers for efficient analysis.
- ➔ Verify surveyor horizontal and vertical control.
- ➔ Verify survey data from as-built conditions.
- ➔ Sort all data points by layers and descriptions for computer modeling.
- ➔ Prepare triangulated irregular network (TIN surface model) of existing ground contours, pavement edges, roadways, electrical equipment, drainage features, buildings, fences, and other miscellaneous entities.
- ➔ Generate three-dimensional contour model from TIN surface model.
- ➔ Prepare and process data for spot elevations and grading.
- ➔ Prepare exhibit(s) (plan view of safety area with spot elevations/longitudinal and transverse gradients/dimensions, location/description of objects; etc.) and associated narrative with analysis (compliance with current standards vs. non-compliance with current standard(s)).
- ➔ If a non-standard determination is made by the FAA, assist Sponsor with alternative analysis preparation and presentation per the referenced FAA guidance above.

2.03 Prepare Existing Utility Inventory. This task includes reviewing record drawings and consulting with the Sponsor and local utility companies to identify all utilities within the project site. The Construction Plans will include, to the maximum extent possible, the surveyed locations of observable utility features and the locations identified by utility locates.

2.04 Prepare Preliminary Contract Documents. This task includes preparing the Preliminary Contract Documents, including Contract Proposal, Bid Bond, Contractor Information Sheet, Subcontractor/Material Supplier List, Bid Proposal, Contract, Payment Bond, Performance Bond, Notice of Award, Notice to Proceed, and Notice of Contractor's Settlement. Preparation will include establishing the location for the bid opening, dates for advertisement and description of the work schedule. Also included in the Preliminary Contract Documents, and covered under separate tasks below, are the Technical Specifications, and Special Provisions. Preliminary Contract Documents will be prepared as early as possible during the design phase and submitted to the Sponsor for review.

2.05 Prepare Preliminary Construction Plans. This task includes preparing the following list of construction plans for the project. Additional plans may be added during the design phase as needed:

Plan Name/Description	Number of Sheets
Cover Sheet	1
Index of Drawings, Summary of Approximate Quantities, and General Notes	1
Survey Control Plan	1
Construction Layout Plan	1
Construction Safety/Phasing Plan	1
Environmental Requirements and Details	1
Electrical Layout Plan	1
AWOS Details	3
Electrical Details	1
Total Sheet Count	11

2.06 Prepare Preliminary Technical Specifications. This task includes assembling the technical specifications necessary for the project. Standard FAA specifications will be utilized where possible, with the guidance from FAA AC 150/5370-10 (Current Edition), *Standard Specifications for Construction of Airports*. Additional specifications will be prepared to address work items for materials that are not covered by the standard FAA specifications. The standard specifications to be utilized shall include, but are not limited to, the following:

- Item C-102 Temporary Air and Water Pollution, Soil Erosion and Siltation Control
- Item C-105 Mobilization
- Item P-152 Excavation, Subgrade and Embankment
- Item P-610 Structural Portland Cement Concrete
- Item L-108 Underground Power Cable for Airports
- Item L-110 Airport Underground Electrical Duct Banks and Conduits
- Item L-115 Electrical Manholes and Junction Structures
- Item L-119 Airport Obstruction Lights

Additional Non-FAA specifications will include, but are not limited to, the following items:

- Item L-126 Automated Weather Observing System

2.07 Prepare Preliminary Special Provisions. This task includes preparing the preliminary Special Provisions to address, or expound on, site conditions that require additional clarification. These include, but are not limited to: Haul Roads, Airport Security, Radio Communications, Work Schedule, Contractor's Quality Control Program, Sequencing of the Work, Closure of Air Operations Areas, Accident Prevention, Underground Cables/Utilities, Insurance, Indemnification, Sales and Use Taxes, Permits and Compliance

with Laws, Executed Contracts, Subletting or Assigning of Contracts, Qualification of Disadvantaged Business Enterprises, Liquidated Damages, Acceptance Testing, and Instruction Manuals.

2.08 Compile/Submit Permits. This task includes identifying potential federal, state and local permits needed for the project. When applicable, the Engineer will assist the Sponsor to compile information and submit permits that are required to be obtained by the Sponsor.

2.09 Compile/Submit FAA Form 7460. This task includes preparing and submitting the required FAA Form 7460-1, "Notice of Proposed Construction or Alteration," via the FAA's online Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) system on the Sponsor's behalf. The Engineer will reference FAA Advisory Circular (AC) 150/5300-20 (Current Edition), *Submission of On-Airport Proposals for Aeronautical Study*, and coordinate with the FAA Project Manager and/or Airspace Specialist to determine the locations of required airspace case studies to be submitted. Generally, such cases are required for any restrictive/critical points where construction operations or proposed alterations may affect navigable airspace. Typically, these locations include (but are not limited to): limits of construction, construction phasing limits, haul routes for construction traffic, asphalt and/or concrete batch plants, and key points of any permanent, above-ground alterations. The Engineer will prepare an exhibit depicting the locations and other information pertinent to the cases' impact on the airspace to include with the submission. The Engineer will submit FAA Form 7460-1 and the associated documentation to the FAA via the OE/AAA system for approval a minimum of 45 days prior to the start of construction.

2.10 Calculate Estimated Quantities. This task includes calculating all necessary quantities for the various work items. Quantities must be consistent with the specifications and acceptable quantity calculation practices.

2.11 Prepare Estimate of Probable Construction Cost. Using the final quantities calculated following the completion of the construction plans and specifications, the Engineer will prepare the construction cost estimate. The estimate will be based on information obtained from previous projects, contractors, material suppliers and other available databases.

2.12 Review Plans at 90% Complete. During various stages of completion of the design, the Engineer will submit a set of Construction Plans, Specifications, and Contract Documents to the Sponsor for their review. Meetings will be scheduled for periodic reviews, including a 90% plans-in-hand review. The 90% project documents will be submitted and reviewed with the WYDOT to obtain any comments they may have on the project and incorporate these comments into the final design documents.

2.13 Prepare and Submit 90% Review Documents to GTNP. At the 90% design stage, plan drawing documents will be prepared and submitted to GTNP for internal review comments from the NPS. Comments received from GTNP will be incorporated to the greatest extent as long as any safety standards and the design intent of the project are not compromised.

2.14 Provide In-House Quality Control. The Engineer has an established quality control program that will provide both experienced and thorough reviews of all project submittals and will also provide engineering guidance to the design team throughout design development from an experienced, senior-level Professional Engineer.

Prior to each review set of Construction Plans, Specifications, and Contract Documents, being submitted to the Sponsor and WYDOT, a thorough, in-house quality control review of the documents will be conducted. This process will include an independent review of the Construction Plans, Specifications, and Contract Documents, being submitted by a licensed Professional Engineer other than the Engineer who

performed the design of the project. Comments will be offered by the Engineer that performed the review, and revisions to the Construction Plans, Specifications, and Contract Documents will be made accordingly.

In addition to the 90% review, the Engineer's in-house quality control program also provides engineering guidance to the design team throughout the project design in an attempt to steer the project in a manner that provides the best engineering judgment.

2.15 Prepare and Submit Construction Plans, Specifications, Contract Documents. A final set of Construction Plans (11" x 17"), Specifications, and Contract Documents will be prepared and submitted to the Sponsor, and WYDOT Aeronautics. These documents will incorporate all revisions, modifications, and corrections identified during the final review. Paper and electronic copies will be provided.

TASK 2 DELIVERABLES	TO WYDOT	TO GTNP	TO SPONSOR
2.04 Preliminary Contract Documents for Sponsor's Review			✓
2.09 FAA Form 7460			✓
2.12 90 % Construction Plans, Specifications, Contract Documents			✓
2.13 90% Design Plan Drawings to GTNP		✓	✓
2.15 Final Construction Plans, Specifications and Contract Documents	✓		✓

TASK 2 MEETINGS/SITE VISITS	LOCATION/ATTENDEES/DURATION
2.01 Design Kickoff.	<ul style="list-style-type: none"> Jackson, WY Two (2) Project Manager IV, one (1) Resident Construction Manager IV Assume design kickoff meeting via teleconference for two (2) hours
2.12 Plan Review at 90% Complete.	<ul style="list-style-type: none"> Jackson, WY One (1) Resident Construction Manager IV Assume Four (4) hours for 90% review Assume Project Manager IV attends 90% review via teleconference

3.0 Bidding Phase

3.01 Provide Bid Assistance. The Engineer will assist the WYDOT, as needed, with the preparation of any required bidding documents.

3.02 Prepare/Assist WYDOT with Addenda. Assist WYDOT with preparation of any necessary addenda to clarify and modify the project, as required, or address questions or comments that may arise from potential contractors during the bidding process. Any necessary addenda will be reviewed with the Sponsor and WYDOT prior to being issued. The addenda will meet all design and construction standards, as required.

3.03 Prepare Recommendation of Award. The Engineer shall prepare or assist with a Recommendation of Award for WYDOT and the Sponsor to accept or reject the bids received. If rejection is recommended,

the Engineer will supply an explanation for their recommendation and possible alternative actions the Sponsor can pursue to complete the project.

TASK 3 DELIVERABLES	TO WYDOT	TO SPONSOR
3.01 Required Bidding Documents	✓	✓
3.02 Addenda	✓	✓
3.03 Recommendation of Award	✓	✓

EX Reimbursable Costs During Design and Bidding. This section includes reimbursable items such as auto rental, lodging, per diem, and other miscellaneous expenses incurred in order to complete **Part A – Basic Services**.

PART B - SPECIAL SERVICES consists of the Construction Administration Phase, Post-Construction Coordination Phase, and On-Site Construction Coordination Phase, all invoiced on a lump sum basis. Also included are direct subcontract costs for the proposed topographical survey and quality assurance testing during construction.

4.0 Construction Administration Phase

4.01 Prepare Construction Contract and Documents. In agreement with WYDOT, the Engineer shall prepare the Notice of Award, Notice to Proceed, and Contract Agreements, including bonds and insurance documents, which will be updated to include all addenda items issued during bidding, for the Sponsor's approval and signatures. Approximately five copies will be submitted to the successful Contractor for their signatures.

The Engineer will ensure the construction contracts are in order, the bonds have been completed, and the Contractor has been provided with adequate copies of the Construction Plans, Specifications, and Contract Documents, which will be updated to include all addenda items issued during bidding.

4.02 Provide Project Coordination. The Engineer shall provide project management and coordination services to ensure the completion of all construction management tasks required of the Engineer. These duties include:

- ➔ Time the Engineer spends planning, organizing, securing and scheduling resources, and providing instruction to staff to meet project objectives as defined in the approved scope of work.
- ➔ Additional items to be accomplished include compiling and sending additional information requested from the office to related parties, maintaining project files as necessary and other items necessary in day-to-day project coordination.
- ➔ The Project Manager will review progress reports weekly and monthly.
- ➔ Assist with change orders and supplemental agreements as necessary. All change orders and supplemental agreements will be coordinated with the Sponsor and WYDOT staff prior to execution.
- ➔ Senior construction management staff will consult with and provide guidance to the on-site Construction Manager regarding unique project elements; material quality, production, and/or placement issues; and any other difficulties encountered during construction.
- ➔ Clerical staff shall prepare the quantity sheets, testing sheets, construction report format, etc.
- ➔ Office engineering staff, CAD personnel and clerical staff shall be required to assist the Field Personnel as necessary during construction. Specific tasks to be accomplished include

- providing secondary engineering opinions on issues arising during construction, maintaining project files as necessary and various other tasks necessary in the day-to-day operations.
- The Engineer will prepare and submit monthly invoicing.

The Engineer will complete the following tasks:

- Provide the Sponsor with a monthly Project Status Report (PSR), in writing, reporting on Engineer's progress and any problems that may arise while performing the work. The PSR must include an update of the project schedule, as described in this section, when schedule changes are expected.
- Prepare quarterly performance reports.

4.03 Review Environmental Documentation. This task includes the review of the overall environmental exhibit in relation to final construction documents as well as coordination throughout construction to ensure environmental commitments are maintained and environmental resources are protected.

4.04 Coordinate Quality Assurance Testing. This task includes preparing the requirements for quality assurance testing. Negotiating with the quality assurance firm for a cost to perform the work is also included in this task.

4.05 Prepare/Conduct Pre-Construction Meeting. The Engineer will conduct a pre-construction meeting to review project requirements prior to the commencement of construction. It is anticipated that representatives of the Engineer will include the Project Manager IV and Construction Manager IV. As a part of this meeting, the Engineer will also discuss the environmental plan sheet, surveyed areas, and environmental commitments. The meeting will be held at the airport and will include the Sponsor, WYDOT (if available), Contractor, subcontractors, and airport tenants affected by the project.

4.06 Review Construction Submittals. This task includes the review of construction submittals, including shop drawings and materials proposed for use on the project, submitted by the Contractor, for general conformance with the Construction Plans, Specifications, and Contract Documents. The Engineer will prepare and maintain a submittal register to log the submittals received. The submittal register will include information on the submitted items including date received, date returned, and action taken, and will be made available to the Sponsor and Contractor upon request. The submittals anticipated to be required and the estimated time it will take to review each submittal are detailed below.

Submittal Description	Estimated Time to Review (Hours)
Item C-102 Erosion Control Products	2
Item P-152 Pre-Construction Survey	4
Item P-152 Embankment/Imported Fill Material	2
Item P-610 Structural Concrete Mix Design	8
Item L-108 Wire/Cable	2
Item L-108 Miscellaneous (ID Tags, Tape, Detectable Warning Tape, etc.)	2
Item L-110 Conduit	2
Item L-115 Manhole/Junction Box Shop Drawings	4
Item L-126 AWOS Equipment	8
Total Review Time	34

TASK 4 DELIVERABLES	TO WYDOT	TO SPONSOR
4.01 Notice of Award, Notice to Proceed, and Contract Agreement	✓	✓
4.01 Issue Construction Plans, Specifications, and Contract Documents	✓	✓
4.02 Monthly Invoice and Monthly PSR		✓
4.02 Pay Request Review Documentation		✓
4.02 Weekly/Monthly Reports	✓	✓
4.02 Quarterly Performance Reports	✓	✓
4.02 Change Orders/Supplemental Agreements	✓	✓
4.05 Pre-Construction Agenda and Meeting Minutes	✓	✓

TASK 4 MEETINGS/SITE VISITS	LOCATION/ATTENDEES/DURATION
4.05 Conduct Pre-Construction Meeting	<ul style="list-style-type: none"> Jackson, WY One (1) Construction Manager IV Assume 2 hours for prep and 2 hours for meeting Assume two (2) Project Manager IV via teleconference

5.0 Post-Construction Coordination Phase

5.01 Prepare Clean-up Item List. The Engineer will ensure the Contractor has removed all construction equipment and construction debris from the airport, that all access points have been re-secured (fences repaired, gates closed and locked, keys returned, etc.), and the site is clean.

5.02 Conduct Final Inspection. The Engineer, along with the Sponsor and WYDOT (if available), shall conduct the final inspection.

5.03 Prepare Engineering Record Drawings. The Engineer will prepare the record drawings indicating modifications made during construction.

5.04 Prepare Final Construction Report. The Engineer will prepare the final construction report to meet the applicable governing agency requirements.

5.05 Summarize Project Costs. The Engineer will be required to obtain all administrative expenses, engineering fees and costs, testing costs, and construction costs associated with the project and assemble a total project summary. The summary will be analyzed with the associated project funding.

TASK 5 DELIVERABLES	TO CITY/STATE	TO SPONSOR
5.01 Clean-up List		✓
5.02 Punchlists	✓	✓
5.03 Record Drawings	✓	✓
5.04 Final Construction Report	✓	✓
5.05 Project Cost Summary	✓	✓

TASK 5 MEETINGS/SITE VISITS	LOCATION/ATTENDEES/DURATION
5.02 Conduct Final Inspection	<ul style="list-style-type: none"> Jackson, WY One (1) Construction Manager IV Assume 1/2 day site inspection

6.0 On-Site Construction Coordination Phase

This phase will consist of providing one Resident Project Representative (RPR). It shall be the responsibility of the RPR to facilitate sufficient on-site construction coordination to ensure that the project is completed according to good construction practice and the Project Manager's direction. It is estimated that it will take **14 calendar days** to complete construction of the project. Incidental travel costs, including vehicle usage, lodging, per diem, etc., are in addition to the engineering hours expended.

6.01 Provide Resident Engineering. It is estimated that the Resident Project Representative (RPR) will work approximately **8 hours per day**. It is assumed that the RPR will be able to complete all daily project documentation during the course of their shift. The total time allotted for the completion of construction is anticipated to be **14 calendar days**. It is assumed that the Contractor will work **five (5) days** per week during the construction period **resulting in 10 working days**. Should the contractor be required to work more than five (5) days per week or longer than anticipated hours to maintain the project schedule, the RPR's efforts may increase from those estimated here.

The following tasks will be performed during the course of a typical day's shift during construction:

- a. Review survey data and other construction tasks for general compliance with the construction documents.
- b. Coordinate, review, and provide a response to construction and general project Requests for Information (RFIs).
- c. Prepare and process field directives and change orders.
- d. Conduct labor standards interviews of the Contractor's and subcontractor's employees, and review weekly payroll records as required by the governing agencies. As part of this effort, all payrolls must be reviewed and logged when received. A log identifying current status of reviews, and any action taken to correct noted discrepancies, will be provided for Sponsor review at time of Request for Reimbursement processing, as appropriate.
- e. Review quality control and quality assurance testing results for conformance with the project specifications.
- f. Maintain record of the progress of construction, record as-built conditions, and review the quantity records with the Contractor on a periodic basis.
- g. Prepare the periodic construction cost estimates and review the quantities with the Contractor. The RPR, Sponsor, and Contractor will resolve discrepancies or disagreements with the Contractor's records. After compiling all costs, the RPR will submit the periodic construction cost estimate to the Sponsor for payment.
- h. Maintain daily logs of construction activities for the duration of time on site.
- i. Verify that construction activities associated with restricted areas, roads, staging areas, stockpiles, borrow/waste areas, etc. are all remaining within the areas cleared under environmental documentation.
- j. Prepare a weekly status report. The report will be submitted to the Sponsor, WYDOT, other governing agencies, and the office following the week of actual construction activities performed.
- k. Review payments to subcontractors and ensure timely payment of retainage to subcontractors when payment to the Contractor is made.
- l. Coordinate and attend weekly construction progress meetings with the Contractor, Sponsor, and other relevant parties.

TASK 6 DELIVERABLES	TO WYDOT	TO SPONSOR
6.01b Coordinate RFIs	✓	✓
6.01c Field Directives and Change Orders	✓	✓
6.01d Payroll Reviews	✓	✓
6.01e Quality Assurance/Quality Control Results Compilation	✓	✓
6.01g Periodic Cost Estimates	✓	✓
6.01j Weekly Reports	✓	✓

TASK 6 ON-SITE PERIODS	LOCATION/STAFFING/DURATION
6.01 Provide Resident Engineering	<ul style="list-style-type: none"> Jackson, WY One (1) Resident Project Representatives Assume 14 calendar days for project

EX Reimbursable Costs During Construction. This section includes reimbursable items such as auto rental, lodging, per diem, travel and other miscellaneous costs incurred in order to complete **Part B – Special Services**. Section 4, 5, and 6 Reimbursables are invoiced on a lump sum basis.

Special Considerations

The following special considerations are required for this project but will be completed by subconsultants to the Engineer. The cost for this work will be included in the engineering contract agreement with the Sponsor and the costs are in addition to the engineering fees outlined above.

Topographical Survey. Survey will be required in order to complete the design of the project. Survey will include the following:

- ➔ The project limits of the Backup AWOS and surrounding areas.
- ➔ The survey area is approximately 1 acres of high accuracy survey
- ➔ Verification of the existing pavement elevations and infrastructure located within the project area.
- ➔ Verification of the existing terrain to create an accurate topographical drawing.
- ➔ All existing utilities in the project limits from locates performed prior to surveying operations. During design, there may be the need to verify other existing survey information or extend the limits of the existing survey.

Quality Assurance Testing. Quality assurance testing will be performed by an independent testing firm under the direct supervision of the Engineer. Certified materials technicians will perform the necessary material quality assurance testing as detailed in the project specifications per WYDOT and/or FAA standard specifications for the following:

- ➔ Item P-152 Excavation, Subgrade and Embankment
- ➔ Item P-610 Structural Portland Cement Concrete
- ➔ Item L-110 Airport Underground Electrical Duct Banks and Conduits
- ➔ Item L-126 Automated Weather Observing System

Assumptions

The scope of services described previously, and the associated fees, are based on the following rates and assumed responsibilities of the Engineer and Sponsor.

1. For the purposes of estimating the amount of reimbursable expenses which will be incurred by the Engineer, the cost of per diem and lodging are calculated in accordance with current GSA rates. The actual amount to be invoiced for per diem will be in accordance with the published GSA rate at the time of service and may vary from the rate used in the fee estimate. Lodging will be invoiced as an actual expense incurred.
2. During periods of On-Site Construction Coordination covered under Task 6, a \$5/day surcharge will be added to the daily vehicle charge which will be reflected in the Engineering Fee as a daily "Field Vehicle and Equipment" expense. This surcharge is intended to cover consumables (such as marking paint, lath, etc.) and the replacement of tools (such as measuring wheels, airfield radios, infrared thermometers, etc.) necessary to monitor and identify the various aspects of the work.
3. It is anticipated there will be a minimum number of trips and site visits to the airport to facilitate the completion of the various phases listed in this scope. The number of trips, as well as the anticipated lengths and details of the trips, are included at the end of each phase above.
4. The Sponsor will provide existing mapping data including as-builts available for the project areas, aerial orthoimagery, subsurface conditions information such as prior geotechnical investigations in the project area and other available information in the possession of the Sponsor.
5. The Sponsor will furnish escorts as needed for the Engineer to conduct field work.
6. The Sponsor will coordinate with tenants as required to facilitate field evaluations and construction.
7. All engineering work will be performed using accepted engineering principles and practices and provide quality products that meet or exceed industry standards. Dimensional criteria will be in accordance with FAA AC 150/5300-13 (Current Edition), *Airport Design*, and related circulars. Construction specifications will be in accordance with FAA AC 150/5370-10 (Current Edition), *Standard Specifications for Construction of Airports*, and the Northwest Mountain Region's Regional Updates for Specifying Construction of Airports and related circulars. Project planning, design, and construction will further conform to all applicable standards, including all applicable current FAA Advisory Circulars and Orders required for use in AIP-funded projects and other national, state, or local regulations and standards, as identified and relevant to an airfield design and construction project.
8. The Engineer will utilize the following plan standards for the project:
 - ➔ Plans will be prepared using the Engineer's standards, unless the Sponsor provides its own standards upon Notice to Proceed.
 - ➔ Plan elevations will be vertical datum NAVD 88 derived from the existing control network.

- Plan coordinates will be based on horizontal datum NAD 83/2011 State Plane Coordinates derived from the existing control network.
 - All plans will be stamped and signed by a state-licensed Professional Engineer, or Professional Land Surveyor, as required.
 - Plans prepared by subconsultants will be prepared using the same base maps, the same coordinate systems and the same plan layout and format as plans prepared by the Engineer.
9. The Engineer will utilize the following assumptions when preparing the project manual for bidding and construction of the project:
- The project manual Contract Documents will be developed jointly by the Sponsor and the Engineer.
 - The Engineer is responsible for developing the contents of the document and including the Front-End documents which will be supplied by the Sponsor.
10. The Engineer must maintain records of design analyses and calculations consistent with typical industry standards, as required by the WYDOT.
11. Because the Engineer has no control over the cost of construction-related labor, materials, or equipment, the Engineer's opinions of probable construction costs will be made on the basis of experience and qualifications as a practitioner of his/her profession. The Engineer does not guarantee that proposals for construction, construction bids, or actual project construction costs will not vary from Engineer's estimates of construction cost.
12. An AC 150/5300-18B (or Current Edition) compliant survey is not required as a part of this project. No data will be submitted to Airports GIS (AGIS) through the Airport Data and Information Portal (ADIP).

Additional Services

The following items are not included under this agreement but will be considered as extra work:

- Redesign for the Sponsor's convenience or due to changed conditions after previous alternate direction and/or approval.
- Submittals or deliverables in addition to those listed herein.
- If a project audit occurs, the Engineer is prepared to assist the Sponsor in gathering and preparing the required materials for the audit.
- Serving as an expert witness for the Owner in any litigation, surety claim, contractor bond activation, or other proceeding involving the project.
- Additional or extended services during construction made necessary by extension of contract time, non-concurrent work, or changes in the work.
- Legal, surety, or insurance support, coordination, and representation.

Extra Work will be as directed by the Sponsor in writing for an additional fee as agreed upon by the Sponsor and the Engineer.

AIRPORT: Jackson Hole Airport
AIP/PROJ. NO.: WYDOT AJAXXXX
PROJECT NAME: Backup AWOS Installation
DATE: May 20, 2025

Exhibit B



FEE BREAKDOWN

Labor Category	Total Hours		Billing Rate	Total Cost
1.0 Preliminary Design Phase (Lump Sum)				
Practice Operations Leader	2 hrs.	x	\$ 330.00 /hr = \$	660.00
Engineer Project Mgr IV	23 hrs.	x	\$ 305.00 /hr = \$	7,015.00
Construction Mgr IV	8 hrs.	x	\$ 275.00 /hr = \$	2,200.00
Engineer Project Mgr IV	12 hrs.	x	\$ 305.00 /hr = \$	3,660.00
Engineer in Training I	2 hrs.	x	\$ 170.00 /hr = \$	340.00
Engineering Techn III	2 hrs.	x	\$ 170.00 /hr = \$	340.00
Project Coordinator I	2 hrs.	x	\$ 130.00 /hr = \$	260.00
Quality Control Manager	2 hrs.	x	\$ 285.00 /hr = \$	570.00
Project Financial Analyst	2 hrs.	x	\$ 170.00 /hr = \$	340.00
Planner III	8 hrs.	x	\$ 280.00 /hr = \$	2,240.00
SUBTOTAL	63 hrs.		SUBTOTAL \$	17,625.00
PHASE SUBTOTAL				\$ 17,625.00

LABOR HOUR BREAKDOWN

TASK				LABOR CATEGORY										
Start Date: 5/15/2025		End Date: 8/15/2025		Practice Operations Leader	Engineer Project Mgr IV	Construction Mgr IV	Engineer Project Mgr IV	Engineer in Training I	Engineering Techn III	Project Coordinator I	Quality Control Manager	Project Financial Analyst	Planner III	Phase Item Costs
1.0	Preliminary Design Phase (Lump Sum)			Jason Virzi	Paul Fiore	Stuart Schiff	Zachary Ambariantz	Battai Hunton	Aaron Apodaca	Gabrielle Bohan	Chris Giessing	Nancy Van Cleave	Morgan Einspahr	
1.01	Coordinate and Attend Meetings with the Sponsor and WYDOT Aeronautics				2	2	2							\$ 1,770.00
1.02	Prepare Project Scope of Work and Contract			2	4		4				2			\$ 3,670.00
1.03	Prepare Preliminary Cost Estimating				2	2	2							\$ 1,770.00
1.04	Provide Project Coordination				8					2		2		\$ 3,040.00
1.05	Coordinate Project with GTNP				2		2		2					\$ 1,560.00
1.06	Review Existing Documents				1		2	2						\$ 1,255.00
1.07	Coordinate Topographical Survey				2									\$ 610.00
1.08	Prepare Environmental Documentation				2	2							8	\$ 3,400.00
1.09	Manage BlackCat Files					2								\$ 550.00
TOTALS				2	23	8	12	2	2	2	2	2	8	\$ 17,625.00
PERCENTAGES				3%	37%	13%	19%	3%	3%	3%	3%	3%	13%	

Labor Category	Total Hours	Billing Rate		Total Cost
2.0 Design Phase (Lump Sum)				
Prgmr Dir II	2 hrs.	x \$ 325.00 /hr = \$		650.00
Engineer Project Mgr IV	36 hrs.	x \$ 305.00 /hr = \$		10,980.00
Construction Mgr IV	24 hrs.	x \$ 275.00 /hr = \$		6,600.00
Engineer Project Mgr IV	36 hrs.	x \$ 305.00 /hr = \$		10,980.00
Engineer in Training I	22 hrs.	x \$ 170.00 /hr = \$		3,740.00
Engineering Techn III	34 hrs.	x \$ 170.00 /hr = \$		5,780.00
Project Coordinator I	4 hrs.	x \$ 130.00 /hr = \$		520.00
Quality Control Manager	12 hrs.	x \$ 285.00 /hr = \$		3,420.00
Planner III	2 hrs.	x \$ 280.00 /hr = \$		560.00
SUBTOTAL	172 hrs.	SUBTOTAL	\$	43,230.00
PHASE SUBTOTAL			\$	43,230.00

TASK		LABOR CATEGORY										
Start Date:	End Date:	Pgrmr Dir II	Engineer Project Mgr IV	Construction Mgr IV	Engineer Project Mgr IV	Engineer in Training I	Engineering Techn III	Project Coordinator I	Quality Control Manager	Planner III		Phase Item Costs
6/15/2025	7/18/2025											
2.0	Design Phase (Lump Sum)	John Ingram	Paul Fiore	Stuart Schiff	Zachary Ambariantz	Battai Hunton	Aaron Apodaca	Gabrielle Bohan	Chris Giessing	Morgan Einspahr		
2.01	Coordiante and Attend Design Kickoff Meeting		2	2	2							\$ 1,770.00
2.02	Analyze Topographical Survey Data		2			2	4					\$ 1,630.00
2.03	Prepare Existing Utility Inventory		2		2		2					\$ 1,560.00
2.04	Prepare Preliminary Contract Documents		2	8								\$ 2,810.00
2.05	Prepare Preliminary Construction Plans											
	Cover Sheet		2				4					\$ 1,290.00
	Index of Drawings/Summary of Approximate Quantities & General Notes		2				4					\$ 1,290.00
	Survey Control Plan		2				2					\$ 950.00
	Construction Layout Plan		2				2					\$ 950.00
	Construction Safety/Phasing Plan		4	2			8					\$ 3,130.00
	Environmental Requirements and Details		2				2			2		\$ 1,510.00
	Electrical Layout Plan				4	4						\$ 1,900.00
	AWOS Details				8	4						\$ 3,120.00
	Electrical Details				4	4						\$ 1,900.00
2.06	Prepare Preliminary Technical Specifications		2	2	4	4						\$ 3,060.00
2.07	Prepare Preliminary Special Provisions		2	2								\$ 1,160.00
2.08	Compile/Submit Permits			4								\$ 1,100.00
2.09	Compile/Submit FAA Form 7460			2								\$ 550.00
2.10	Calculate Estimated Quantities		2		4	4						\$ 2,510.00
2.11	Prepare Estimate of Probable Construction Cost		2		4							\$ 1,830.00
2.12	Review Plans at 90% Complete		2	2	2		2					\$ 2,110.00
2.13	Prepare and Submit 90% Review Documents to GTNP		2				2					\$ 950.00
2.14	Provide In-House Quality Control								12			\$ 3,420.00
2.15	Prepare and Submit Const. Plans, Specs., and Cont. Docs.	2	2		2		2	4				\$ 2,730.00
TOTALS		2	36	24	36	22	34	4	12	2	0	\$ 43,230.00
PERCENTAGES		1%	21%	14%	21%	13%	20%	2%	7%	1%	0%	

Labor Category	Total Hours	Billing Rate	Total Cost
3.0 Bidding Phase (Lump Sum)			
Prgrm Dir II	2 hrs. x	\$ 325.00 /hr = \$	650.00
Engineer Project Mgr IV	6 hrs. x	\$ 305.00 /hr = \$	1,830.00
Construction Mgr IV	6 hrs. x	\$ 275.00 /hr = \$	1,650.00
Engineer Project Mgr IV	6 hrs. x	\$ 305.00 /hr = \$	1,830.00
Engineer in Training I	4 hrs. x	\$ 170.00 /hr = \$	680.00
Project Coordinator I	2 hrs. x	\$ 130.00 /hr = \$	260.00
SUBTOTAL	26 hrs.	SUBTOTAL \$	6,900.00
PHASE SUBTOTAL			\$ 6,900.00

TASK			LABOR CATEGORY												
	Start Date:	7/15/2025	End Date:	8/15/2025	Prgm Dir II	Engineer Project Mgr IV	Construction Mgr IV	Engineer Project Mgr IV	Engineer in Training I	Project Coordinator I					Phase Item Costs
3.0	Bidding Phase (Lump Sum)				John Ingram	Paul Fiore	Stuart Schiff	Zachary Ambariantz	Battai Hunton	Gabrielle Bohan					
3.01	Provide Bid Assistance					2	2	2							\$ 1,770.00
3.02	Prepare/Assist WYDOT with Addenda				2	2	2	4	4	2					\$ 3,970.00
3.07	Prepare Recommendation of Award					2	2								\$ 1,160.00
TOTALS					2	6	6	6	4	2	0	0	0	0	\$ 6,900.00
PERCENTAGES					8%	23%	23%	23%	15%	8%	0%	0%	0%	0%	

Labor Category	Total Hours	Billing Rate	Total Cost
4.0 Construction Administration Phase (Lump Sum)			
Engineer Project Mgr IV	14 hrs. x	\$ 305.00 /hr = \$	4,270.00
Construction Mgr IV	18 hrs. x	\$ 275.00 /hr = \$	4,950.00
Engineer Project Mgr IV	18 hrs. x	\$ 305.00 /hr = \$	5,490.00
Engineering Techn III	2 hrs. x	\$ 170.00 /hr = \$	340.00
Project Coordinator I	2 hrs. x	\$ 130.00 /hr = \$	260.00
Project Financial Analyst	2 hrs. x	\$ 170.00 /hr = \$	340.00
Planner III	2 hrs. x	\$ 280.00 /hr = \$	560.00
SUBTOTAL	58 hrs.	SUBTOTAL \$	16,210.00
PHASE SUBTOTAL			\$ 16,210.00

TASK				LABOR CATEGORY										
Start Date: 11/3/2025		End Date: 12/31/2025		Engineer Project Mgr IV	Construction Mgr IV	Engineer Project Mgr IV	Engineering Techn III	Project Coordinator I	Project Financial Analyst	Planner III				Phase Item Costs
4.0	Construction Administration Phase (Lump Sum)			Paul Fiore	Stuart Schiff	Zachary Ambariantz	Aaron Apodaca	Gabrielle Bohan	Nancy Van Cleave	Morgan Einspahr				
4.01	Prepare Construction Contract and Documents			2		2	2							\$ 1,560.00
4.02	Provide Project Coordination			4				2	2					\$ 1,820.00
4.03	Review Environmental Documentation									2				\$ 560.00
4.04	Coordinate Quality Assurance Testing			2										\$ 610.00
4.05	Prepare/Conduct Pre-Construction Meeting			2	4									\$ 1,710.00
4.06	Review Construction Submittals			4	14	16								\$ 9,950.00
TOTALS				14	18	18	2	2	2	2	0	0	0	\$ 16,210.00
PERCENTAGES				24%	31%	31%	3%	3%	3%	3%	0%	0%	0%	

Labor Category	Total Hours	Billing Rate			Total Cost
5.0 Post Construction Coordination Phase (Lump Sum)					
Engineer Project Mgr IV	2 hrs.	x	\$ 305.00 /hr	= \$	610.00
Construction Mgr IV	40 hrs.	x	\$ 275.00 /hr	= \$	11,000.00
Engineering Techn III	8 hrs.	x	\$ 170.00 /hr	= \$	1,360.00
Project Coordinator I	2 hrs.	x	\$ 130.00 /hr	= \$	260.00
SUBTOTAL		52 hrs.	SUBTOTAL	\$	13,230.00
PHASE SUBTOTAL				\$	13,230.00

		Total				
Labor Category	Hours		Billing Rate			Total Cost
6.0 On-Site Construction Coordination Phase (Lump Sum)						
Construction Mgr IV	80 hrs.	x	\$ 275.00 /hr	= \$		22,000.00

TASK				LABOR CATEGORY										
Start Date: 11/18/2025		End Date: 12/31/2025		Engineer Project Mgr IV	Construction Mgr IV	Engineering Techn III	Project Coordinator I							Phase Item Costs
5.0	Post Construction Coordination Phase (Lump Sum)			Paul Fiore	Stuart Schiff	Aaron Apodaca	Gabrielle Bohan							
5.01	Prepare Clean-up Item List				4									\$ 1,100.00
5.02	Conduct Final Inspection				4									\$ 1,100.00
5.03	Prepare Engineering Record Drawings				4	8	2							\$ 2,720.00
5.04	Prepare Final Construction Report			2	24									\$ 7,210.00
5.05	Summarize Project Costs				4									\$ 1,100.00
TOTALS				2	40	8	2	0	0	0	0	0	0	\$ 13,230.00
PERCENTAGES				4%	77%	15%	4%	0%	0%	0%	0%	0%	0%	

TASK				LABOR CATEGORY										
Start Date: 11/3/2025		End Date: 11/17/2025		Construction Mgr IV										Phase Item Costs
6.0	On-Site Construction Coordination Phase (Lump Sum)			Stuart Schiff										
	Estimated Calendar Days from Scope of Work			14										
	Estimated Working Days/Week from Scope of Work			5										
	Total Days Scoped for Resident Engineering			10										
	Estimated Hours/Day from Scope of Work			8										
6.01	Provide Resident Engineering			80										\$ 22,000.00

			REIMBURSABLE		
		CONTRACT HOURS	PHASE FEE	COSTS	TOTAL COST
PART A - BASIC SERVICES (LUMP SUM)					
1.0	Preliminary Design Phase (Lump Sum)	63	\$ 17,625.00	\$	17,625.00
2.0	Design Phase (Lump Sum)	172	\$ 43,230.00	\$	43,230.00
3.0	Bidding Phase (Lump Sum)	26	\$ 6,900.00	\$	6,900.00
		261	SUBTOTAL \$ 67,755.00	\$ -	\$ 67,755.00
PART B - SPECIAL SERVICES (LUMP SUM)					
4.0	Construction Administration Phase (Lump Sum)	58	\$ 16,210.00	\$	16,210.00
5.0	Post Construction Coordination Phase (Lump Sum)	52	\$ 13,230.00	\$	13,230.00
6.0	On-Site Construction Coordination Phase (Lump Sum)	80	\$ 22,000.00	\$ 1,350.00	\$ 23,350.00
		80	SUBTOTAL \$ 51,440.00	\$ 1,350.00	\$ 52,790.00
SUBCONSULTANT 1					
Wind River Survey					\$ 10,000.00
SUBCONSULTANT 2					
Strata - QA Testing					\$ 8,500.00
					SUBTOTAL \$ 18,500.00
					TOTAL SUBCONSULTANT COST \$ 18,500.00
TOTAL		451.0	\$ 119,195.00	\$ -	\$ 1,350.00
				\$	\$ 139,045.00

*For the purposes of estimating the cost of mileage, per diem, and lodging are calculated in accordance with applicable IRS and GSA guidelines. At the time of invoicing mileage will be invoiced in accordance with published IRS rates at the time of service and per diem will be invoiced in accordance with published GSA rates at the time of service. Lodging will be invoiced as actual expense incurred except in the cases where specific client requirements exist that limit lodging to GSA standards.

RESOLUTION NO. 2025-02
OF THE
JACKSON HOLE AIRPORT BOARD
ACCEPTING GRANT AGREEMENT
WITH THE FEDERAL AVIATION ADMINISTRATION
AIP Grant No. 3-56-0014-84-2025
June 18, 2025

The Jackson Hole Airport Board (the "Board"), a body corporate, organized under the laws of Wyoming, finds that:

WHEREAS, the Federal Aviation Administration ("FAA") tendered a Grant Agreement, in the form annexed hereto as **Exhibit A**, which tenders a grant offer to the Board for the purpose of "Construct Deicing Pad and Containment Facility (Phase 2 – Install Utilities and Procure Underground Storage Trunks and Prefabricated Control Buildings)" and will be in an amount of Three Million Three Hundred and Eleven Thousand Eight Hundred and Eighty Nine Dollars (\$3,311,889);

WHEREAS, the Board desires to accept, agree to the conditions of, and authorize the Board President and Board Secretary to execute the Grant Agreement in the same form as that annexed hereto as **Exhibit A**, in an amount of Three Million Three Hundred and Eleven Thousand Eight Hundred and Eighty Nine Dollars (\$3,311,889);

NOW, THEREFORE, it is resolved by the Board, in open and public meeting as follows:

1. The Board hereby accepts and agrees to the conditions of FAA AIP Grant Number 3-56-0014-84-2025 in an amount of Three Million Three Hundred and Eleven Thousand Eight Hundred and Eighty Nine Dollars (\$3,311,889), annexed hereto as **Exhibit A**, for the project of "Construct Deicing Pad and Containment Facility (Phase 2 – Install Utilities and Procure Underground Storage Trunks and Prefabricated Control Buildings) as more fully described in the Project Application.

2. The Board authorizes the Board President and Board Secretary to execute and attest the final Grant Agreement on behalf of the Board.

Adopted by the Board in open and public meeting this 18th day of June 2025.

JACKSON HOLE AIRPORT BOARD

By: _____
Rob Wallace, President

ATTEST

By: _____
Ed Liebzzeit, Secretary



U.S. Department
of Transportation
Federal Aviation
Administration

Airports Division
Northwest Mountain Region
Colorado, Utah, Wyoming

Denver Airports District Office
26805 E 68th Ave, Ste 224
Denver, CO 80249-6339

May 20, 2025

Mr. Rob Wallace, President
Jackson Hole Airport Board
1250 East Airport Road
Jackson, WY 83001

The Honorable Arne Jorgensen, Mayor
Town of Jackson
150 E. Pearl Avenue
Jackson, WY 83001

Mr. Mark Newcomb, Chairman
Teton County Board of Commissioners
200 S. Willow Street
Jackson, WY 83001

Dear Mr. Wallace, Mayor Jorgensen, and Commissioner Newcomb:

The Grant Offer for Infrastructure Investment and Jobs Act (IIJA) Airport Infrastructure Grant (AIG) Project No. 3-56-0014-084-2025 at Jackson Hole Airport is attached for execution. This letter outlines the steps you must take to properly enter into this agreement and provides other useful information. Please read the conditions, special conditions, and assurances that comprise the grant offer carefully.

You may not make any modification to the text, terms or conditions of the grant offer.

Steps You Must Take to Enter Into Agreement.

To properly enter into this agreement, you must do the following:

1. The governing body must give authority to execute the grant to the individual(s) signing the grant, i.e., the person signing the document must be the sponsor's authorized representative(s) (hereinafter "authorized representative").
2. The authorized representative must execute the grant by adding their electronic signature to the appropriate certificate at the end of the agreement.
3. Once the authorized representative has electronically signed the grant, the sponsor's attorney(s) will automatically receive an email notification.
4. On the **same day or after** the authorized representative has signed the grant, the sponsor's attorney(s) will add their electronic signature to the appropriate certificate at the end of the agreement.

5. If there are co-sponsors, the authorized representative(s) and sponsor's attorney(s) must follow the above procedures to fully execute the grant and finalize the process. Signatures must be obtained and finalized no later than **June 30, 2025**.
6. The fully executed grant will then be automatically sent to all parties as an email attachment.

Payment. Subject to the requirements in 2 CFR § 200.305 (Federal Payment), each payment request for reimbursement under this grant must be made electronically via the Delphi eInvoicing System. Please see the attached Grant Agreement for more information regarding the use of this System.

Project Timing. The terms and conditions of this agreement require you to complete the project without undue delay and no later than the Period of Performance end date (1,460 days from the grant execution date). We will be monitoring your progress to ensure proper stewardship of these Federal funds. We expect you to submit payment requests for reimbursement of allowable incurred project expenses consistent with project progress. Your grant may be placed in "inactive" status if you do not make draws on a regular basis, which will affect your ability to receive future grant offers. Costs incurred after the Period of Performance ends are generally not allowable and will be rejected unless authorized by the FAA in advance.

Reporting. Until the grant is completed and closed, you are responsible for submitting formal reports as follows:

- For all grants, you must submit by December 31st of each year this grant is open:
 1. A signed/dated SF-270 (Request for Advance or Reimbursement for non-construction projects) or SF-271 or equivalent (Outlay Report and Request for Reimbursement for Construction Programs), and
 2. An SF-425 (Federal Financial Report).
- For non-construction projects, you must submit [FAA Form 5100-140, Performance Report](#) within 30 days of the end of the Federal fiscal year.
- For construction projects, you must submit [FAA Form 5370-1, Construction Progress and Inspection Report](#), within 30 days of the end of each Federal fiscal quarter.

Audit Requirements. As a condition of receiving Federal assistance under this award, you must comply with audit requirements as established under 2 CFR Part 200. Subpart F requires non-Federal entities that expend \$1,000,000 or more in Federal awards to conduct a single or program specific audit for that year. Note that this includes Federal expenditures made under other Federal-assistance programs. Please take appropriate and necessary action to ensure your organization will comply with applicable audit requirements and standards.

Closeout. Once the project(s) is completed and all costs are determined, we ask that you work with your FAA contact indicated below to close the project without delay and submit the necessary final closeout documentation as required by your Region/Airports District Office.

FAA Contact Information. Rebecca Wersal, (303) 342-1257, rebecca.wersal@faa.gov is the assigned program manager for this grant and is readily available to assist you and your designated representative with the requirements stated herein.

We sincerely value your cooperation in these efforts and look forward to working with you to complete this important project.

Sincerely,

A handwritten signature in cursive script that reads "Jesse A. Lyman".

Jesse A. Lyman
Manager, Denver Airports District Office



U.S. Department
of Transportation
Federal Aviation
Administration

**FY 2025 AIRPORT INFRASTRUCTURE GRANT
GRANT AGREEMENT
Part I - Offer**

Federal Award Offer Date	May 20, 2025	
Airport/Planning Area	Jackson Hole Airport	
Airport Infrastructure Grant Number	3-56-0014-084-2025	[Contract No. DOT-FA25NM-1015]
Unique Entity Identifier	KELEZHCKXHL6	

TO: Jackson Hole Airport Board, Town of Jackson and County of Teton, Wyoming
(herein called the "Sponsor") (For Co-Sponsors, list all Co-Sponsor names. The word "Sponsor" in this Grant Agreement also applies to a Co-Sponsor.)

FROM: **The United States of America** (acting through the Federal Aviation Administration, herein called the "FAA")

WHEREAS, the Sponsor has submitted to the FAA a Project Application dated January 31, 2025, for a grant of Federal funds for a project at or associated with the Jackson Hole Airport, which is included as part of this Grant Agreement; and

WHEREAS, the FAA has approved a project for the Jackson Hole Airport (herein called the "Project") consisting of the following:

Construct Deicing Pad and Containment Facility (Phase 2 - Install Utilities and Procure Underground Storage Tanks and Prefabricated Control Buildings)

which is more fully described in the Project Application.

NOW THEREFORE, Pursuant to and for the purpose of carrying out the Infrastructure Investment and Jobs Act (IIJA) (Public Law (P.L.) 117-58) of 2021; FAA Reauthorization Act of 2024 (P.L. 118-63); and the representations contained in the Project Application; and in consideration of (a) the Sponsor's adoption and ratification of the attached Grant Assurances dated April 2025, interpreted and applied consistent with the FAA Reauthorization Act of 2024; (b) the Sponsor's acceptance of this Offer; and (c) the

benefits to accrue to the United States and the public from the accomplishment of the Project and compliance with the Grant Assurance and conditions as herein provided;

THE FEDERAL AVIATION ADMINISTRATION, FOR AND ON BEHALF OF THE UNITED STATES, HEREBY OFFERS AND AGREES to pay (93.75) % of the allowable costs incurred accomplishing the Project as the United States share of the Project.

Assistance Listings Number (Formerly CFDA Number): 20.106

This Offer is made on and SUBJECT TO THE FOLLOWING TERMS AND CONDITIONS:

CONDITIONS

1. **Maximum Obligation.** The maximum obligation of the United States payable under this Offer is \$3,311,889.

The following amounts represent a breakdown of the maximum obligation for the purpose of establishing allowable amounts for any future grant amendment, which may increase the foregoing maximum obligation of the United States under the provisions of 49 U.S.C. § 47108(b):

\$0 for planning

\$3,311,889 for airport development or noise program implementation; and,

\$0 for land acquisition.

2. **Grant Performance.** This Grant Agreement is subject to the following Federal award requirements:

- a. Period of Performance:

1. Shall start on the date the Sponsor formally accepts this Agreement and is the date signed by the last Sponsor signatory to the Agreement. The end date of the Period of Performance is 4 years (1,460 calendar days) from the date of acceptance. The Period of Performance end date shall not affect, relieve, or reduce Sponsor obligations and assurances that extend beyond the closeout of this Grant Agreement.
2. Means the total estimated time interval between the start of an initial Federal award and the planned end date, which may include one or more funded portions or budget periods (2 Code of Federal Regulations (CFR) § 200.1) except as noted in 49 U.S.C § 47142(b).

- b. Budget Period:

1. For this Grant is 4 years (1,460 calendar days) and follows the same start and end date as the Period of Performance provided in paragraph 2(a)(1). Pursuant to 2 CFR § 200.403(h), the Sponsor may charge to the Grant only allowable costs incurred during the Budget Period and as stated in 49 U.S.C § 47142(b). Eligible project-related costs incurred on or after November 15, 2021 that comply with all Federal funding procurement requirements and FAA standards are allowable costs.
2. Means the time interval from the start date of a funded portion of an award to the end date of that funded portion during which Sponsors are authorized to expend the funds awarded, including any funds carried forward or other revisions pursuant to 2 CFR § 200.308.

c. Close Out and Termination

Unless the FAA authorizes a written extension, the Sponsor must submit all Grant closeout documentation and liquidate (pay-off) all obligations incurred under this award no later than 120 calendar days after the end date of the Period of Performance. If the Sponsor does not submit all required closeout documentation within this time period, the FAA will proceed to close out the grant within one year of the Period of Performance end date with the information available at the end of 120 days (2 CFR § 200.344). The FAA may terminate this agreement and all of its obligations under this agreement if any of the following occurs:

- (a) (1) The Sponsor fails to obtain or provide any Sponsor grant contribution as required by the agreement;
- (2) A completion date for the Project or a component of the Project is listed in the agreement and the Recipient fails to meet that milestone by six months after the date listed in the agreement;
- (3) The Sponsor fails to comply with the terms and conditions of this agreement, including a material failure to comply with the Project Schedule even if it is beyond the reasonable control of the Sponsor;
- (4) Circumstances cause changes to the Project that the FAA determines are inconsistent with the FAA's basis for selecting the Project to receive a grant; or
- (5) The FAA determines that termination of this agreement is in the public interest.
- (b) In terminating this agreement under this section, the FAA may elect to consider only the interests of the FAA.
- (c) The Sponsor may request that the FAA terminate the agreement under this section.

3. **Ineligible or Unallowable Costs.** In accordance with P.L. 117-58, Division J, Title VIII, and 49 U.S.C. § 47110, the Sponsor is prohibited from including any costs in the grant funded portions of the project that the FAA has determined to be ineligible or unallowable, including costs incurred to carry out airport development implementing policies and initiatives repealed by Executive Order 14148, provided such costs are not otherwise permitted by statute.

Indirect Costs - Sponsor. The Sponsor may charge indirect costs under this award by applying the indirect cost rate identified in the project application as accepted by the FAA, to allowable costs for Sponsor direct salaries and wages.

4. **Determining the Final Federal Share of Costs.** The United States' share of allowable project costs will be made in accordance with 49 U.S.C. § 47109, the regulations, policies, and procedures of the Secretary of Transportation ("Secretary"), and any superseding legislation. Final determination of the United States' share will be based upon the final audit of the total amount of allowable project costs and settlement will be made for any upward or downward adjustments to the Federal share of costs.
5. **Completing the Project Without Delay and in Conformance with Requirements.** The Sponsor must carry out and complete the project without undue delays and in accordance with this Agreement, IIA (P.L. 117-58), and the regulations, policies, and procedures of the Secretary. Per 2 CFR § 200.308, the Sponsor agrees to report and request prior FAA approval for any disengagement from performing the project that exceeds three months or a 25 percent reduction in time devoted to the

project. The report must include a reason for the project stoppage. The Sponsor also agrees to comply with the grant assurances, which are part of this Agreement.

6. **Amendments or Withdrawals before Grant Acceptance.** The FAA reserves the right to amend or withdraw this offer at any time prior to its acceptance by the Sponsor.
7. **Offer Expiration Date.** This offer will expire and the United States will not be obligated to pay any part of the costs of the project unless this offer has been accepted by the Sponsor on or before June 30, 2025, or such subsequent date as may be prescribed in writing by the FAA.
8. **Improper Use of Federal Funds and Mandatory Disclosure.**
 - a. The Sponsor must take all steps, including litigation if necessary, to recover Federal funds spent fraudulently, wastefully, or in violation of Federal antitrust statutes, or misused in any other manner for any project upon which Federal funds have been expended. For the purposes of this Grant Agreement, the term "Federal funds" means funds however used or dispersed by the Sponsor, that were originally paid pursuant to this or any other Federal grant agreement. The Sponsor must obtain the approval of the Secretary as to any determination of the amount of the Federal share of such funds. The Sponsor must return the recovered Federal share, including funds recovered by settlement, order, or judgment, to the Secretary. The Sponsor must furnish to the Secretary, upon request, all documents and records pertaining to the determination of the amount of the Federal share or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements or other final positions of the Sponsor, in court or otherwise, involving the recovery of such Federal share require advance approval by the Secretary.
 - b. The Sponsor, a recipient, and a subrecipient under this Federal grant must promptly comply with the mandatory disclosure requirements as established under 2 CFR § 200.113, including reporting requirements related to recipient integrity and performance in accordance with Appendix XII to 2 CFR Part 200.
9. **United States Not Liable for Damage or Injury.** The United States is not responsible or liable for damage to property or injury to persons which may arise from, or be incident to, compliance with this Grant Agreement.
10. **System for Award Management (SAM) Registration and Unique Entity Identifier (UEI).**
 - a. Requirement for System for Award Management (SAM): Unless the Sponsor is exempted from this requirement under 2 CFR § 25.110, the Sponsor must maintain the currency of its information in the SAM until the Sponsor submits the final financial report required under this Grant, or receives the final payment, whichever is later. This requires that the Sponsor review and update the information at least annually after the initial registration and more frequently if required by changes in information or another award term. Additional information about registration procedures may be found at the SAM website (currently at <http://www.sam.gov>).
 - b. Unique entity identifier (UEI) means a 12-character alpha-numeric value used to identify a specific commercial, nonprofit or governmental entity. A UEI may be obtained from SAM.gov at <https://sam.gov/content/entity-registration>.
11. **Electronic Grant Payment(s).** Unless otherwise directed by the FAA, the Sponsor must make each payment request under this Agreement electronically via the Delphi eInvoicing System for Department of Transportation (DOT) Financial Assistance Awardees.

12. **Informal Letter Amendment of IIJA Projects.** If, during the life of the project, the FAA determines that the maximum grant obligation of the United States exceeds the expected needs of the Sponsor by \$25,000 or five percent (5%), whichever is greater, the FAA can issue a letter amendment to the Sponsor unilaterally reducing the maximum obligation.

The FAA can, subject to the availability of Federal funds, also issue a letter to the Sponsor increasing the maximum obligation if there is an overrun in the total actual eligible and allowable project costs to cover the amount of the overrun provided it will not exceed the statutory limitations for grant amendments. The FAA's authority to increase the maximum obligation does not apply to the "planning" component of Condition No. 1, Maximum Obligation.

The FAA can also issue an informal letter amendment that modifies the grant description to correct administrative errors or to delete work items if the FAA finds it advantageous and in the best interests of the United States.

An informal letter amendment has the same force and effect as a formal grant amendment.

13. **Environmental Standards.** The Sponsor is required to comply with all applicable environmental standards, as further defined in the Grant Assurances, for all projects in this grant. If the Sponsor fails to comply with this requirement, the FAA may suspend, cancel, or terminate this Grant Agreement.
14. **Financial Reporting and Payment Requirements.** The Sponsor will comply with all Federal financial reporting requirements and payment requirements, including submittal of timely and accurate reports.
15. **Buy American.** Unless otherwise approved in advance by the FAA, in accordance with 49 U.S.C. § 50101, the Sponsor will not acquire or permit any contractor or subcontractor to acquire any steel or manufactured goods produced outside the United States to be used for any project for which funds are provided under this Grant. The Sponsor will include a provision implementing Buy American in every contract and subcontract awarded under this Grant.
16. **Build America, Buy American.** The Sponsor must comply with the requirements under the Build America, Buy America Act (P.L. 117-58).
17. **Maximum Obligation Increase.** In accordance with 49 U.S.C. § 47108(b)(3), as amended, the maximum obligation of the United States, as stated in Condition No. 1, Maximum Obligation, of this Grant:
- a. May not be increased for a planning project;
 - b. May be increased by not more than 15 percent for development projects, if funds are available;
 - c. May be increased by not more than the greater of the following for a land project, if funds are available:
 1. 15 percent; or
 2. 25 percent of the total increase in allowable project costs attributable to acquiring an interest in the land.

If the Sponsor requests an increase, any eligible increase in funding will be subject to the United States Government share as provided in IIJA (P.L. 117-58), or other superseding legislation if applicable, for the fiscal year appropriation with which the increase is funded. The FAA is not responsible for the same Federal share provided herein for any amount increased over the initial

grant amount. The FAA may adjust the Federal share as applicable through an informal letter of amendment.

18. Audits for Sponsors.

PUBLIC SPONSORS. The Sponsor must provide for a Single Audit or program-specific audit in accordance with 2 CFR Part 200. The Sponsor must submit the audit reporting package to the Federal Audit Clearinghouse on the Federal Audit Clearinghouse's Internet Data Entry System at <http://harvester.census.gov/facweb/>. Upon request of the FAA, the Sponsor shall provide one copy of the completed audit to the FAA. Sponsors that expend less than \$1,000,000 in Federal awards and are exempt from Federal audit requirements must make records available for review or audit by the appropriate Federal agency officials, State, and Government Accountability Office. The FAA and other appropriate Federal agencies may request additional information to meet all Federal audit requirements.

19. Suspension or Debarment. When entering into a "covered transaction" as defined by 2 CFR § 180.200, the Sponsor must:

- a. Verify the non-Federal entity is eligible to participate in this Federal program by:
 1. Checking the System for Award Management (SAM.gov) exclusions to determine if the non-Federal entity is excluded or disqualified; or
 2. Collecting a certification statement from the non-Federal entity attesting they are not excluded or disqualified from participating; or
 3. Adding a clause or condition to covered transactions attesting the individual or firm are not excluded or disqualified from participating.
- b. Require prime contractors to comply with 2 CFR § 180.330 when entering into lower-tier transactions with their contractors and sub-contractors.
- c. Immediately disclose in writing to the FAA whenever (1) the Sponsor learns it has entered into a covered transaction with an ineligible entity or (2) the Public Sponsor suspends or debars a contractor, person, or entity.

20. Ban on Texting While Driving.

- a. In accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, October 1, 2009, and DOT Order 3902.10, Text Messaging While Driving, December 30, 2009, the Sponsor is encouraged to:
 1. Adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers including policies to ban text messaging while driving when performing any work for, or on behalf of, the Federal government, including work relating to a grant or subgrant.
 2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as:
 - i. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - ii. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.
- b. The Sponsor must insert the substance of this clause on banning texting while driving in all subgrants, contracts, and subcontracts funded with this Grant.

21. Trafficking in Persons.

1. *Posting of contact information.*

- a. The Sponsor must post the contact information of the national human trafficking hotline (including options to reach out to the hotline such as through phone, text, or TTY) in all public airport restrooms.

2. *Provisions applicable to a recipient that is a private entity.*

- a. Under this Grant, the recipient, its employees, subrecipients under this Grant, and subrecipients employees must not engage in:
 - i. Severe forms of trafficking in persons;
 - ii. The procurement of commercial sex act during the period of time that the grant or cooperative agreement is in effect;
 - iii. The use of forced labor in the performance of this grant; or any subaward; or
 - iv. Acts that directly support or advance trafficking in person, including the following acts;
 - a) Destroying, concealing, removing, confiscating, or otherwise denying an employee access to that employee's identity or immigration documents;
 - b) Failing to provide return transportation of pay for return transportation costs to an employee from a country outside the United States to the country from which the employee was recruited upon the end of employment if requested by the employee, unless:
 - 1. Exempted from the requirement to provide or pay for such return transportation by the federal department or agency providing or entering into the grant; or
 - 2. The employee is a victim of human trafficking seeking victim services or legal redress in the country of employment or witness in a human trafficking enforcement action;
 - c) Soliciting a person for the purpose of employment, or offering employment, by means of materially false or fraudulent pretenses, representations, or promises regarding that employment;
 - d) Charging recruited employees a placement or recruitment fee; or
 - e) Providing or arranging housing that fails to meet the host country's housing and safety standards.
- b. The FAA, may unilaterally terminate this Grant, or take any remedial actions authorized by 22 U.S.C 7104b(c), without penalty, if any private entity under this Grant;
 - i. Is determined to have violated a prohibition in paragraph (2)(a) of this Grant;
 - ii. Has an employee that is determined to have violated a prohibition in paragraph (2)(a) of this Grant through conduct that is either:
 - a) Associated with performance under this Grant; or
 - b) Imputed to the recipient or subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR

Part 180, “OMB Guidelines to Agencies on Government-wide Debarment and Suspension (Nonprocurement),” as implemented by the FAA at 2 CFR Part 1200.

3. *Provision applicable to a recipient other than a private entity.*
 - a. The FAA may unilaterally terminate this award or take any remedial actions authorized by 22 U.S.C 7104b(c), without penalty, if subrecipient than is a private entity under this award;
 - i. Is determined to have violated a prohibition in paragraph (2)(a) of this Grant or
 - ii. Has an employee that is determined to have violated a prohibition in paragraph (2)(a) of this Grant through conduct that is either:
 - a) Associated with performance under this Grant; or
 - b) Imputed to the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR Part 180, “OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement),” as implemented by our agency at 2 CFR Part 1200.
4. *Provisions applicable to any recipient.*
 - a. The recipient must inform the FAA and the DOT Inspector General, immediately of any information you receive from any source alleging a violation of a prohibition in paragraph (2)(a) of this Grant.
 - b. The FAA’s right to unilaterally terminate this Grant as described in paragraph (2)(b) or (3)(a) of this Grant, implements the requirements of 22 U.S.C. chapter 78 and is addition to all other remedies for noncompliance that are available to the FAA under this Grant:
 - c. The recipient must include the requirements of paragraph (2)(a) of this Grant award term in any subaward it makes to a private entity.
 - d. If applicable, the recipient must also comply with the compliance plan and certification requirements in 2 CFR 175.105(b).
5. *Definitions.* For purposes of this Grant award, term:
 - a. “Employee” means either:
 - i. An individual employed by the recipient or a subrecipient who is engaged in the performance of the project or program under this Grant; or
 - ii. Another person engaged in the performance of the project or program under this Grant and not compensated by the recipient including, but not limited to, a volunteer or individual whose services are contributed by a third party as an in-kind contribution toward cost sharing or requirements.
 - b. “Private entity” means:
 - i. Any entity, including for profit organizations, nonprofit organizations, institutions of higher education, and hospitals. The term does not include foreign public entities, Indian Tribes, local governments, or states as defined in 2 CFR 200.1.
 - ii. The terms “severe forms of trafficking in persons,” “commercial sex act,” “sex trafficking,” “Abuse or threatened abuse of law or legal process,” “coercion,” “debt bondage,” and “involuntary servitude” have the meaning given at section 103 of the TVPA, as amended (22 U.S.C. 7102).

22. **IJA Funded Work Included in a PFC Application.** Within 120 days of acceptance of this Grant Agreement, the Sponsor must submit to the FAA an amendment to any approved Passenger Facility Charge (PFC) application that contains an approved PFC project also covered under this Grant Agreement as described in the project application. The airport sponsor may not make any expenditure under this Grant Agreement until project work addressed under this Grant Agreement is removed from an approved PFC application by amendment.
23. **Exhibit "A" Property Map.** The Exhibit "A" Property Map dated December 2013, is incorporated herein by reference or is submitted with the project application and made part of this Grant Agreement.
24. **Employee Protection from Reprisal.** In accordance with 2 CFR § 200.217 and 41 U.S.C. § 4701, an employee of a grantee, subgrantee contractor, recipient or subrecipient must not be discharged, demoted, or otherwise discriminated against as a reprisal for disclosing to a person or body described in paragraph (a)(2) of 41 U.S.C. 4712 information that the employee reasonably believes is evidence of gross mismanagement of a Federal contract or grant, a gross waste of Federal funds, an abuse of authority relating to a Federal contract or grant, a substantial and specific danger to public health or safety, or a violation of law, rule, or regulation related to a Federal contract (including the competition for or negotiation of a contract) or grant. The grantee, subgrantee, contractor, recipient, or subrecipient must inform their employees in writing of employee whistleblower rights and protections under 41 U.S.C. § 4712. See statutory requirements for whistleblower protections at 10 U.S.C. § 4701, 41 U.S.C. § 4712, 41 U.S.C. § 4304, and 10 U.S.C. § 4310.
25. **Co-Sponsor.** The Co-Sponsors understand and agree that they jointly and severally adopt and ratify the representations and assurances contained therein and that the word "Sponsor" as used in the application and other assurances is deemed to include all Co-Sponsors.
26. **Prohibited Telecommunications and Video Surveillance Services and Equipment.** The Sponsor agrees to comply with mandatory standards and policies relating to use and procurement of certain telecommunications and video surveillance services or equipment in compliance with the National Defense Authorization Act [P.L. 115-232 § 889(f)] and 2 CFR § 200.216.
27. **Critical Infrastructure Security and Resilience.** The Sponsor acknowledges that it has considered and addressed physical and cybersecurity and resilience in its project planning, design, and oversight, as determined by the DOT and the Department of Homeland Security (DHS). For airports that do not have specific DOT or DHS cybersecurity requirements, the FAA encourages the voluntary adoption of the cybersecurity requirements from the Transportation Security Administration and Federal Security Director identified for security risk Category X airports.
28. **Title VI of the Civil Rights Act.** As a condition of a grant award, the Sponsor shall demonstrate that it complies with the provisions of Title VI of the Civil Rights Act of 1964 (42 U.S.C. §§ 2000d et seq) and implementing regulations (49 CFR part 21), the Airport and Airway Improvement Act of 1982 (49 U.S.C. § 47123), the Age Discrimination Act of 1975 (42 U.S.C. 6101 et seq.), Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794 et seq.), the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101, et seq.), U.S. Department of Transportation and Federal Aviation Administration (FAA) Assurances, and other relevant civil rights statutes, regulations, or authorities, including any amendments or updates thereto. This may include, as applicable, providing a current Title VI Program Plan to the FAA for approval, in the format and according to the timeline required by the FAA, and other information about the communities that will be benefited and impacted by the project. A completed FAA Title VI Pre-Grant Award Checklist is required for every grant application, unless excused by the FAA. The Sponsor shall affirmatively ensure that when carrying out any

project supported by this grant that it complies with all federal nondiscrimination and civil rights laws based on race, color, national origin, sex, creed, age, disability, genetic information, in consideration for federal financial assistance. The Department's and FAA's Office of Civil Rights may provide resources and technical assistance to recipients to ensure full and sustainable compliance with Federal civil rights requirements. Failure to comply with civil rights requirements will be considered a violation of the agreement or contract and be subject to any enforcement action as authorized by law.

29. **FAA Reauthorization Act of 2024.** This grant agreement is subject to the terms and conditions contained herein including the terms known as the Grant Assurances as they were published in the Federal Register April 2025. On May 16, 2024, the FAA Reauthorization Act of 2024 made certain amendments to 49 U.S.C. chapter 471. The Reauthorization Act will require the FAA to make certain amendments to the assurances in order to best achieve consistency with the statute. Federal law requires that the FAA publish any amendments to the assurances in the Federal Register along with an opportunity to comment. In order not to delay the offer of this grant, the existing assurances are attached herein; however, the FAA shall interpret and apply these assurances consistent with the Reauthorization Act. To the extent there is a conflict between the assurances and Federal statutes, the statutes shall apply. The full text of the FAA Reauthorization Act of 2024 is at

<https://www.congress.gov/bill/118th-congress/house-bill/3935/text>

30. **Applicable Federal Anti-Discrimination Laws.** Pursuant to Section (3)(b)(iv), Executive Order 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity, the sponsor:

- a. Agrees that its compliance in all respects with all applicable Federal anti-discrimination laws is material to the government's payment decisions for purposes of 31 U.S.C. 3729(b)(4); and
- b. certifies that it does not operate any programs promoting diversity, equity, and inclusion (DEI) initiatives that violate any applicable Federal anti-discrimination laws.

31. **Federal Law and Public Policy Requirements.** The Sponsor shall ensure that Federal funding is expended in full accordance with the United States Constitution, Federal law, and statutory and public policy requirements: including but not limited to, those protecting free speech, religious liberty, public welfare, the environment, and prohibiting discrimination; and the Sponsor will cooperate with Federal officials in the enforcement of Federal law, including cooperating with and not impeding U.S. Immigration and Customs Enforcement (ICE) and other Federal offices and components of the Department of Homeland Security in and the enforcement of Federal immigration law.

32. **National Airspace System Requirements**

- a. The Sponsor shall cooperate with FAA activities installing, maintaining, replacing, improving, or operating equipment and facilities in or supporting the National Airspace System, including waiving permitting requirements and other restrictions affecting those activities to the maximum extent possible, and assisting the FAA in securing waivers of permitting or other restrictions from other authorities. The Sponsor shall not take actions that frustrate or prevent the FAA from installing, maintaining, replacing, improving, or operating equipment and facilities in or supporting the National Airspace System.
- b. If the FAA determines that the Sponsor has violated subsection (a), the FAA may impose a remedy, including:
 - (1) additional conditions on the award;

- (2) consistent with 49 U.S.C chapter 471, any remedy permitted under 2 C.F.R. 200.339–200.340, including withholding of payments; disallowance of previously reimbursed costs, requiring refunds from the Recipient to the USDOT; suspension or termination of the award; or suspension and debarment under 2 CFR part 180; or
 - (3) any other remedy legally available.
- c. In imposing a remedy under this condition, the FAA may elect to consider the interests of only the FAA.
- d. The Sponsor acknowledges that amounts that the FAA requires the Sponsor to refund to the FAA due to a remedy under this condition constitute a debt to the Federal Government that the FAA may collect under 2 CFR 200.346 and the Federal Claims Collection Standards (31 CFR parts 900–904).
- 33. **Signage Costs for Construction Projects.** The airport grant recipient hereby agrees that it will require the prime contractor of a Federally- assisted airport improvement project to post signs consistent with a DOT/FAA-prescribed format, as may be requested by the DOT/FAA, and further agrees to remove any signs posted in response to requests received prior to February 1, 2025.
- 34. **Title 8 - U.S.C., Chapter 12, Subchapter II - Immigration.** The sponsor will follow applicable federal laws pertaining to Subchapter 12, and be subject to the penalties set forth in 8 U.S.C. § 1324, Bringing in and harboring certain aliens, and 8 U.S.C. § 1327, Aiding or assisting certain aliens to enter

SPECIAL CONDITIONS

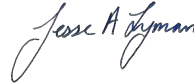
35. **Solid Waste Recycling Plan.** The Sponsor certifies that it has a solid waste recycling plan as part of an existing Airport Master Plan, as described by 49 U.S.C. § 47106(a)(6).
36. **Mothers' Rooms.** As a small, medium, or large hub airport, the sponsor certifies it is in compliance with 49 U.S.C. § 47107(w).
37. **Buy American Executive Orders.** The Sponsor agrees to abide by applicable Executive Orders in effect at the time this Grant Agreement is executed, including Executive Order 14005, Ensuring the Future Is Made in All of America by All of America's Workers.

The Sponsor's acceptance of this Offer and ratification and adoption of the Project Application incorporated herein shall be evidenced by execution of this instrument by the Sponsor, as hereinafter provided, and this Offer and Acceptance shall comprise a Grant Agreement, constituting the contractual obligations and rights of the United States and the Sponsor with respect to the accomplishment of the Project and compliance with the Grant Assurances, terms, and conditions as provided herein. Such Grant Agreement shall become effective upon the Sponsor's acceptance of this Offer.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.¹

**UNITED STATES OF AMERICA
FEDERAL AVIATION ADMINISTRATION**



(Signature)

Jesse A Lyman

(Typed Name)

Manager, Denver Airports District Office

(Title of FAA Official)

¹ Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

Part II - Acceptance

The Sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in the Project Application and incorporated materials referred to in the foregoing Offer, and does hereby accept this Offer and by such acceptance agrees to comply with all of the Grant Assurances, terms, and conditions in this Offer and in the Project Application.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.²

Dated _____

JACKSON HOLE AIRPORT BOARD

(Name of Sponsor)

(Signature of Sponsor's Authorized Official)

By:

(Typed Name of Sponsor's Authorized Official)

Title:

(Title of Sponsor's Authorized Official)

² Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

CERTIFICATE OF SPONSOR'S ATTORNEY

I, _____, acting as Attorney for the Sponsor do hereby certify:

That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State of Wyoming. Further, I have examined the foregoing Grant Agreement and the actions taken by said Sponsor and Sponsor's official representative, who has been duly authorized to execute this Grant Agreement, which is in all respects due and proper and in accordance with the laws of the said State; the Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-58) of 2021; FAA Reauthorization Act of 2024 (P.L. 118-63); and the representations contained in the Project Application. In addition, for grants involving projects to be carried out on property not owned by the Sponsor, there are no legal impediments that will prevent full performance by the Sponsor. Further, it is my opinion that the said Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.³

Dated at _____

By: _____

(Signature of Sponsor's Attorney)

³ Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

The Sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in the Project Application and incorporated materials referred to in the foregoing Offer, and does hereby accept this Offer and by such acceptance agrees to comply with all of the Grant Assurances, terms, and conditions in this Offer and in the Project Application.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.⁴

Dated _____

TOWN OF JACKSON, WYOMING

(Name of Sponsor)

(Signature of Sponsor's Authorized Official)

By:

(Typed Name of Sponsor's Authorized Official)

Title:

(Title of Sponsor's Authorized Official)

Attested By:

(Signature of Sponsor's Attestation)

(Typed Name of Sponsor's Attestation)

(Title of Sponsor's Attestation)

⁴ Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

CERTIFICATE OF SPONSOR'S ATTORNEY

I, _____, acting as Attorney for the Sponsor do hereby certify:

That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State of Wyoming. Further, I have examined the foregoing Grant Agreement and the actions taken by said Sponsor and Sponsor's official representative, who has been duly authorized to execute this Grant Agreement, which is in all respects due and proper and in accordance with the laws of the said State; the Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-58) of 2021; FAA Reauthorization Act of 2024 (P.L. 118-63); and the representations contained in the Project Application. In addition, for grants involving projects to be carried out on property not owned by the Sponsor, there are no legal impediments that will prevent full performance by the Sponsor. Further, it is my opinion that the said Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.⁵

Dated at _____

By: _____

(Signature of Sponsor's Attorney)

⁵ Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

The Sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in the Project Application and incorporated materials referred to in the foregoing Offer, and does hereby accept this Offer and by such acceptance agrees to comply with all of the Grant Assurances, terms, and conditions in this Offer and in the Project Application.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.⁶

Dated _____

COUNTY OF TETON, WYOMING

(Name of Sponsor)

(Signature of Sponsor's Authorized Official)

By:

(Typed Name of Sponsor's Authorized Official)

Title:

(Title of Sponsor's Authorized Official)

Attested By:

(Signature of Sponsor's Attestation)

(Typed Name of Sponsor's Attestation)

(Title of Sponsor's Attestation)

⁶ Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

CERTIFICATE OF SPONSOR'S ATTORNEY

I, _____, acting as Attorney for the Sponsor do hereby certify:

That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State of Wyoming. Further, I have examined the foregoing Grant Agreement and the actions taken by said Sponsor and Sponsor's official representative, who has been duly authorized to execute this Grant Agreement, which is in all respects due and proper and in accordance with the laws of the said State; the Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-58) of 2021,; and the representations contained in the Project Application. In addition, for grants involving projects to be carried out on property not owned by the Sponsor, there are no legal impediments that will prevent full performance by the Sponsor. Further, it is my opinion that the said Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.⁷

Dated at _____

By: _____

(Signature of Sponsor's Attorney)

⁷ Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

ASSURANCES

AIRPORT SPONSORS

A. General.

1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors.
2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, U.S.C., subtitle VII, as amended. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.
3. Upon acceptance of this grant offer by the sponsor, these assurances are incorporated in and become part of this Grant Agreement.

B. Duration and Applicability.

1. **Airport Development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor.**

The terms, conditions, and assurances of this Grant Agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.

2. **Airport Development or Noise Compatibility Projects Undertaken by a Private Sponsor.**

The preceding paragraph (1) also applies to a private sponsor except that the useful life of project items installed within a facility or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of Federal aid for the project.

3. **Airport Planning Undertaken by a Sponsor.**

Unless otherwise specified in this Grant Agreement, only Assurances 1, 2, 3, 5, 6, 13, 18, 23, 25, 30, 32, 33, 34, 37, and 40 in Section C apply to planning projects. The terms, conditions, and assurances of this Grant Agreement shall remain in full force and effect during the life of the project; there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport.

C. Sponsor Certification.

The sponsor hereby assures and certifies, with respect to this grant that:

1. General Federal Requirements

The Sponsor will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds for this Grant. Performance under this agreement shall be governed by and in compliance with the following requirements, as applicable, to the type of organization of the Sponsor and any applicable sub-recipients. The applicable provisions to this agreement include, but are not limited to, the following:

FEDERAL LEGISLATION

- a. 49 U.S.C. subtitle VII, as amended.
- b. Davis-Bacon Act, as amended — 40 U.S.C. §§ 3141-3144, 3146, and 3147, et seq.¹
- c. Federal Fair Labor Standards Act — 29 U.S.C. § 201, et seq.
- d. Hatch Act — 5 U.S.C. § 1501, et seq.²
- e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. 4601, et seq.^{1, 2}
- f. National Historic Preservation Act of 1966 — Section 106 — 54 U.S.C. § 306108.¹
- g. Archeological and Historic Preservation Act of 1974 — 54 U.S.C. § 312501, et seq.¹
- h. Native Americans Grave Repatriation Act — 25 U.S.C. § 3001, et seq.
- i. Clean Air Act, P.L. 90-148, as amended — 42 U.S.C. § 7401, et seq.
- j. Coastal Zone Management Act, P.L. 92-583, as amended — 16 U.S.C. § 1451, et seq.
- k. Flood Disaster Protection Act of 1973 — Section 102(a) - 42 U.S.C. § 4012a.¹
- l. 49 U.S.C. § 303, (formerly known as Section 4(f)).
- m. Rehabilitation Act of 1973 — 29 U.S.C. § 794.
- n. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq.) (prohibits discrimination on the basis of race, color, national origin).
- o. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.) (prohibits discrimination on the basis of disability).
- p. Age Discrimination Act of 1975 — 42 U.S.C. § 6101, et seq.
- q. American Indian Religious Freedom Act, P.L. 95-341, as amended.
- r. Architectural Barriers Act of 1968, as amended — 42 U.S.C. § 4151, et seq.¹
- s. Powerplant and Industrial Fuel Use Act of 1978 — Section 403 — 42 U.S.C. § 8373.¹
- t. Contract Work Hours and Safety Standards Act — 40 U.S.C. § 3701, et seq.¹
- u. Copeland Anti-kickback Act — 18 U.S.C. § 874.¹
- v. National Environmental Policy Act of 1969 — 42 U.S.C. § 4321, et seq.¹

- w. Wild and Scenic Rivers Act, P.L. 90-542, as amended – 16 U.S.C. § 1271, et seq.
- x. Single Audit Act of 1984 – 31 U.S.C. § 7501, et seq.²
- y. Drug-Free Workplace Act of 1988 – 41 U.S.C. §§ 8101 through 8105.
- z. The Federal Funding Accountability and Transparency Act of 2006, as amended (P.L. 109-282, as amended by section 6202 of P.L. 110-252).
- aa. Civil Rights Restoration Act of 1987, P.L. 100-259.
- bb. Infrastructure Investment and Jobs Act, P.L. 117-58, Title VIII.
- cc. Build America, Buy America Act, P.L. 117-58, Title IX.
- dd. Endangered Species Act – 16 U.S.C. 1531, et seq.
- ee. Title IX of the Education Amendments of 1972, as amended – 20 U.S.C. 1681–1683 and 1685–1687.
- ff. Drug Abuse Office and Treatment Act of 1972, as amended – 21 U.S.C. 1101, et seq.
- gg. Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, P.L. 91-616, as amended – 42 U.S.C. § 4541, et seq.
- hh. Appropriated Funds to Influence Certain Federal Contracting and Financial Transactions – 31 U.S.C. § 1352.

EXECUTIVE ORDERS

- a. Executive Order 11990 – Protection of Wetlands
- b. Executive Order 11988 – Floodplain Management
- c. Executive Order 12372 – Intergovernmental Review of Federal Programs
- d. Executive Order 12699 – Seismic Safety of Federal and Federally Assisted New Building Construction¹
- e. Executive Order 14005 – Ensuring the Future is Made in all of America by All of America's Workers
- f. Executive Order 14149 – Restoring Freedom of Speech and Ending Federal Censorship
- g. Executive Order 14151 – Ending Radical and Wasteful Government DEI Programs and Preferencing
- h. Executive Order 14154 – Unleashing American Energy
- i. Executive Order 14168 – Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government
- j. Executive Order 14173 – Ending Illegal Discrimination and Restoring Merit-Based Opportunity

FEDERAL REGULATIONS

- a. 2 CFR Part 180 – OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement).
- b. 2 CFR Part 200 and 1201 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. ^{3, 4, 5}
- c. 2 CFR Part 1200 – Nonprocurement Suspension and Debarment.

- d. 14 CFR Part 13 – Investigative and Enforcement Procedures.
- e. 14 CFR Part 16 – Rules of Practice for Federally-Assisted Airport Enforcement Proceedings.
- f. 14 CFR Part 150 – Airport Noise Compatibility Planning.
- g. 28 CFR Part 35 – Nondiscrimination on the Basis of Disability in State and Local Government Services.
- h. 28 CFR § 50.3 – U.S. Department of Justice Guidelines for the Enforcement of Title VI of the Civil Rights Act of 1964.
- i. 29 CFR Part 1 – Procedures for Predetermination of Wage Rates.¹
- j. 29 CFR Part 3 – Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States.¹
- k. 29 CFR Part 5 – Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction (Also Labor Standards Provisions Applicable to Nonconstruction Contracts Subject to the Contract Work Hours and Safety Standards Act).¹
- l. 41 CFR Part 60 – Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and Federally-assisted contracting requirements).¹
- m. 49 CFR Part 20 – New Restrictions on Lobbying.
- n. 49 CFR Part 21 – Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964.
- o. 49 CFR Part 23 – Participation by Disadvantage Business Enterprise in Airport Concessions.
- p. 49 CFR Part 24 – Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs.^{1, 2}
- q. 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs.
- r. 49 CFR Part 27 – Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance.¹
- s. 49 CFR Part 28 – Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation.
- t. 49 CFR Part 30 – Denial of Public Works Contracts to Suppliers of Goods and Services of Countries That Deny Procurement Market Access to U.S. Contractors.
- u. 49 CFR Part 32 – Governmentwide Requirements for Drug-Free Workplace (Financial Assistance).
- v. 49 CFR Part 37 – Transportation Services for Individuals with Disabilities (ADA).
- w. 49 CFR Part 38 – Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles.
- x. 49 CFR Part 41 – Seismic Safety.

FOOTNOTES TO ASSURANCE (C)(1)

¹ These laws do not apply to airport planning sponsors.

² These laws do not apply to private sponsors.

- ³ 2 CFR Part 200 contains requirements for State and Local Governments receiving Federal assistance. Any requirement levied upon State and Local Governments by this regulation shall apply where applicable to private sponsors receiving Federal assistance under Title 49, United States Code.
- ⁴ Cost principles established in 2 CFR Part 200 subpart E must be used as guidelines for determining the eligibility of specific types of expenses.
- ⁵ Audit requirements established in 2 CFR Part 200 subpart F are the guidelines for audits.

SPECIFIC ASSURANCES

Specific assurances required to be included in grant agreements by any of the above laws, regulations or circulars are incorporated by reference in this Grant Agreement.

2. Responsibility and Authority of the Sponsor.

a. Public Agency Sponsor:

It has legal authority to apply for this Grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

b. Private Sponsor:

It has legal authority to apply for this Grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this Grant Agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

3. Sponsor Fund Availability.

It has sufficient funds available for that portion of the project costs which are not to be paid by the United States. It has sufficient funds available to assure operation and maintenance of items funded under this Grant Agreement which it will own or control.

4. Good Title.

- a. It, a public agency or the Federal government, holds good title, satisfactory to the Secretary, to the landing area of the airport or site thereof, or will give assurance satisfactory to the Secretary that good title will be acquired.
- b. For noise compatibility program projects to be carried out on the property of the sponsor, it holds good title satisfactory to the Secretary to that portion of the property upon which Federal funds will be expended or will give assurance to the Secretary that good title will be obtained.

5. Preserving Rights and Powers.

- a. It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this Grant Agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere

with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.

- b. Subject to 49 U.S.C. 47107(a)(16) and (x), it will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A to this application or, for a noise compatibility program project, that portion of the property upon which Federal funds have been expended, for the duration of the terms, conditions, and assurances in this Grant Agreement without approval by the Secretary. If the transferee is found by the Secretary to be eligible under Title 49, United States Code, to assume the obligations of this Grant Agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this Grant Agreement.
- c. For all noise compatibility program projects which are to be carried out by another unit of local government or are on property owned by a unit of local government other than the sponsor, it will enter into an agreement with that government. Except as otherwise specified by the Secretary, that agreement shall obligate that government to the same terms, conditions, and assurances that would be applicable to it if it applied directly to the FAA for a grant to undertake the noise compatibility program project. That agreement and changes thereto must be satisfactory to the Secretary. It will take steps to enforce this agreement against the local government if there is substantial non-compliance with the terms of the agreement.
- d. For noise compatibility program projects to be carried out on privately owned property, it will enter into an agreement with the owner of that property which includes provisions specified by the Secretary. It will take steps to enforce this agreement against the property owner whenever there is substantial non-compliance with the terms of the agreement.
- e. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.
- f. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to ensure that the airport will be operated and maintained in accordance with Title 49, United States Code, the regulations and the terms, conditions and assurances in this Grant Agreement and shall ensure that such arrangement also requires compliance therewith.
- g. Sponsors of commercial service airports will not permit or enter into any arrangement that results in permission for the owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport. Sponsors of general aviation airports entering into any arrangement that results in permission for the owner of residential real property adjacent to or near the airport must comply with the requirements of Sec. 136 of Public Law 112-95 and the sponsor assurances.

6. Consistency with Local Plans.

The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

7. Consideration of Local Interest.

It has given fair consideration to the interest of communities in or near where the project may be located.

8. Consultation with Users.

In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport at which project is proposed.

9. Public Hearings.

In projects involving the location of an airport, an airport runway, or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

10. Metropolitan Planning Organization.

In projects involving the location of an airport, an airport runway, or a major runway extension at a medium or large hub airport, the sponsor has made available to and has provided upon request to the metropolitan planning organization in the area in which the airport is located, if any, a copy of the proposed amendment to the airport layout plan to depict the project and a copy of any airport master plan in which the project is described or depicted.

11. Pavement Preventive Maintenance-Management.

With respect to a project approved after January 1, 1995, for the replacement or reconstruction of pavement at the airport, it assures or certifies that it has implemented an effective airport pavement maintenance-management program, and it assures that it will use such program for the useful life of any pavement constructed, reconstructed, or repaired with Federal financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

12. Terminal Development Prerequisites.

For projects which include terminal development at a public use airport, as defined in Title 49, it has, on the date of submittal of the project grant application, all the safety equipment required for certification of such airport under 49 U.S.C. 44706, and all the security equipment required by rule or regulation, and has provided for access to the passenger enplaning and deplaning area of such airport to passengers enplaning and deplaning from aircraft other than air carrier aircraft.

13. Accounting System, Audit, and Record Keeping Requirements.

- a. It shall keep all project accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of this Grant, the total cost of the project in connection with which this Grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.

- b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this Grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which this Grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

14. Minimum Wage Rates.

It shall include, in all contracts in excess of \$2,000 for work on any projects funded under this Grant Agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor under 40 U.S.C. §§ 3141-3144, 3146, and 3147, Public Building, Property, and Works), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

15. Veteran's Preference.

It shall include in all contracts for work on any project funded under this Grant Agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Vietnam era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in 49 U.S.C. 47112. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

16. Conformity to Plans and Specifications.

It will execute the project subject to plans, specifications, and schedules approved by the Secretary. Such plans, specifications, and schedules shall be submitted to the Secretary prior to commencement of site preparation, construction, or other performance under this Grant Agreement, and, upon approval of the Secretary, shall be incorporated into this Grant Agreement. Any modification to the approved plans, specifications, and schedules shall also be subject to approval of the Secretary and incorporated into this Grant Agreement.

17. Construction Inspection and Approval.

It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the Secretary for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the Secretary and such work shall be in accordance with regulations and procedures prescribed by the Secretary. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the Secretary shall deem necessary.

18. Planning Projects.

In carrying out planning projects:

- a. It will execute the project in accordance with the approved program narrative contained in the project application or with the modifications similarly approved.

- b. It will furnish the Secretary with such periodic reports as required pertaining to the planning project and planning work activities.
- c. It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the United States.
- d. It will make such material available for examination by the public and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.
- e. It will give the Secretary unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.
- f. It will grant the Secretary the right to disapprove the sponsor's employment of specific consultants and their subcontractors to do all or any part of this project as well as the right to disapprove the proposed scope and cost of professional services.
- g. It will grant the Secretary the right to disapprove the use of the sponsor's employees to do all or any part of the project.
- h. It understands and agrees that the Secretary's approval of this project grant or the Secretary's approval of any planning material developed as part of this grant does not constitute or imply any assurance or commitment on the part of the Secretary to approve any pending or future application for a Federal airport grant.

19. Operation and Maintenance.

- a. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state, and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary. In furtherance of this assurance, the sponsor will have in effect arrangements for:
 - 1. Operating the airport's aeronautical facilities whenever required;
 - 2. Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and
 - 3. Promptly notifying pilots of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood, or other climatic conditions interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.
- b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which Federal funds have been expended.

20. Hazard Removal and Mitigation.

It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

21. Compatible Land Use.

It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.

22. Economic Nondiscrimination.

- a. It will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.
- b. In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to:
 1. Furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and
 2. Charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.
- c. Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.
- d. Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.
- e. Each air carrier using such airport (whether as a tenant, non-tenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers which make similar use of such airport and utilize similar facilities, subject to reasonable classifications such as tenants or non-tenants and signatory carriers and non-signatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld by any airport provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.

- f. It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees (including, but not limited to maintenance, repair, and fueling) that it may choose to perform.
- g. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.
- h. The sponsor may establish such reasonable, and not unjustly discriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport.
- i. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

23. Exclusive Rights.

It will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public. For purposes of this paragraph, the providing of the services at an airport by a single fixed-based operator shall not be construed as an exclusive right if both of the following apply:

- a. It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services, and
- b. If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such airport. It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities, including, but not limited to charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity now existing at such an airport before the grant of any assistance under Title 49, United States Code.

24. Fee and Rental Structure.

It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection. No part of the Federal share of an airport development, airport planning or noise compatibility project for which a Grant is made under Title 49, United States Code, the Airport and Airway Improvement Act of 1982, the Federal Airport Act or the Airport and Airway Development Act of 1970 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

25. Airport Revenues.

- a. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this paragraph:
 1. If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.
 2. If the Secretary approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the Secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a 20-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.
 3. Certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at 49 U.S.C. 47102), if the FAA determines the airport sponsor meets the requirements set forth in Section 813 of Public Law 112-95.
- b. As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.
- c. Any civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of 49 U.S.C. 47107.

26. Reports and Inspections.

It will:

- a. submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request and make such reports available to the public; make available to the public at reasonable times and places a report of the airport budget in a format prescribed by the Secretary;
- b. for airport development projects, make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and

other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request;

- c. for noise compatibility program projects, make records and documents relating to the project and continued compliance with the terms, conditions, and assurances of this Grant Agreement including deeds, leases, agreements, regulations, and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request; and
- d. in a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail:
 - 1. all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and
 - 2. all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

27. Use by Government Aircraft.

It will make available all of the facilities of the airport developed with Federal financial assistance and all those usable for landing and takeoff of aircraft to the United States for use by Government aircraft in common with other aircraft at all times without charge, except, if the use by Government aircraft is substantial, charge may be made for a reasonable share, proportional to such use, for the cost of operating and maintaining the facilities used. Unless otherwise determined by the Secretary, or otherwise agreed to by the sponsor and the using agency, substantial use of an airport by Government aircraft will be considered to exist when operations of such aircraft are in excess of those which, in the opinion of the Secretary, would unduly interfere with use of the landing areas by other authorized aircraft, or during any calendar month that:

- a. Five (5) or more Government aircraft are regularly based at the airport or on land adjacent thereto; or
- b. The total number of movements (counting each landing as a movement) of Government aircraft is 300 or more, or the gross accumulative weight of Government aircraft using the airport (the total movement of Government aircraft multiplied by gross weights of such aircraft) is in excess of five million pounds.

28. Land for Federal Facilities.

It will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein as the Secretary considers necessary or desirable for construction, operation, and maintenance at Federal expense of space or facilities for such purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the Secretary.

29. Airport Layout Plan.

- a. The airport owner or operator will maintain a current airport layout plan of the airport showing:
 - 1. boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto;

2. the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), including all proposed extensions and reductions of existing airport facilities;
 3. the location of all existing and proposed non-aviation areas and of all existing improvements thereon; and
 4. all proposed and existing access points used to taxi aircraft across the airport's property boundary.
- b. Subject to subsection 49 U.S.C. 47107(x), the Secretary will review and approve or disapprove the plan and any revision or modification of the plan before the plan, revision, or modification takes effect.
 - c. The owner or operator will not make or allow any alteration in the airport or any of its facilities unless the alteration—
 1. is outside the scope of the Secretary's review and approval authority as set forth in subsection (x); or
 2. complies with the portions of the plan approved by the Secretary.
 - d. When the airport owner or operator makes a change or alteration in the airport or the facilities which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary:
 1. eliminate such adverse effect in a manner approved by the Secretary; or
 2. bear all costs of relocating such property or its replacement to a site acceptable to the Secretary and of restoring the property or its replacement to the level of safety, utility, efficiency, and cost of operation that existed before the alteration was made, except in the case of a relocation or replacement of an existing airport facility due to a change in the Secretary's design standards beyond the control of the airport sponsor.

30. Civil Rights.

It will promptly take any measures necessary to ensure that no person in the United States shall, on the grounds of race, color, and national origin (including limited English proficiency) in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d to 2000d-4); creed and sex per 49 U.S.C. 47123 and related requirements; age per the Age Discrimination Act of 1975 and related requirements; or disability per the Americans with Disabilities Act of 1990 and related requirements, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in any program and activity conducted with, or benefiting from, funds received from this Grant.

- a. Using the definitions of activity, facility, and program as found and defined in 49 CFR 21.23(b) and 21.23(e), the sponsor will facilitate all programs, operate all facilities, or conduct all programs in compliance with all non-discrimination requirements imposed by or pursuant to these assurances.
- b. Applicability

1. Programs and Activities. If the sponsor has received a grant (or other federal assistance) for any of the sponsor's program or activities, these requirements extend to all of the sponsor's programs and activities.
2. Facilities. Where it receives a grant or other federal financial assistance to construct, expand, renovate, remodel, alter, or acquire a facility, or part of a facility, the assurance extends to the entire facility and facilities operated in connection therewith.
3. Real Property. Where the sponsor receives a grant or other Federal financial assistance in the form of, or for the acquisition of real property or an interest in real property, the assurance will extend to rights to space on, over, or under such property.

c. Duration.

The sponsor agrees that it is obligated to this assurance for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the assurance obligates the sponsor, or any transferee for the longer of the following periods:

1. So long as the airport is used as an airport, or for another purpose involving the provision of similar services or benefits; or
2. So long as the sponsor retains ownership or possession of the property.

d. Required Solicitation Language. It will include the following notification in all solicitations for bids, Requests For Proposals for work, or material under this Grant Agreement and in all proposals for agreements, including airport concessions, regardless of funding source:

"The Jackson Hole Airport Board, Town of Jackson and County of Teton, Wyoming, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, all businesses will be afforded full and fair opportunity to submit bids in response to this invitation and no businesses will be discriminated against on the grounds of race, color, national origin (including limited English proficiency), creed, sex, age, or disability in consideration for an award."

e. Required Contract Provisions.

1. It will insert the non-discrimination contract clauses requiring compliance with the acts and regulations relative to non-discrimination in Federally-assisted programs of the Department of Transportation (DOT), and incorporating the acts and regulations into the contracts by reference in every contract or agreement subject to the non-discrimination in Federally-assisted programs of the DOT acts and regulations.
2. It will include a list of the pertinent non-discrimination authorities in every contract that is subject to the non-discrimination acts and regulations.
3. It will insert non-discrimination contract clauses as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a sponsor.
4. It will insert non-discrimination contract clauses prohibiting discrimination on the basis of race, color, national origin (including limited English proficiency), creed, sex, age, or

disability as a covenant running with the land, in any future deeds, leases, license, permits, or similar instruments entered into by the sponsor with other parties:

- a. For the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
- b. For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
- f. It will provide for such methods of administration for the program as are found by the Secretary to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the acts, the regulations, and this assurance.
- g. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the acts, the regulations, and this assurance.

31. Disposal of Land.

- a. For land purchased under a grant for airport noise compatibility purposes, including land serving as a noise buffer, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will be, at the discretion of the Secretary, (1) reinvested in another project at the airport, or (2) transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:
 - 1. Reinvestment in an approved noise compatibility project;
 - 2. Reinvestment in an approved project that is eligible for grant funding under 49 U.S.C. 47117(e);
 - 3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 U.S.C. 47114, 47115, or 47117;
 - 4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport; or
 - 5. Payment to the Secretary for deposit in the Airport and Airway Trust Fund.

If land acquired under a grant for noise compatibility purposes is leased at fair market value and consistent with noise buffering purposes, the lease will not be considered a disposal of the land. Revenues derived from such a lease may be used for an approved airport development project that would otherwise be eligible for grant funding or any permitted use of airport revenue.

- b. For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, upon application to the Secretary, be reinvested or transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:

1. Reinvestment in an approved noise compatibility project;
 2. Reinvestment in an approved project that is eligible for grant funding under 49 U.S.C. 47117(e);
 3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 U.S.C. 47114, 47115, or 47117;
 4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport; or
 5. Payment to the Secretary for deposit in the Airport and Airway Trust Fund.
- c. Land shall be considered to be needed for airport purposes under this assurance if (1) it may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (2) the revenue from interim uses of such land contributes to the financial self-sufficiency of the airport. Further, land purchased with a grant received by an airport operator or owner before December 31, 1987, will be considered to be needed for airport purposes if the Secretary or Federal agency making such grant before December 31, 1987, was notified by the operator or owner of the uses of such land, did not object to such use, and the land continues to be used for that purpose, such use having commenced no later than December 15, 1989.
- d. Disposition of such land under (a), (b), or (c) will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

32. Engineering and Design Services.

If any phase of such project has received Federal funds under Chapter 471 subchapter 1 of Title 49 U.S.C., it will award each contract, or sub-contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services in the same manner as a contract for architectural and engineering services is negotiated under Chapter 11 of Title 40 U.S.C., or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport.

33. Foreign Market Restrictions.

It will not allow funds provided under this Grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

34. Policies, Standards, and Specifications.

It will carry out any project funded under an Airport Improvement Program Grant in accordance with policies, standards, and specifications approved by the Secretary including, but not limited to, current FAA Advisory Circulars (https://www.faa.gov/sites/faa.gov/files/aip-pfc-checklist_0.pdf) for AIP projects as of January 31, 2025.

35. Relocation and Real Property Acquisition.

- a. It will be guided in acquiring real property, to the greatest extent practicable under State law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B.

- b. It will provide a relocation assistance program offering the services described in Subpart C of 49 CFR Part 24 and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24.
- c. It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.

36. Access By Intercity Buses.

The airport owner or operator will permit, to the maximum extent practicable, intercity buses or other modes of transportation to have access to the airport; however, it has no obligation to fund special facilities for intercity buses or for other modes of transportation.

37. Disadvantaged Business Enterprises.

The sponsor shall not discriminate on the basis of race, color, national origin, or sex, in the award and performance of any DOT-assisted contract covered by 49 CFR Part 26, or in the award and performance of any concession activity contract covered by 49 CFR Part 23. In addition, the sponsor shall not discriminate on the basis of race, color, national origin or sex in the administration of its Disadvantaged Business Enterprise (DBE) and Airport Concessions Disadvantaged Business Enterprise (ACDBE) programs or the requirements of 49 CFR Parts 23 and 26. The sponsor shall take all necessary and reasonable steps under 49 CFR Parts 23 and 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts, and/or concession contracts. The sponsor's DBE and ACDBE programs, as required by 49 CFR Parts 26 and 23, and as approved by DOT, are incorporated by reference in this agreement. Implementation of these programs is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the sponsor of its failure to carry out its approved program, the Department may impose sanctions as provided for under Parts 26 and 23 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. § 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. §§ 3801-3809, 3812).

38. Hangar Construction.

If the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant to the aircraft owner for the hangar a long term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose.

39. Competitive Access.

- a. If the airport owner or operator of a medium or large hub airport (as defined in 49 U.S.C. § 47102) has been unable to accommodate one or more requests by an air carrier for access to gates or other facilities at that airport in order to allow the air carrier to provide service to the airport or to expand service at the airport, the airport owner or operator shall transmit a report to the Secretary that:
 - 1. Describes the requests;
 - 2. Provides an explanation as to why the requests could not be accommodated; and
 - 3. Provides a time frame within which, if any, the airport will be able to accommodate the requests.

- b. Such report shall be due on either February 1 or August 1 of each year if the airport has been unable to accommodate the request(s) in the six-month period prior to the applicable due date.

40. Access to Leaded Aviation Gasoline

- a. If 100-octane low lead aviation gasoline (100LL) was made available at an airport, at any time during calendar year 2022, an airport owner or operator may not restrict or prohibit the sale of, or self-fueling with 100-octane low lead aviation gasoline.
- b. This requirement remains until the earlier of December 31, 2030, or the date on which the airport or any retail fuel seller at the airport makes available an unleaded aviation gasoline that has been authorized for use by the FAA as a replacement for 100-octane low lead aviation gasoline for use in nearly all piston-engine aircraft and engine models; and meets either an industry consensus standard or other standard that facilitates the safe use, production, and distribution of such unleaded aviation gasoline, as determined appropriate by the FAA.
- c. An airport owner or operator understands and agrees, that any violation of this grant assurance is subject to civil penalties as provided for in 49 U.S.C. § 46301(a)(8).

CONTRACT FOR IMPROVEMENTS

Jackson Hole Airport
Jackson, Wyoming

AIP PROJECT NO. 3-56-0014-083-2024

WYDOT PROJECT NO. AJA024D

Deice Pad and Collection System Improvements

This Contract for Improvements is made and entered into this 18th day of June, 2025, by and between **Jackson Hole Airport Board** ("Sponsor", "Owner", "Airport"), a body corporate organized under the laws of Wyoming, having an address of P.O. Box 159, 1250 E. Airport Road, Jackson, Wyoming 83001, and **Knife River Corporation – Mountain West ("Contractor")**, a Corporation organized under the laws of Delaware, having an address of 5450 W. Gowen Road, Boise, ID 83709.

For good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Sponsor and Contractor agree as follows:

1. The Contract. The "Contract" shall include "Contract Documents" as they are defined in Paragraph 10-16, Section 10 of the General Provisions and consist of the Invitation for Bid, Instruction to Bidders, all issued Addenda, Proposal, Statement of Qualifications, Anticipated Sub-Contracts, Form of Proposal Guaranty, Notice of Award, Contract Agreement, Performance & Payment Bonds, Notice to Proceed for Preconstruction Activities, Notice to Proceed for Construction, Notice of Contractor's Settlement, Wage Rates, General Provisions, Special Provisions, Plans, Technical Specifications, attached appendices and all documents incorporated by reference therein. The Contract Documents are made a part of the Contract as if fully set forth herein.

2. Scope of Work. The intent of this Contract is to provide for completion in every detail of the improvements defined in the Contract Documents (the "Work"). Contractor shall furnish all labor, equipment, tools, transportation and supplies required to complete the Work in strict compliance with the Contract and in a good and workmanlike manner. The Sponsor has awarded Schedules II, III, and IV (partial award for Schedule IV at this time per Knife River's 'Jackson Hole Airport Deice Pad Collection System Improvements – Phase 2 – Schedule IV Award Letter' dated May 29, 2025) to the Contractor contingent on the availability of federal funding for the same, and therefore, the work described in such Schedule(s) shall not become a part of the Work subject to this Contract unless and until the Sponsor delivers a Notice to Proceed for Construction with such Schedule(s) or Bid Alternate(s). Notwithstanding anything to the contrary in the Contract Documents, the Work under this Contract shall be limited to Schedules II, III, and IV (partial award for Schedule IV at this time per Knife River's 'Jackson Hole Airport Deice Pad Collection System Improvements – Phase 2 – Schedule IV Award Letter' dated May 29, 2025) and all tasks reasonably necessary to complete such Schedule(s). Should the Sponsor elect to proceed with the work described in the remaining unawarded Schedules of work (Schedule IV (remainder of work not awarded), Schedule V, Schedule VI (Non-Federal), and Schedule VIII (Non-Federal)), then the Sponsor and Contractor shall enter into a separate contract pertaining to such work.

3. Time.

3.1 Contractor agrees to commence work within ten consecutive (10) calendar days after the receipt of a Notice to Proceed for Construction, and that the Contractor further agrees to complete said Work within the Total Number of Allowable Consecutive Calendar Day(s) for each Schedule/Phase and/or by the Contract Substantial Completion Date as identified in the

Special Provisions and **Section 80-08 of the General Provisions** and as stipulated in the **'Schedule Table'** on the pages to follow, and that he/she acknowledges and agrees that the number of Calendar Day(s) allowed to complete the work is reasonable, taking into consideration all relevant factors, including the climatic range, industrial, and/or construction conditions prevailing in the Project locality. Extensions of the Contract time may only be permitted upon execution of a written modification to the Contract approved by the Sponsor.

3.2 Subject to the provisions of the Contract Documents, the Sponsor shall be entitled to liquidated damages for failure of the Contractor to complete the Work which exceeds the Total Number of Allowable Consecutive Calendar Day(s) for each Schedule/Phase and/or for the time which exceeds the Contract Substantial Completion Date allowed in the Contract. Permitting the Contractor to continue and finish the work or any part of it after the time fixed for its completion, or after the date to which the time for completion may have been extended, will in no way operate as a waiver on the part of the Sponsor of any of its rights under the contract.

The Contractor further agrees to pay liquidated damage(s) as compensation for non-use for damages incurred by the Sponsor should the Contractor fail to complete the work in the time provided in their Contract. The Contractor shall be assessed liquidated damage(s) as stipulated in the **'Schedule Table'** on the pages to follow for each period (day, hour, etc.) that the work remains uncompleted beyond the Contract period and as identified in **Section 80-08 of the General Provisions**.

Schedule / Phase	Total Number of Allowable Consecutive Calendar Days	Contract Substantial Completion Date ¹	Liquidated Damages
Schedule II	68 Days ³	September 30, 2025	\$500 per Calendar Day
Schedule III Phase 1	5 Nights ^{4, 5}	August 1, 2025	\$1,000 per Calendar Day and/or \$1,000 per Hour ⁶
Schedule III Phase 2	10 Days ^{7, 8}	August 10, 2025 ⁷	\$1,000 per Calendar Day and/or \$1,000 per Hour ⁶
Schedule IV Phase 1	43 Days ⁷ (Includes three (3) Calendar Days for Seeding and Striping to be completed in the Fall)	September 10, 2025	
Schedule IV Phase 2	2 Nights ^{7, 8}		

¹Substantial Completion ("Substantial Completion") shall be defined as the point in the construction process when the work outlined to be completed in the individual Schedule and/or Phase has been satisfactorily completed in compliance with the Contract, has met all FAA acceptance criteria, and is ready for use by the Owner, as determined in a written notification to the Owner by the RPR, issued in the sole but reasonable discretion of the RPR. To facilitate an inspection by the RPR, the

Contractor shall give the RPR written notice at least five (5) calendar days before it believes the Schedule and/or Phase of work will reach Substantial Completion. It is expressly understood by all parties that the time outlined for each Schedule and/or Phase to complete the work is reasonable, taking into consideration all relevant factors, including the climatic range, industrial, and/or construction conditions prevailing in the Project locality. Procurement of the Fiberglass Underground Tanks (Work Items: 23 11 15a/b/c) and Concrete Shelters (Work Item: BLD-100a/b/c/d) shall be completed/delivered during the 2026 construction season under Schedules V and VI (Non-Federal). For bidding purposes, the Contractor bidding Schedules V and VI (Non-Federal) shall assume an earliest delivery date of June 15, 2026 for the delivery of the Fiberglass Underground Tanks and Concrete Shelters and shall coordinate the delivery with the Contractor awarded Schedules I and VII (Non-Federal) and/or the RPR/Owner. Any costs due to delays in the completion/delivery of Fiberglass Underground Tanks (Work Item: 23 11 15a/b/c) and Concrete Shelters (Work Item: BLD-100a/b/c/d) as a result of the Contractor awarded Schedule I and Schedule VII (Non-Federal) after June 15, 2026 shall be the responsibility of the Contractor awarded Schedule I and Schedule VII (Non-Federal).

²This superscript is not applicable to this Schedule Table as it references schedules of work awarded on other Contracts.

³The start of Schedule II work, for which is defined by the Notice to Proceed for Construction, being no earlier than **July 24, 2025** and the respective Schedules/Phases shall be sequenced in a manner consistent to the Construction Safety Phasing Plans (CSPP). A later start date on Schedule II work will not change the substantial completion date.

⁴The start of Schedule III, Phase 1 work, for which is defined by the Notice to Proceed for Construction, shall begin no earlier than **July 27, 2025** and the respective Schedules/Phases shall be sequenced in a manner consistent to the Construction Safety Phasing Plans (CSPP). A later start date on Schedule III, Phase 1 work will not change the substantial completion date.

⁵Any work required to be completed in the object free and/or the safety areas of an active taxiway and/or taxilane shall be completed during the nighttime hours after Runway 1/19 is closed each night by the Airport which generally will occur after the last commercial flight arrives, but not sooner than 10:00pm local time. Generally speaking, Runway 1/19 nighttime closure hours are assumed to be from 10:00pm – 6:00am local time each night unless other circumstances call for the need to keep the runway open as determined by the sole but reasonable discretion of the RPR and/or the Airport.

⁶The Contractor shall have Taxiway A (including all safety and object free areas) opened to aircraft traffic no later than 6:00am local time each morning. If the Contractor fails to open Taxiway A (including all safety and object free areas) to aircraft traffic due to incomplete work, safety concerns, and/or for any other reason as determined by the sole but reasonable discretion of the RPR, the Contractor shall be assessed an additional liquidated damage of \$1,000 per hour (not to exceed \$5,000 per day) that Taxiway A is not opened after 6:00am local time on each morning.

⁷The start of Schedule III, Phase 2 and Schedule IV work, for which is defined by the Notice to Proceed for Construction, shall begin no earlier than **August 1, 2025** and the respective Schedules/Phases shall be sequenced in a manner consistent to the Construction Safety Phasing Plans (CSPP). A later start date on Schedule III, Phase 2 or Schedule IV work will not change the substantial completion date. If Schedule IV work is not awarded, the substantial completion date for Schedule III, Phase 2 is **August 10, 2025**.

⁸Schedule III, Phase 2 work and Schedule IV, Phase 2 work can be completed at any time during Schedule IV, Phase 1 if Schedule IV work is awarded. The allowable consecutive Calendar Days/Nights to complete Schedule III, Phase 2 and Schedule IV, Phase 2 work does not change.

The Contractor further agrees to pay compensation for the unscheduled employment of the Engineer/RPR and/or their required Sub-Contractors (including but not limited to the Quality Assurance testing firm) necessitated by the Contractor for any of the following: 1) working more than twelve (12) hours per day, 2) furnishing materials or equipment not in conformance with the Contract Documents necessitating redesign, retesting, or additional review time by the Engineer/RPR and their Sub-Contractors, and 3) working beyond the time of completion as stipulated within the **‘Schedule Table’** on the previous pages for each period (day, hour, etc.) and as identified in the **Special Provisions** and **Section 80-08 of the General Provisions** with Construction according to the following rates:

<u>Description</u>	<u>Straight Time</u>
Market Director	\$375.00/hr
Resident Project Representative (RPR)	\$270.00/hr

Electrical Engineer	\$310.00/hr
Associate Engineer	\$215.00/hr
Project Manager	\$315.00/hr
Per Diem (per each onsite staff)	\$494.00/day*
Vehicle Charge	\$135.00/day
Airfare Travel	\$1,200.00/trip
Out of Pocket Cost, material, equipment, supplies, vehicle mileage.	At Cost

<u>Quality Assurance Testing Firm</u>	<u>Straight Time</u>
Project Manager	\$280.00/hr
Project Engineer	\$205.00/hr
Field Technician	\$155.00/hr
Per Diem (per each onsite staff)	\$494.00/day*
Vehicle Charge	\$100.00/day
Out of Pocket Cost, material, equipment, supplies, vehicle fuel.	At Cost

*Per diem will be calculated based on the United States General Services Administration (GSA) rates at the time of the unscheduled employment.

Compensation for liquidated damages shall be paid by deduction from the Contractor's final payment.

The engineering budget will be analyzed at the end of the project to determine whether any unscheduled employment of the Engineer/RPR and/or their required Sub-Contractors, during the scheduled contract time, resulted in a cost savings to the Owner. If, as a result of working more than (12) twelve hours per day, the Contractor completes the project within the scheduled contract time, and if the overtime results in a reduced contract time and cost savings to the Owner, no liquidated damages will be assessed for the unscheduled employment of the Engineer/RPR and/or their required Sub-Contractors during the scheduled contract time. Liquidated damages will be assessed as stipulated for each Calendar Day the work remains uncompleted beyond the scheduled contract time.

4. Payment.

4.1 Contractor agrees to perform the Work for the unit prices and lump sums as submitted in the Bid, taking into consideration additions to or deductions from the Bid by reason of actual quantities measured, alterations or modifications of the original estimated quantities, or by reason of "Extra Work" authorized under this Agreement in accordance with the provisions of the Contract Documents.

4.2 No claim for extra work done, materials furnished by Contractor, delay or acceleration will be allowed except as provided by the Contract. Contractor shall not do any work or furnish any materials not covered by the Contract unless such work is first ordered in writing as provided in the Contract, and if appropriate, an amendment to the Contract Sum if agreed upon. Claims for payment for extra work will be rejected if not covered by a Change Order or Supplemental Agreement.

4.3 Notwithstanding anything to the contrary in the Contract Documents, Contractor hereby acknowledges and agrees that Owner's performance under the Contract is subject to receipt of funds from the FAA and/or WYDOT Aeronautics and is subject to annual

appropriation by the Sponsor in accordance with a budget adopted by the Sponsor. Owner may issue multiple Notice(s) to Proceed in incremental stages as funding becomes available.

4.4 Sponsor will retain from partial payments five percent (5%) of the total amount due Contractor based on the Contractor's Application for Payment and the Engineer's Recommendation of Payment. Final payment will be made only after advertisement as required and in the manner provided by Wyoming Statute Section 16-6-116.

5. Breach of Contract. If Contractor violates or breaches the terms of this Contract, the Sponsor may suspend or terminate this Contract, or take any other action and pursue any other remedy available at law or in equity.

6. Indemnification. Contractor shall indemnify and hold harmless the Sponsor and the Engineer, Resident Project Representative (RPR), their officers and employees, from all suits, actions or claims relating in any way to performance of the Work under this Contract.

7. Governing Law & Attorney Fees. This Contract will be governed by and construed in accordance with the laws of Wyoming. Claims or disputes between the parties arising out of or relating to this Contract will be brought only in a court in and for Teton County, Wyoming, or in the United States District Court for the District of Wyoming, and in any such action the prevailing party will be entitled to an award of reasonable legal fees and costs incurred.

8. Miscellaneous.

8.1 The section headings contained in this Contract are for convenience in reference and are not intended to define or limit the scope of any provision.

8.2 Time is of the essence in this Contract.

8.3 Waiver by either party of, or the failure of either party to insist upon, the strict performance of any provision of this Contract shall not constitute a waiver of the right or prevent any such party from requiring the strict performance of any provision in the future.

8.4 Any covenant, condition or provision herein contained that is held to be invalid by any court of competent jurisdiction shall be considered deleted from this Contract, but such deletion shall in no way affect any other covenant, condition or provision herein contained so long as such deletion does not materially prejudice Contractor or Sponsor in their rights and obligations contained in valid covenants, conditions or provisions.

8.5 All covenants, conditions and provisions in this Contract shall extend to and bind the successors of the parties hereto, the assigns of Sponsor, and the permitted assigns of Contractor.

8.6 Notices and demands provided for herein shall be sufficient if sent by certified mail, return receipt requested, postage prepaid, or by nationally recognized overnight courier service providing proof of delivery, to the addresses set forth above or to such other addresses as the parties may from time to time designate in writing.

8.7 This Contract embodies the entire agreement between the parties concerning the subject matter and supersedes all prior conversations, proposals, negotiations, understandings and agreements, whether written or oral.

238
239 8.8 In the event of inconsistency between the terms of the Contract Documents or any
240 law or regulations, the inconsistency shall be resolved by giving preference in the following order
241 (1) laws and regulations, (2) this Contract for Improvements, (3) the Special Provisions, (4) the
242 General Provisions, and (5) other of the Contract Documents.

243
244 **IN WITNESS WHEREOF**, Contractor and Sponsor, respectively, have caused this Contract
245 to be duly executed effective on the day and year first written above in five (5) copies, each of which shall
246 be considered an original.

247
248 **SPONSOR**
249 Jackson Hole Airport Board

249 ATTEST:
250
251
252 By: _____
253 Ed Liebzeit, Secretary

252 By: _____
253 Rob Wallace, President

254
255
256 **CONTRACTOR**
257 Knife River Corporation – Mountain West

258 ATTEST:
259
260 By: _____
261
262 Title: _____

260 By: _____
261
262 Title: _____

NOTICE OF AWARD

DATE: June 18, 2025

TO: Knife River Corporation – Mountain West
5450 W. Gowen Road
Boise, ID 83709

Jackson Hole Airport Board, having considered the Contract Proposals submitted for improvements to the Jackson Hole Airport, AIP Project No. 3-56-0014-083-2024 / WYDOT Project No. AJA024D, and it appearing that your Contract Proposal of **Four Million Sixty-Seven Thousand Five Hundred Twenty-Two Dollars and Seventy-Five Cents (\$4,067,522.75)** for Deice Pad and Collection System Improvements for of Schedules II, III, and IV (partial award for Schedule IV at this time per Knife River's 'Jackson Hole Airport Deice Pad Collection System Improvements – Phase 2– Schedule IV Award Letter' dated May 29, 2025) is fair, equitable and in the best interest of the Jackson Hole Airport Board and having authorized the work to be performed, the said Contract Proposal is hereby accepted at the bid prices (based on unit prices and estimated quantities) contained therein.

In accordance with the terms of the Contract Documents, you are required to execute the formal Contract Agreement and furnish the required Performance Bond and Payment Bond within 30 consecutive calendar days from and including the date of this notice.

The Bid Bond submitted with your Contract Proposal will be returned upon execution of the Contract Agreement and the furnishing of the Performance Bond and Payment Bond. In the event that you should fail to execute the Contract Agreement and furnish the Performance Bond and Payment Bond, within the time specified, the Bid Bond will be forfeited to the Owner Airport Board.

This Award is subject to the concurrence of the Federal Aviation Administration.

Jackson Hole Airport Board
Jackson, Wyoming

By: _____
Contract Authorized Representative

Name and Title

Date



May 31, 2025

Mr. James P. Elwood, AAE
Executive Director/CEO
Jackson Hole Airport
1250 E. Airport Road
Jackson, WY 83001

Subject: Jackson Hole Airport Board (JHAB)
Jackson Hole Airport, Jackson, Wyoming
AIP Project No. 3-56-0014-083-2024 / WYDOT Project No. AJA024D
Deice Pad & Collection System Improvements Project
Schedules II, III, IV, V, VI, & VIII (Re-Bid)
Letter of Recommendation

Dear Mr. Elwood:

Invitations for the rebid of the Deice Pad & Collection System Improvements Project (Project) were placed in the Jackson Hole News & Guide and the Denver Daily Journal on April 16, 2025, April 23, 2025, April 30, 2025, as well as on the bidding websites for WYDOT Aeronautics, Jackson Hole Airport, and Woolpert starting on April 16, 2025 through May 16, 2025. Upon advertisement, Woolpert notified multiple Contractors in the state and the region to solicit interest in the Project. Additionally, a Pre-Bid Meeting was held on May 5, 2025 with several prime contractors, sub-contractors, and material suppliers in attendance. Prior to the bids being opened, there appeared to be at least two prime contractors that were interested in this Project, and of which, both had previous experience working at the Jackson Hole Airport (JAC).

Bid proposals for the Project were received and opened on Friday, May 16, 2025, at the JAC Administration Building Conference Room at 1:00 p.m. local time. We received two formal bids, from HK Contractors, Inc. (HK) and Knife River, Corporation – Mountain West (Knife River). Both HK and Knife River appear to be qualified to construct the Project and are otherwise considered responsible. Their price proposals were 0% (HK) and 7% (Knife River) **lower** than the engineer's estimate for the total combined cost for all schedules of work.

When compared to the original bids received on March 7, 2025 from the same two bidders, the decision to rebid ultimately resulted in a cost reduction of approximately **\$6 million** for each individual bidder for the respective schedules of work that were rebid. It is important to note that this cost reduction was also achieved in large part without the need to reduce scope and/or eliminate major work items but rather was achieved by reducing schedule bid hold times, providing updated plans and clarifying several details, and giving the bidders additional bid time to prepare their bid proposal. In debriefing with the bidders, they both acknowledged that the rebid allowed them more time to put together a more responsive bid proposal overall which resulted in more competitive pricing.

Woolpert, Inc.
P.O. Box 10789
Jackson, WY 83002
307.699.2460

May 31, 2025

Page 2

The bids submitted by HK and Knife River are summarized in the table below:

Schedule	Engineer's Estimate	HK Contractors	Knife River	% Higher/Lower from Engineer's Estimate
Schedule II	\$1,975,227.50	\$1,426,736.50	\$1,379,130.00	-28% (HK) / -30% (KR)
Schedule III	\$456,410.00	\$453,362.00	\$385,150.00	-0% (HK) / -16% (KR)
Schedule IV	\$4,005,695.50	\$3,943,439.75	\$3,838,917.75	-2% (HK) / -4% (KR)
Schedule V	\$21,398,441.00	\$21,502,187.00	\$19,360,929.63	+0% (HK) / -10% (KR)
Schedule VI (Non-Federal)	\$8,944,274.25	\$9,486,018.75	\$9,026,880.75	+6% (HK) / +1% (KR)
Schedule VIII (Non-Federal)	\$408,775.00	\$326,025.00	\$507,411.87	-20% (HK) / +24% (KR)
Total	\$37,188,823.25	\$37,137,769.00	\$34,498,420.00	-0% (HK) / -7% (KR)

Based on the information provided by the bidders, and considering the programmed funding available at this time, we recommend that the Board award Schedules II, III, and IV (we are recommending only a partial award of Schedule IV in the amount of \$2,303,242.75 at this time—see attached Knife River – Schedule IV Letter dated May 29, 2025 for more detail) to Knife River in the amount of **\$4,067,522.75** subject to concurrence by FAA/WYDOT and funding availability. It should be noted that FAA/WYDOT's concurrence does not constitute any waiver of the contractual obligations specified in the Contract Documents required by the Contractor.

Considering the bids received for the other schedules of work (Schedules V, VI (NF), and VIII (NF)), at this time we are not recommending their award until more information on Federal and/or State funding is received. Clarification on funding is expected later this fall and prior to the bid hold periods for these respective schedules expiring.

When considering whether to award any of the work schedules, it is critical that a determination be made to move forward with Schedules II, III, and IV (partial award) as soon as possible to complete the work during the 2025 construction season. The expeditious award of these schedules is also critical when considering the need to procure materials and to properly begin to allocate crews and resources prior to the anticipated August 1, 2025 construction start date.

In terms of funding, JAC is programmed to receive federal funds via a FAA IIJA grant along with the associated State Governor matching funds and FAA Entitlement Funds to complete work on this Project (as noted below). The funds will adequately cover the costs to complete the work proposed in the federally eligible Schedule I (previously awarded), Schedule II, Schedule III, and Schedule IV (partial award) that is recommended to be awarded with this letter.

- 2025 FAA IIJA Grant (total value of approximately \$3.5MM) – **Out for Signature**
- State Governor's Funds (total value of approximately \$917k) - **Expected June 2025**
- 2025 FAA Entitlement Grant (total value of approximately \$1.2MM) - **Expected June 2025**
- 2026 FAA Entitlement Grant (total value of approximately \$3.3MM) - **Expected April/May 2026**

Our office has reviewed Knife River's bid proposal for compliance with the Instruction to Bidders. Knife River submitted the required forms, as outlined in Division 2 of the Contract Documents. Knife River also submitted evidence of competency to perform the work and evidence of financial responsibility, as per the requirements set forth by the Contract Documents. Woolpert has closely reviewed the bid proposal provided by Knife River

Woolpert, Inc.
P.O. Box 10789
Jackson, WY 83002
307.699.2460

May 31, 2025

Page 3

and has determined that Knife River meets the technical requirements contained within the Project's Contract Documents. Knife River was also vetted against the General Services Administration Excluded Parties List System, and no records were found.

The DBE goal for this Project is 4.70% (Race Conscious). Per the Disadvantaged Business Utilization Commitment form, Knife River has indicated that they agree to expend at least 4.78% DBE utilization to meet the DBE goal. As a result, Knife River is considered to have met the requirements for meeting the DBE goal for this bid.

Another source of additional funds that the Board should be aware of, and of which JAC would be eligible for with this Project, is FAA discretionary funding for FY2025 and FY2026. Having bids in hand for this Project and for these individual respective schedules allows the possibility for end-of-year 2025 FAA discretionary funds to be allocated to this Project. This project has a reasonable chance of receiving a portion of these funds if available at year's end for FY2025 as well as with regular discretionary in FY2026. In addition, having an active project that is currently under construction increases the likelihood of being awarded additional funding. Receiving this funding, especially considering the current market conditions, would be strategic to getting the entirety of this Project completed on time. If end-of-the-year funds are awarded to this Project, similar to the approach taken with the recently completed Runway 1/19 Project and the Deice Taxilane and North Taxiway A Rehabilitation Projects, additional schedules of work may be awarded.

Finally, awarding Schedules II, III, and VI (partial award) now will continue to allow the Project to remain on schedule as originally programmed.

The following documents have been enclosed for your review:

Planholder's List
Bid Tabulation including Review Memorandum
HK Contractors & Knife River Bid Proposal – As-Bid
Knife River – Schedule IV Letter Dated May 29, 2025

If you need additional information, please feel free to contact us.

Sincerely,

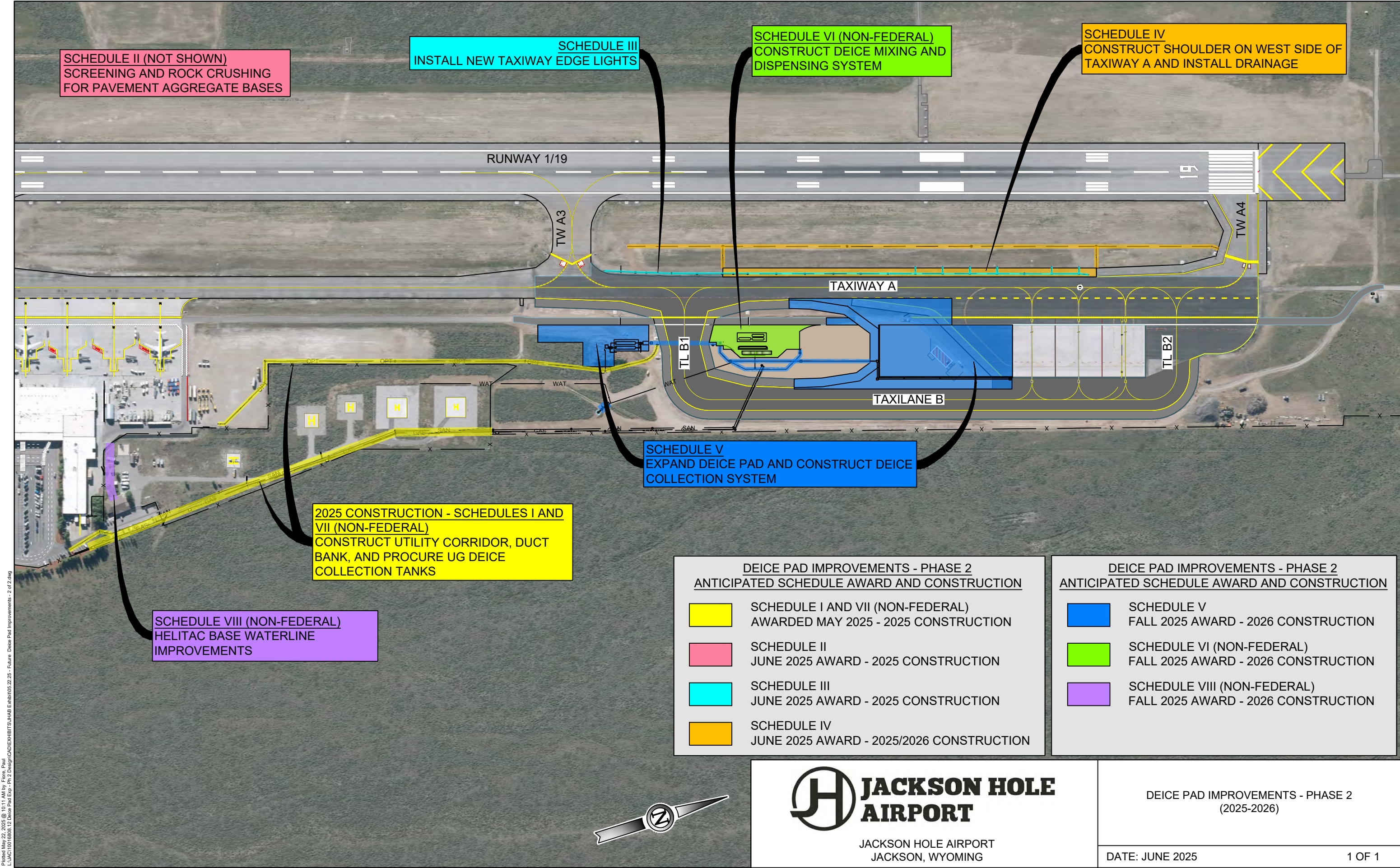
Stuart Schiff

Digitally signed by Stuart Schiff
DN: C=US,
E=stuart.schiff@woolpert.com,
O="aviation, Inc. (A Woolpert
Company)", CN=Stuart Schiff
Date: 2025.05.31 08:51:36-06'00'

Stuart Schiff
Project Engineer and Construction Manager

cc: Michelle Anderson, JAC Airport Assistant Director - CFO
Dustin Havel, JAC Airport Assistant Director – COO
Anna Valsing - CoS
Rebecca Wersal, FAA Denver ADO
Melissa Palka, WYDOT Aeronautics
Dan Reimer, JAC Airport Attorney
JD Ingram, Woolpert Project Director
Paul Fiore, Woolpert Project Manager

Woolpert, Inc.
P.O. Box 10789
Jackson, WY 83002
307.699.2460



SCHEDULE II (NOT SHOWN)
SCREENING AND ROCK CRUSHING
FOR PAVEMENT AGGREGATE BASES

SCHEDULE III
INSTALL NEW TAXIWAY EDGE LIGHTS

SCHEDULE VI (NON-FEDERAL)
CONSTRUCT DEICE MIXING AND
DISPENSING SYSTEM

SCHEDULE IV
CONSTRUCT SHOULDER ON WEST SIDE OF
TAXIWAY A AND INSTALL DRAINAGE

SCHEDULE V
EXPAND DEICE PAD AND CONSTRUCT DEICE
COLLECTION SYSTEM

2025 CONSTRUCTION - SCHEDULES I AND
VII (NON-FEDERAL)
CONSTRUCT UTILITY CORRIDOR, DUCT
BANK, AND PROCURE UG DEICE
COLLECTION TANKS

SCHEDULE VIII (NON-FEDERAL)
HELITAC BASE WATERLINE
IMPROVEMENTS

DEICE PAD IMPROVEMENTS - PHASE 2
ANTICIPATED SCHEDULE AWARD AND CONSTRUCTION

- SCHEDULE I AND VII (NON-FEDERAL)
AWARDED MAY 2025 - 2025 CONSTRUCTION
- SCHEDULE II
JUNE 2025 AWARD - 2025 CONSTRUCTION
- SCHEDULE III
JUNE 2025 AWARD - 2025 CONSTRUCTION
- SCHEDULE IV
JUNE 2025 AWARD - 2025/2026 CONSTRUCTION

DEICE PAD IMPROVEMENTS - PHASE 2
ANTICIPATED SCHEDULE AWARD AND CONSTRUCTION

- SCHEDULE V
FALL 2025 AWARD - 2026 CONSTRUCTION
- SCHEDULE VI (NON-FEDERAL)
FALL 2025 AWARD - 2026 CONSTRUCTION
- SCHEDULE VIII (NON-FEDERAL)
FALL 2025 AWARD - 2026 CONSTRUCTION

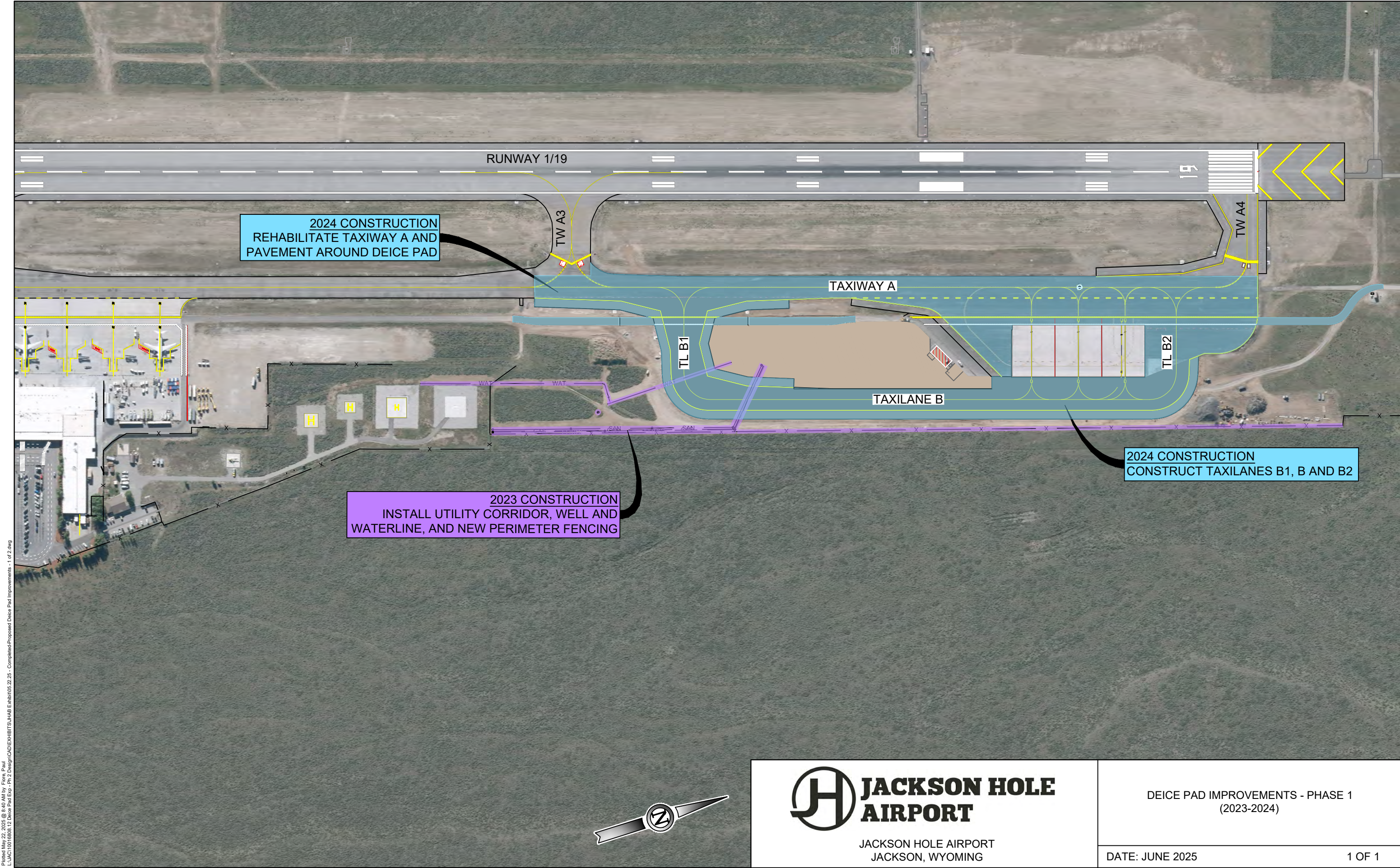


JACKSON HOLE AIRPORT
JACKSON, WYOMING

DEICE PAD IMPROVEMENTS - PHASE 2
(2025-2026)

DATE: JUNE 2025

1 OF 1



Plotted May 22, 2025 @ 8:40 AM by Flore, Paul
L:\ACAD\100168812 Deice Pad Exp - P1 2 Design\CAD\EXHIBITS\HAB Exhibit\05 22 25 - Completed\Proposed Deice Pad Improvements - 1 of 2.dwg



**JACKSON HOLE
AIRPORT**
JACKSON HOLE AIRPORT
JACKSON, WYOMING

DEICE PAD IMPROVEMENTS - PHASE 1 (2023-2024)	
DATE: JUNE 2025	1 OF 1

**RESOLUTION NO. 2025-01
OF THE
JACKSON HOLE AIRPORT BOARD**

**RE: ESTABLISHMENT OF FEES AND CHARGES
FOR OPERATORS AND CUSTOMERS**

Adopted June 18, 2025
Effective July 1, 2025

The Jackson Hole Airport Board (the “Board”), a body corporate, organized under the laws of Wyoming, finds that:

WHEREAS, the Jackson Hole Airport Board (the “Board”) is authorized to operate and maintain the Jackson Hole Airport (the “Airport”) under Wyoming Statute §10-5-101, *et seq.*, Chapter 12.16 of the Ordinances of the Town of Jackson, and the Board's capacity as proprietor of the Airport;

WHEREAS, the Airport is operated by the Board within Grand Teton National Park pursuant to an Agreement between the United States and the Board, dated April 27, 1983 as amended (the “Interior Agreement”);

WHEREAS, the Board receives no state or local tax revenues or subsidies and is required by its contractual obligations to the Federal Aviation Administration to maintain a schedule of rates and charges that will make the Airport as financially self-sustaining as possible (49 U.S.C. §47107(a)(13));

WHEREAS, federal law and the Board’s grant agreements with the FAA acknowledge the Board’s authority to charge reasonable and not unjustly discriminatory rates and charges for use of the Airport (49 U.S.C. § 40116(e)(2) and 49 U.S.C. § 47107(a)(1) and (2)), and the Interior Agreement acknowledge the Board’s authority to charge fair and reasonable rates and prices in connection with the Airport (Interior Agreement § 9(b));

WHEREAS, the Board regularly establishes and adjusts fees and charges for goods and services provided, and rentals and activities authorized by the Board on and from the Airport; and

WHEREAS, by this Resolution, the Board desires to amend and restate the fees and charges which it has previously adopted, for the period beginning on July 1, 2025, and continuing until amended by the Board.

NOW THEREFORE, upon motion duly made, seconded and adopted, the Board resolves as follows:

1. General requirements applicable to all fees and charges are hereby adopted and set forth on the annexed Schedule 1.

2. Fees and charges specifically applicable to aeronautical users, including air carriers, and other aircraft operators, are hereby adopted and set forth in the annexed Schedule 2.

3. Fees and charges applicable to commercial ground transportation providers, rental cars and parking are hereby adopted and set forth in the annexed Schedule 3.

4. Fees and charges applicable to airport security and breaches of security are hereby adopted and set forth in the annexed Schedule 4.

5. Miscellaneous fees and charges are hereby adopted and set forth in the annexed Schedule 5.

6. Definitions applicable to fees and charges set forth in Sections 1-5 above are hereby adopted and set forth on the annexed Definitions.

Upon motion duly made and seconded, this Resolution is hereby approved and adopted in open meeting by the Jackson Hole Airport Board this 18th day of June 2025.

JACKSON HOLE AIRPORT BOARD

By: _____
Rob Wallace, President

ATTEST:

By: _____
Ed Liebzeit, Secretary

SCHEDULE 1: GENERAL REQUIREMENTS
(Rev: 7/1/25)

1. GENERAL REQUIREMENTS

Unless otherwise expressly specified in a lease, license, permit, contract or other agreement between the Board and an Operator or Customer, the following terms and conditions shall apply:

1.1 Effective Date and Amendment. This Resolution shall be effective July 1, 2025, and shall supersede all previous schedules of fees and charges promulgated by the Board and shall remain in effect until modified by the Board. The Board may amend this Resolution, including altering the fee structure or approving additional fees, by formal action at a duly noticed public meeting.

1.2 Intent to Review Annually. To maintain financial stability, consistency, and currency of all fees and charges, it is the intent of the Board to, at a minimum, review this Resolution on an annual basis. The review may include, but not be limited to, a comparison of the operating revenues and expenses allocated for each Airport cost center (which may be modified from time to time) for prior fiscal years, market comparisons of rates and charges of similar airports, and the mission, goals, and objectives of the Board.

1.3 Payment of Fees and Charges. All payments due the Board pursuant to this Resolution shall be paid to the Jackson Hole Airport Board, Airport Administration Offices, 1250 East Airport Road, P.O. Box 159, Jackson, Wyoming 83001, or by ACH direct deposit to the account designated by the Board.

1.4 Remedies for Failure to Pay Fees and Charges. Board reserves the right to seek recovery of all fees and charges due and payable, and interest thereon, as well as incidental and consequential damages and attorney's fees. Board may pursue all remedies available under law, including without limitation, termination of a lease, license, permit, contract or other agreement; retention of a security deposit, bond or contract security; or suit for specific performance, injunctive relief or money damages.

1.5 Interest. Board reserves the right to charge interest on any fees, charges, and other monies owed to the Board but not paid when due at the rate of one and one-half percent (1 ½ %) per month from the due date until receipt of payment. Any partial payments received on said indebtedness shall be applied first to accrued interest, and then to principal.

1.6 Other Fees and Charges. Board reserves the right to charge for items not covered in this Resolution; provided that Board will not charge a fee or charge that is inconsistent with a fee or charge specifically enumerated in Schedule 2 through Schedule 5.

SCHEDULE 2: FEES AND CHARGES TO AIRCRAFT OPERATORS
(Rev. Effective 7/1/25)

2.1 FEES AND CHARGES FOR AIRCRAFT OPERATORS

Unless a different fee or charge is expressly specified in a written agreement between the Board and an Operator, the following fees and charges shall apply to all Aircraft operations at the Airport:

2.1.1. Landing Fees. A landing fee will be charged for landings by all non-based aircraft using the Airport for any purpose. Aircraft of 12,500 pounds or less maximum certified take-off weight are exempt from paying landing fees. Military aircraft shall pay a landing fee only for substantial use of the Airport, using the standards set forth in FAA Grant Assurance 27.

Class of Aircraft	Fee Per Landing
Signatory Air Carrier Aircraft	\$8.18/1,000 lbs.
Non-Signatory Air Carrier Aircraft	\$10.63/1000 lbs.
General Aviation	\$9.69/1,000 lbs.
Military Aircraft	\$9.69/1,000 lbs.

2.1.2 Deicing Fluid Fees. Customers shall pay the Board a sum equal to the Board's full delivered cost of deicing fluid, plus 30%, with respect to deicing fluid dispensed from the Board's deicing fluid tank.

2.1.3 Deicing Fluid Recovery and Disposal Fee. Customers shall pay the Board, as a deicing fluid recovery and disposal fee, Two Dollars and Seventy-Five Cents (\$2.75) per gallon of deicing fluid dispensed from the Board's deicing fluid tank or otherwise brought onto the Airport.

2.1.4 Deicing Fluid Facility Fee. Customers shall pay the Board, as a deicing fluid facility fee, Three Dollars and Zero Cents (\$3.00) per gallon of deicing fluid dispensed from the Board's deicing fluid tank or otherwise brought onto the Airport.

2.1.5 Aeronautical Service Providers. All commercial aeronautical service Operators, including Part 135 and/or Part 91 Operators, doing Business on or from the Airport and thus required to have an agreement with the Board, shall pay the Board a monthly use fee equal to five-percent (5%) of Operator's gross revenues from operations on or from the Airport. Agreements with Part 135 and/or Part 91 Operators shall be for a term not to exceed one (1) year.

2.1.6 FBO Fees. The Board has assumed the proprietary exclusive right to serve as the Fixed Base Operator, known as Jackson Hole Flight Services. The Board, by separate resolution, has delegated authority to the Airport Executive Director to set and revise a schedule of prices for fuel, aircraft storage and FBO services. Jackson Hole Flight Services further shall be responsible for collecting certain fees and charges specified herein.

2.2 FEES, CHARGES AND RENTAL FOR SCHEDULED AIR CARRIERS

2.2.1 Terminal Rents and Fees. Signatory and Non-Signatory Air Carriers shall pay for their allocated share of costs for the preferential and joint use of space in the Terminal Building.

2.2.2 Terminal Building Preferential Use Space Rentals. Signatory Air Carriers leasing Airline Ticket Offices/Operations Areas space of the Terminal Building on a preferential use basis shall pay the Board \$67.47 per square foot per year. Air Carriers leasing Basement Storage/Operations Areas space of the Terminal Building on a preferential use basis shall pay the Board \$35.41 per square foot per year. Non-Signatory Airlines shall pay to Board rentals for Airline's Preferential Use Space at the rate and in the amount that is 130% of the rate charged Signatory Air Carriers.

2.2.3 Terminal Building Joint Use Space Rentals. Signatory Air Carriers that utilize the Security Holdroom, Baggage Claim Area, Baggage Storage Room and Baggage Service Office of the Terminal Building on a joint use basis in a particular month shall pay their share of rent for the use of such areas that month. The rate for the use of such areas shall be \$69.15 per square foot per year. Signatory Air Carriers that utilize the Baggage Handling (Makeup) Area and Checked Baggage Screening Area of the Terminal Building on a joint use basis in a particular month shall pay their share of rent for the use of such areas that month. The rate for the use of such areas shall be \$50.60 per square foot per year. Air Carriers that utilize the Ticket Counter/Queuing Area of the Terminal Building on a joint use basis in a particular month shall pay their share of rent for the use of such areas that month. The rate for the use of such areas shall be \$68.01 per square foot per year. Non-Signatory Air Carriers shall pay to the Board a proportionate share of rentals for use of the Joint Use at a rate and in the amount that is 130% of the rate then paid by Signatory Airlines, no later than fifteen (15) days following receipt by Airline of billing therefor.

2.2.4 Ground Handling License Fee. Each Operator entering into a Ground Handling License Agreement with the Board shall pay a License Fee of \$500.00 for each month the Operator has an Agreement with the Board.

2.3 FUEL DELIVERED FEE

A fee shall be charged and collected on all fuel delivered on the Airport and on all fuel removed from the Board's fuel facility on the Airport. This fee shall be determined by multiplying the number of gallons of any fuel (including diesel, gasoline, avgas and jet fuel) so delivered or removed in accordance with the following schedule:

Type	Fee per Gallon
Other than Air Carrier	\$.22
Air Carrier	\$.15

2.4 CUSTOMER AND FUEL FACILITY FEES.

2.4.1 A Customer Facility Fee (the “CFF”) in the amount of five cents (\$0.05) per gallon of aviation fuel delivered shall be charged and collected from each Aircraft Operator of an aircraft into which fuel from an aviation fuel facility on the Airport is delivered. The CFF shall appear as a separate line item in each invoice for fuel delivered into aircraft.

2.4.2 A Fuel Facility Fee (“FFF”) of twenty cents (\$0.25) per gallon shall apply to all fuel removed from the Board’s fuel storage facility. The FFF shall appear as a separate line item in each invoice for fuel delivered to Signatory and Non-Signatory Air Carriers but will not be directly billed to other Customers.

SECTION 3: GROUND TRANSPORTATION, RENTAL CAR & PARKING (Rev: 7/1/25)

3.1 FEES APPLICABLE TO GROUND TRANSPORTATION OPERATORS

The Board finds that various classes of Ground Transportation Operators exist at the Airport, and their impacts on and benefits derived from the Airport differ such that the establishment of differing fees for each such class is reasonable and appropriate. Ground Transportation Operators shall pay the Board fees for the uses, services and privileges of operating to, on and from the Airport according to the following schedule.

3.1.1 Base Fee. All Taxi, Executive Vehicle, and Courtesy Vehicle Operators shall pay either an annual or semi-annual fee of One-Thousand and Eight-Hundred Dollars (\$1,800) or Nine-Hundred Dollars (\$900) .

3.1.2 Vehicle Fees. All Taxi and Executive Vehicle Operators shall pay either an annual or semi-annual fee of Six Hundred Dollars (\$600) or Three Hundred Dollars (\$300) for each vehicle registered with the Town of Jackson under Operator’s Business license, provided, that the vehicle fee will be capped at Two Hundred Fifty Dollars (\$250.00) per month per Operator regardless of the number of vehicles operated.

3.1.3 Permit Fees. All Taxi, Executive Vehicle, and Courtesy Vehicle Operators shall purchase and affix to each registered vehicle a tamper-proof permit pay the Board a fee of Twenty-Five Dollars (\$25.00) for each such permit. An additional fee of Two Hundred Dollars (\$200.00) shall be imposed on any Operator who operates a vehicle on the Airport without such a permit affixed to the vehicle.

3.1.4 Scheduled Service Providers. Fees and charges to Scheduled Ground Transportation Operators, if any, may be determined by competitive bidding and shall be set forth in a written agreement with such Operator.

3.1.5 Transportation Network Companies. Transportation Network Companies shall pay a trip fee in the amount of Three Dollars and Twenty-Five Cents (\$3.25) per one way trip on all pick-ups and drop-offs of Riders that occur on the Airport by a Driver operating on the

Company's Digital Network.

3.1.6 Peer-to-Peer Vehicle Sharing Operator. Peer-to-Peer Vehicle Sharing Operators shall pay a concession fee of no less than ten percent (10%) of Operator's gross revenues, to be reflected in a peer-to-peer vehicle sharing concession agreement.

3.1.7 One Day Users. One Day Users shall pay a one-day fee in the amount of Fifty Dollars (\$50.00) per vehicle per day of use of the Airport.

3.1.8 Ground Transportation Violation Fees. Ground Transportation Operators who violate any terms of the Ground Transportation Agreement shall pay contract damages in an amount not to exceed one hundred dollars (\$100.00) per occurrence.

3.2 AIRPORT PARKING RATES

Parking in the Airport's public parking lots shall be subject to the following parking fees:

JAC Parking Program*

- <1.5 hr – Free
- 1.5 – 5 hr - \$15
- 5 – 24 hr - \$17
- \$5 off Uber and Lyft for Rides to and from Airport

Short Term Parking – \$100 daily maximum

- <1hr – Free
- 1-2 hr - \$10
- 2-3 hr - \$30
- 3-4 hr - \$60
- 4-24 hr - \$100

Overnight (Main and Overflow Lots)

- <1.5 hr – Free
- 1.5 - 5 hr - \$15
- 5-24 hr - \$25

Peak Period Overnight Rate (Main and Overflow Lots)

- <1.5 hr – Free
- 1.5 - 5 hr - \$20
- 5-24 hr - \$35
- Peak Periods for 2025/2026 are:
 - August 22 – 24
 - August 29 – 31
 - November 22 – 30
 - December 20 – January 4
 - January 15-17

- January 22-24
- January 29-31
- February 5-7
- February 13-15
- February 19-21
- February 26-28
- March 5-7
- March 12-14
- March 19-21
- March 26-28
- April 2-4
- April 9-11

*JAC Parking Program pricing not available on Peak Period dates.

Fixed Base Operator (FBO) Lot:

- Daily Parking - Free
- Regular Overnight Rate (Charged at 12:01 am) - \$25
- Peak Period Overnight Rate (Charged at 12:01 am) - \$35

Employee Parking – ½ off daily rate for airport badge holders after 24 hours.

For purposes of this section, (a) the term “Employee” means an employee of any Airport tenant or contract operator.

3.3 CUSTOMER FACILITY CHARGE

A Customer Facility Charge (“Rental Car CFC”) shall be charged and collected by each on-Airport, tenant rental car operator servicing the commercial terminal and the FBO (an “Operator”) from each person entering into a motor vehicle rental agreement (a “Rental Agreement”) covered by or in connection with operations under each Operator’s Concession Agreement. The Rental Car CFC to be imposed and collected by the Operators shall be \$5.00 per customer per transaction day for each transaction day of the rental. The Rental Car CFC shall be set forth as a separate line item in each Rental Contract entered into by Operators which are subject to a Concession Agreement. The Rental Car CFC shall be charged and collected by the Operators and transmitted to and deposited with the Board within seven (7) days after the end of each calendar month.

3.4 RENTAL CAR OFFICE/COUNTER RATES

Each on-Airport tenant rental car operator servicing the commercial terminal shall pay for its Terminal office and counter space at the same rates as Signatory Air Carriers pay for space on the main floor of the Terminal Building on a preferential basis, as set forth in Section 2.2.2 above, that being a rental of \$67.47 per square foot per year.

SECTION 4: FEES AND CHARGES REGARDING SECURITY
(Rev: 7/1/25)

4.1 FEES, CHARGES, AND REQUIREMENTS FOR USE OF BOARD SUPPLIES AND SERVICES

4.1.1. SIDA/Sterile Area/AOA Badges. The following fees shall be applicable to the issuance of badges to Operators and/or their employees:

Initial SIDA/Sterile/AOA Badge.....	\$40.00
Initial Background Investigation Fee.....	\$40.00
Renewal Badge.....	\$40.00
Background Investigation Renewal.....	\$40.00
1 st Replacement (\$100 refunded if lost badge returned).....	\$150.00
2 nd Replacement (\$150 refunded if lost badge returned)	\$200.00
3 rd Replacement (\$200 refunded if lost badge returned)	\$250.00
No card issued after 3 rd replacement	
Charge to Employer for ID Not Returned.....	\$150.00
Replacement of Damaged Badge.....	\$35.00

4.1.2. System Wide Replacement. When and if more than 5% of the total number of outstanding badges issued by the Board become lost, then the Board may replace all badges, and the cost of such replacement shall be shared pro-rata and paid to the Board by all Operators which have been responsible for the lost badges which make up such 5%.

4.2 GATE AND AOA VIOLATIONS

Regardless of how many access gate violations occur, should said violation(s) result in a damage award, citation, or fine against the Board, then the responsible Operator shall fully reimburse the Board for said damage award, citation, or fine and for all costs and expenses, including reasonable attorney's fees, incurred by the Board in defending against or satisfying the damage award, citation, or fine.

4.3 KEYS

Initial Issue.....	\$10.00
Replacement- If broken.....	\$10.00
Replacement- If lost or stolen	\$100.00
plus the actual cost for re-keying the locks and producing additional key(s).	
RFID Key Card (Initial and Replacement).....	\$35.00
Initial Issue Cyber Key.....	\$150.00
Replacement Cyber Key (lost, stolen, broken).....	\$150.00

SECTION 5: MISCELLANEOUS FEES AND CHARGES
(Rev: 7/1/24)

5.1 PUBLIC RECORDS REQUESTS, PHOTOCOPIES, LABOR AND AND MISCELLANEOUS ITEMS

Per page- black and white.....	\$0.25
Per page- color	\$1.00
Miscellaneous Items (e.g. copies of digital recordings).....	At Cost
Hourly personnel rate for assembly of public records requests.....	\$105.00 per hour
Hourly personnel rate for airline baggage support.....	\$105.00 per hour
Cleaning rate for QTA and Leased Spaces.....	\$105.00 per hour
General Support rate for Operations/Maintenance/Security Personnel.....	\$125.00 per hour
IT/Electrical/Low Voltage Support.....	\$130.00 per hour
Mechanical Support.....	\$150.00 per hour
Materials.....	At Cost plus 10%
Project Oversight of Contractor or Subcontractor.....	10% of Project Cost
Brochure Racks in Terminal Building.	\$240/yr (4"x9") and \$480/yr. (magazine)

SECTION 6: DEFINITIONS
(Rev: 7/1/25)

As used in this Fees & Charges Resolution the following terms shall have the following meanings unless the context requires a different meaning:

- 6.1** “Aircraft” means a device that is used or intended to be used for flight in the air.
- 6.2** “Air Carrier” means any Operator, whether Signatory or Non-Signatory, which provides service under FAR Part 121 or Part 135 as a commercial air carrier on either a scheduled or charter basis.
- 6.3** “Aircraft Operator” means any Person conducting Aircraft operations at the Airport, whether as flight instructor, pilot-in-command, owner, or lessee of the Aircraft involved.
- 6.4** “Airport” means the Jackson Hole Airport and all property owned by the Board, located in Teton County, Wyoming, including, but not limited to, all runways, taxiways, ramps, and improvements thereon, regardless of whether said facilities and improvements are owned or operated by the Board or a tenant of the Airport.
- 6.5** “Business” means any advertising, offering, production or delivery, in whole or in part, of services or goods to or for another in exchange for direct or indirect payment, or other thing of value. A Business shall be deemed to be conducted at or upon the Airport, if (a) it owns or leases one or more aircraft at the Airport which are used for the provision of commercial activities originating or terminating at the Airport; (b) it maintains a base of operations for any commercial activity at the Airport which offers services to the public, whether operated by itself, its agents or

contractors; or (c) it operates on, from or through the Airport, and advertises in any way the availability of services or goods at the Airport.

6.6 “Courtesy Vehicles” means any motor vehicle, regardless of seating capacity, used regularly to transport persons and baggage to or from the Airport and any hotel, motel, lodge or other similar tourist accommodation or facility, for which no charge is paid directly by the passenger or passenger group.

6.7 “Executive Vehicle” means a motor vehicle, regardless of seating capacity, meeting each of the following standards: (a.) operating with advance reservations; (b) operating for a single client or client group; (c) utilizing vehicles having qualities, equipment and characteristics clearly superior to those generally possessed by Taxis; and (d) providing specialized services in addition to point-to-point transportation.

6.8 “General Aviation Aircraft” means all Aircraft, other than Military Aircraft, Air Carrier Aircraft or government-owned aircraft.

6.9 “Ground Transportation Operator” means any Person operating a vehicle to or from the Airport that transports people or items on the public roads for hire, or for commercial purposes as a courtesy, excluding governmental and/or not-for-profit entities.

6.10 “Landing Weight” means the maximum allowable gross landing weight, expressed in pounds, as certified by the FAA for each type of Aircraft. In any case where the FAA does not have a certified maximum allowable gross landing weight for the type of Aircraft involved, “Landing Weight” shall mean the maximum allowable gross landing weight for the Aircraft as specified by the manufacturer.

6.11 “Non-Signatory Airline” means a certificated Air Carrier providing scheduled passenger service at the Airport and utilizing space in the Terminal Building on a shared or preferential use basis without having entered into a written lease with the Board, or after the termination of any such lease.

6.12 “Military Aircraft” means any Aircraft owned or operated by or on behalf of any military branch of the federal or a state government.

6.13 “Operator” means an Aircraft Operator, Ground Transportation Operator, Airport tenant or any other person conducting activities on or utilizing the Airport.

6.14 “One Day User” is defined as a single commercial ground transportation vehicle making one or more trips to and from the Airport on a single calendar day for payment of a single one-day fee.

6.15 “Person” means any individual, firm, partnership, corporation, association, joint venture, governmental entity, or any other entity whatsoever.

6.16 “Signatory Airline” means a certificated Air Carrier providing scheduled passenger service at the Airport and utilizing space in the Terminal Building on a shared or preferential use basis under a written lease with the Board, or as subtenants thereof.

6.17 “Taxi” means any motor vehicle, other than a Courtesy Vehicle, used to carry passengers for hire on a call-and-demand, expedited basis between one point and another point, over irregular routes, on an individual fare basis, not exceeding a seating capacity of seven (7) passengers, whether or not operated on a reservation basis.

**JACKSON HOLE AIRPORT BOARD
AMENDMENT NO. 18
TO AGREEMENT FOR PROFESSIONAL SERVICES
WITH WOOLPERT**

***Electric Vehicle Charging Stations Design, Bidding, and Construction
Administration/Management***

This Amendment No. 18 (the "Amendment") is to that certain Engineering Services Agreement (the "Agreement") between the **Jackson Hole Airport Board** ("Sponsor"), and **Woolpert**, ("Engineer") and is dated effective June 18, 2025.

WHEREAS, Sponsor and Engineer entered into a Base Agreement for Professional Services ("Agreement") dated April 19, 2023, relating to engineering services to be provided to the Sponsor with respect to the Jackson Hole Airport (the "Airport");

WHEREAS, Sponsor and Engineer entered into a First Amendment to the Agreement, dated May 17, 2023, for the Air Traffic Control Tower Improvements; a Second Amendment to the Agreement, dated May 17, 2023, for Deice Access Taxilane and North Taxiway A Rehabilitation Schedule 1 and Schedule VI Construction Administration and Construction Management; a Third Amendment to the Agreement, dated July 21, 2023 for General Consulting Services; a Fourth Amendment to the Agreement, dated August 23, 2023 for Underground Stormwater Detention and Filtration System Expansion; a Fifth Amendment to the Agreement, dated September 15, 2023 for the Aviation Safety Facility Concept Study; a Sixth Amendment to the Agreement, dated November 10, 2023 for DBE Goal and Reporting; a Seventh Amendment to the Agreement, dated January 22, 2024 for Aeronautical Survey and AC 18B Airspace Analysis; a Eighth Amendment to the Agreement, dated January 22, 2024 for FEMA BRIC Program Grant Application; a Ninth Amendment to the Agreement, dated January 22, 2024 for RAISE Program Grant Application; a Tenth Amendment to the Agreement, dated February 23rd, 2024 for CA and CM of the Deice Access Taxilane and North Taxiway A Rehabilitation, Schedules II, III, IV, and V; an Eleventh Amendment to the Agreement, dated effective March 19th, 2024 for CA and CM of the Underground Stormwater Detention and Filtration System Expansion Schedules I and II; a Twelfth Amendment to the Agreement, dated march 19, 2024, for Facilitation Services 2024 Board and Staff Retreats; a 13th Amendment dated June 19, 2024, for the Deice Pad and Collection System Improvements Design and Construction Administration and Management; a 14th Amendment dated July 19, 2024 for Outreach Services; a 15th Amendment, dated December 18, 2024, for 2025 Seal Coat and Mark Pavement Project; a 16th Amendment, dated March 1, 2025 for Rental Car Counter Wall and Family Restroom Project Professional Services; and a 17th Amendment, dated March 17, 2025 for 2025 Board Retreat Facilitation Services.

WHEREAS, Sponsor and Engineer now desire to enter into this Amendment No. 18 to the Agreement to provide services as outlined in the Scope of Work for the Electric Vehicle Chargin Stations Design, Bidding, and Construction Administration/Management Services, dated January 3, 2025.

NOW THEREFORE, for valuable consideration the receipt and sufficiency of which are hereby acknowledged, the Agreement is amended as follows:

1. Engineer agrees to provide services in accordance with the Scope of Work, which is annexed hereto as **Exhibit A** (the "Services"). The Services will be provided and completed in a prompt manner under the circumstances.

2. Compensation payable by the Sponsor to the Engineer for the Services shall be as set forth in **Exhibit B**, and shall be billed based on Time and Materials in a Not to Exceed amount of Two Hundred Thousand Two Hundred Sixty-One Dollars and Zero Cents (\$299,261) plus travel expenses, payable upon invoice after work is performed.

3. This Amendment is entered into subject to all terms and conditions of the Agreement as previously amended, which Agreement shall remain in full force and effect except as expressly amended above.

Entered into and agreed to by the parties effective as of the date set forth above.

JACKSON HOLE AIRPORT BOARD

By:

Rob Wallace, President

Attest:

Ed Liebrecht, Secretary

WOOLPERT

By:

Print:

Title:

**SCOPE OF WORK
 FOR
 JACKSON HOLE AIRPORT
 Jackson, Wyoming
 Project No. XXXX
 WYDOT Project No. XXXX
 Electric Vehicle Charging Stations Installation
 Design, Bidding, and Construction Admin/Management**

This is an Appendix attached to, made a part of and incorporated by reference with the Professional Services Agreement dated April 19, 2023, between Jackson Hole Airport Board and Woolpert, Inc., for providing professional services. For the remainder of this scope the Jackson Hole Airport is indicated as "Sponsor" and Woolpert, Inc., is indicated as "Engineer." In addition, all staff listed are Aviation unless indicated otherwise. The construction budget for this project is approximately \$1,225,000.00 This construction budget does not include administrative, legal, or professional fees.

This project shall consist of preparing Construction Plans, Contract Documents, Technical Specifications, and Engineer's Design Memorandum, along with Bidding, Construction Administration, Post Construction Coordination, and On-Site Construction Coordination for the Electric Vehicle Charging Stations Installation Project. This scope of work is for the consulting services provided by the Engineer for the Sponsor. See Exhibit No. 1 below for the project location.



EXHIBIT NO. 1

DESCRIPTION

This project shall consist the design, bidding, construction administration, and on-site and post construction coordination for the installation of electric vehicle charging stations at various locations at the Jackson Hole Airport. See Exhibit No.1 for the proposed locations. A mix of DC fast chargers and Level 2 chargers will be procured and installed during the project. The design will include coordination with Lower Valley Energy to provide power to the proposed locations and designing the routing of conduit/cable and locations of associated electrical equipment. New electrical services and utility transformers will be installed on an as needed basis. Industry standard, readily available and customer supported electric vehicle charging equipment will be researched and design equipment or an approved equivalent will be selected based on the requirements of the airport.

The engineering fees for this project will be broken into two parts. **Part A-Basic Services** includes; 1) Preliminary Design Phase, 2) Design Phase, 3) Bidding Phase, and Reimbursable Costs During Design and Bidding and **Part B-Special Services**, which includes; 4) Construction Administration Phase, 5) Post-Construction Coordination Phase, 6) On-Site Construction Coordination Phase or Field Engineering, and Reimbursable Costs During Construction. Additional services that will be completed by subconsultants to the Engineer, including topographical survey and quality assurance testing during construction will also be included under **Part B-Special Services**. Parts A and B and the six phases are described in more detail below.

PART A - BASIC SERVICES consists of the Preliminary Design Phase, Design Phase, and Bidding Phase, all invoiced on a lump sum basis.

1.0 Preliminary Design Phase

1.01 Coordinate and Attend Meetings with the Sponsor. Meetings with the Sponsor will take place to determine critical project dates, establish the proposed design schedule, review environmental component(s), determine the feasibility of the proposed project and to establish the need for topographical surveying. Various meetings during the design phase will also be conducted to review the progress of the design, discuss construction details and proposed time frame of construction and identify any special requirements for the project.

1.02 Prepare Project Scope of Work and Contract. This task includes establishing the scope of work through meetings outlined above. Fees will be negotiated with the Sponsor and may be subject to an independent fee estimate conducted by a third party hired by the Sponsor. This task also includes drafting the contract for the work to be completed by the Engineer for the Sponsor once negotiations are complete.

1.03 Prepare Preliminary Cost Estimating. This task includes creating a preliminary construction rough order of magnitude (ROM) cost estimate, a preliminary working days estimate, a preliminary overall project schedule, and a preliminary overall project budget. The preliminary construction ROM cost estimate will be based upon the most current information available at the time of preparation. Work to refine these estimates is included under Task 2.11.

1.04 Provide Project Coordination. The Engineer shall provide project management and coordination services to ensure the completion of the design. These duties include:

- ➔ Time the Engineer spends planning, organizing, securing and scheduling resources, and providing instruction to staff to meet project objectives as defined in the approved scope of work.
- ➔ The Engineer will analyze the budget semi-monthly to ensure budget and staffing needs are on track to meet design schedules within budget.
- ➔ Additional items to be accomplished include compiling and sending additional information requested from the office to related parties, maintaining project files as necessary and other items necessary in day-to-day project coordination.
- ➔ The Engineer will prepare and submit monthly invoicing.

The Engineer will complete the following tasks:

- ➔ Provide the Sponsor with a monthly Project Status Report (PSR), in writing, reporting on Engineer's progress and any problems that may arise while performing the work. The PSR must include an update of the project schedule, as described in this section, when schedule changes are expected.
- ➔ Submit for acceptance and maintain, a design schedule detailing the scheduled performance of the work.
- ➔ Create and maintain a Quality Control Checklist (QCC) for the project. The QCC shall include personnel, project milestone checking and peer review procedures at each phase of the project.

1.05 Conduct Meetings with National Park Service (NPS). The Engineer will assist the Sponsor preparing for meetings that will be held with the National Park Service (NPS) by producing and reviewing any presentations, producing exhibits, drawings, or other material that may be needed during these meetings. The Project Manager IV will take the lead in producing presentations while others will develop exhibits, drawings or other material for the meetings. It is anticipated that there will be one (1) meeting held during the design effort with the NPS.

1.06 Review Existing Documents. The Engineer will gather and review existing available documentation that may be relevant to the project, including, but not limited to, record drawings (as-builts), design reports, final reports, utility reports/maps and previous surveys. The Engineer may use relevant information from this review to coordinate the design and topographical survey for the project.

1.07 Coordinate Topographical Survey. This task includes preparing the requirements, establishing the limits of the survey area, and scheduling a time for the survey to be completed. Negotiating with the survey firm for a cost to perform the work is also included in this task. During design, the need may arise to verify other existing survey information or to extend the limits of the survey.

1.08 Coordinate Utility Locating. This task includes coordinating with a utility locating company to locate utilities that might impact this project. Negotiating with the utility locating firm for a cost to perform the work and providing an on-site representative of the Engineer during the locates is also included in this task. At this time, there are to be approximately 6 potholes anticipated for utility locates.

1.09 Coordinate Utility Service Installation with Local Utility Companies. This task includes meeting and coordinating with local utility agencies who are anticipated to be affected by the project. The Engineer will furnish plans to the agencies at the 60% and 100% review stages of the design, or as requested, to enable the agencies to coordinate efforts for the installation or relocation of any utilities, as necessary.

1.10 Prepare Environmental Documentation. The FAA has determined that a Categorical Exclusion (CATEX) applies to the project according to FAA orders 1050.1F and 5050.4B. The Engineer shall complete a documented CATEX following current FAA guidance and address potential environmental effects resulting from the proposed project. An overall environmental exhibit will be created as part of this scope of work, approved by the FAA, and referenced throughout the project. In addition, the Engineer will provide assistance for environmental documentation required for the grant application and funding agency, including filling out environmental forms that are required for the NEPA process.

1.11 Prepare Disadvantaged Business Enterprise (DBE) Goal. The Engineer will research the current state highway certified DBE listings and local area contractors to determine the availability of potential DBE contractors. The Engineer will prepare preliminary construction cost estimates and establish potential DBE work tasks. The Engineer will finalize the DBE goal work sheets for the Sponsor for submittal to the FAA Civil Rights Office for approval. Preparation of the amended DBE program will include the following tasks:

- ➔ Calculate base figure for DBE goal.
- ➔ Adjust base figure for DBE goal.
- ➔ Calculate Race Neutral and Race Conscious DBE goals.
- ➔ Consultation and Publication for DBE goals.
- ➔ Submit DBE goal to CRO.
- ➔ Revise DBE goals after Sponsor and FAA review.

1.12 Prepare Quarterly Performance Reports – Design. Federal Regulation 49 CFR Part 18 establishes uniform administrative requirements for grants to State and Local Governments. Sub-part 18.40 addresses monitoring and reporting requirements for the Sponsor. The Engineer will assist the Sponsor in managing grant activities to ensure compliance with applicable Federal requirements. The Engineer will submit a quarterly performance report while the grant is active. It is estimated there will be two quarterly performance reports completed during the design phase of this project.

1.13 Manage BlackCat Files. This task includes managing BlackCat Files for the Sponsor. The Engineer will ensure all documentation necessary for the project, including scope of work, record of negotiations, grant applications, etc. are uploaded into BlackCat throughout the duration of the Project.

TASK 1 DELIVERABLES	TO CITY/STATE	TO SPONSOR
1.01 Meeting Agendas, AIP Development Schedule and Meeting Minutes from Pre-Design Meeting	✓	✓
1.02 Scope of Work and Draft Contract for the Sponsor	✓	✓
1.03 Preliminary Cost Estimate	✓	✓
1.04 Design Schedule, PSR, and Monthly Invoicing	✓	✓
1.10 Environmental Documentation	✓	✓
1.11 DBE Goal	✓	✓
1.12 Quarterly Performance Reports	✓	✓

TASK 1 MEETINGS/SITE VISITS	LOCATION/ATTENDEES/DURATION
1.01 Pre-Design Meetings and Project Coordination/Update Meetings Through Design	<ul style="list-style-type: none"> Jackson, WY One (1) Resident Construction Manager IV and two (2) Project Manager IV Assume One (1) hour via teleconference for pre-design meeting (1 meeting) Assume One (1) hour via teleconference for project coordination/update meetings (2 meetings)
1.02 Prepare Project Scope of Work and Contract – Attend Airport Board Meeting	<ul style="list-style-type: none"> Jackson, WY One (1) Resident Construction Manager IV and one (1) Project Manager IV Assume Three (3) hours via teleconference for JAC Airport Board Meeting meeting (1 meeting)
1.05 Meeting with NPS	<ul style="list-style-type: none"> Jackson, WY One (1) Resident Construction Manager IV and two (2) Project Manager IV Assume One (1) hour via teleconference
1.09 Utility Coordination with Local Utility Companies	<ul style="list-style-type: none"> Jackson, WY One (1) Resident Construction Manager IV and two (2) Project Manager IV Assume One (1) hour via teleconference (2 meetings)

2.0 Design Phase

2.01 Design Kickoff Meeting/Site Visit. A meeting will be held on-site at JAC Airport with members for the design team to examine existing site conditions, understand existing utilities and equipment, and meet with JAC airport staff. It is expected that the design kickoff meeting and site visit will be completed in one (1) day in addition to one (1) full day of travel. It is anticipated that a Project Manager IV will be in attendance for this meeting/site visit. The Project Manager IV will take the lead, supported by other staff, in producing exhibits for the meeting. In addition, the Engineer will produce a kick-off meeting agenda as well as product meeting minutes for this meeting. Another Project Manager IV will attend the design kickoff meeting via teleconference.

2.02 Analyze Topographic Survey Data. This task includes analyzing the topographical survey data and preparing the data for use with computer modeling. This will include the following tasks:

- ➔ Input raw survey data into AutoDesk Civil 3D to sort data into the Engineer's standard layers for efficient analysis.
- ➔ Verify surveyor horizontal and vertical control.
- ➔ Verify survey data from as-built conditions.
- ➔ Sort all data points by layers and descriptions for computer modeling.
- ➔ Prepare triangulated irregular network (TIN surface model) of existing ground contours, pavement edges, roadways, electrical equipment, drainage features, buildings, fences, and other miscellaneous entities.
- ➔ Generate three-dimensional contour model from TIN surface model.
- ➔ Prepare and process data for spot elevations and grading.

2.03 Prepare Existing Utility Inventory. This task includes reviewing record drawings and consulting with the Sponsor and local utility companies to identify all utilities within the project site. The Construction Plans will include, to the maximum extent possible, the surveyed locations of observable utility features and the locations identified by utility locates.

2.04 Prepare Preliminary Contract Documents. This task includes preparing the Preliminary Contract Documents, including Contract Proposal, Bid Bond, Contractor Information Sheet, Subcontractor/Material Supplier List, Disadvantaged Business Utilization Commitment, DBE Participation Form, Certification of Non-Segregated Facilities, Equal Employment Opportunity Report Statement, Buy America Certification, Buy America Waiver Request, Buy America Conformance Listing, Bid Proposal, Contract, Payment Bond, Performance Bond, Notice of Award, Notice to Proceed, Notice of Contractor's Settlement, General Provisions, FAA AC 150/5370-2 (Current Edition), *Operational Safety on Airports During Construction*, and Wage Rates. The wage rates will be updated at the time of advertisement to reflect the most current wage rates available. Preparation will include establishing the location for the bid opening, dates for advertisement and description of the work schedule. Also included in the Preliminary Contract Documents, and covered under separate tasks below, are the Construction Safety and Phasing Plan, Technical Specifications, and Special Provisions. Preliminary Contract Documents will be prepared as early as possible during the design phase and submitted to the Sponsor for review.

2.05 Prepare Preliminary Construction Plans. This task includes preparing the following list of construction plans for the project. Additional plans may be added during the design phase as needed:

Plan Name/Description	Number of Sheets
Cover Sheet	1
Index of Drawings, Summary of Approximate Quantities and General Notes	1
Survey Control Plan	1
Construction Layout Plan	1
Construction Safety/Phasing Plan	5
Environmental Requirements and Details	1
Demolition Plan	2
Geometric Layout Plan	4
Electrical Details	3
Electrical One-Line Diagrams	1
Electrical Panel Schedules	1
Total Sheet Count	21

2.06 Prepare Preliminary Technical Specifications. This task includes assembling the technical specifications necessary for the project. Division 26 electrical specifications will be utilized for the project along with any WYDOT standard specifications.

2.07 Prepare Preliminary Special Provisions. This task includes preparing the preliminary Special Provisions to address, or expound on, site conditions that require additional clarification. These include, but are not limited to: Haul Roads, Airport Security, Radio Communications, Work Schedule, Contractor's Quality Control Program, Sequencing of the Work, Closure of Air Operations Areas, Accident Prevention, Underground Cables/Utilities, Insurance, Indemnification, Sales and Use Taxes, Permits and Compliance with Laws, Executed Contracts, Subletting or Assigning of Contracts, Qualification of Disadvantaged Business Enterprises, and Liquidated Damages.

2.08 Compile/Submit Permits. This task includes identifying potential federal, state and local permits needed for the project. Permits are anticipated to be required for, but are not limited to, demolition

activities, air quality, grading, Right-of-Way (ROW) access, hauling, batch plants, wetland disturbance, open burning, fencing, various building systems, construction dewatering, permanent dewatering, fueling systems and stormwater management construction plans and associated permits (SWMP). When applicable, the Engineer will assist the Sponsor to compile information and submit permits that are required to be obtained by the Sponsor.

2.09 Compile/Submit FAA Form 7460. This task includes preparing and submitting the required FAA Form 7460-1, "Notice of Proposed Construction or Alteration," via the FAA's online Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) system on the Sponsor's behalf. The Engineer will reference FAA Advisory Circular (AC) 150/5300-20 (Current Edition), *Submission of On-Airport Proposals for Aeronautical Study*, and coordinate with the FAA Project Manager and/or Airspace Specialist to determine the locations of required airspace case studies to be submitted. Generally, such cases are required for any restrictive/critical points where construction operations or proposed alterations may affect navigable airspace. Typically, these locations include (but are not limited to): limits of construction, construction phasing limits, haul routes for construction traffic, asphalt and/or concrete batch plants, and key points of any permanent, above-ground alterations. The Engineer will prepare an exhibit depicting the locations and other information pertinent to the cases' impact on the airspace to include with the submission. The Engineer will submit FAA Form 7460-1 and the associated documentation to the FAA via the OE/AAA system for approval a minimum of 45 days prior to the start of construction.

2.10 Calculate Estimated Quantities. This task includes calculating all necessary quantities for the various work items. Quantities must be consistent with the specifications and acceptable quantity calculation practices.

2.11 Prepare Estimate of Probable Construction Cost. Using the final quantities calculated following the completion of the construction plans and specifications, the Engineer will prepare the construction cost estimate. The estimate will be based on information obtained from previous projects, contractors, material suppliers and other available databases.

2.12 Prepare Engineer's Design Memorandum. During the preparation of the plans and specifications, a design memorandum will be prepared. The memorandum will include a description of the work, summary of the project, and a schedule for the completion of the design, bidding, and construction. The Engineer's cost estimate will be included with the memorandum. One copy of the final Engineer's Design Memorandum will be sent to the Sponsor.

2.13 Review Plans at 30%, 60%, and 90% Complete. During various stages of completion of the design, the Engineer will submit a set of Construction Plans, Specifications, and Contract Documents to the Sponsor for their review. Meetings will be scheduled for periodic reviews, including a 90% plans-in-hand review.

2.14 Prepare and Submit 60% Review Documents to GTNP. At the 60% design stage, plan drawing documents will be prepared and submitted to GTNP for internal review comments from the NPS. Comments received from GTNP will be incorporated to the greatest extent as long as any safety standards and the design intent of the project are not compromised.

2.15 Provide In-House Quality Control. The Engineer has an established quality control program that will provide both experienced and thorough reviews of all project submittals and will also provide engineering guidance to the design team throughout design development from an experienced, senior-level Professional Engineer.

Prior to each review set of Construction Plans, Specifications, and Contract Documents being submitted to the Sponsor and FAA, a thorough, in-house quality control review of the documents will be conducted. This process will include an independent review of the Construction Plans, Specifications, and Contract Documents, being submitted by a licensed Professional Engineer other than the Engineer who performed the design of the project. Comments will be offered by the Engineer that performed the review, and revisions to the Construction Plans, Specifications, and Contract Documents, will be made accordingly.

In addition to the 30%, 60%, and 90% reviews, the Engineer's in-house quality control program also provides engineering guidance to the design team throughout the project design in an attempt to steer the project in a manner that provides the best engineering judgment.

2.16 Prepare and Submit Construction Plans, Specifications, Contract Documents, and Engineer's Design Memorandum. A final set of Construction Plans (11" x 17"), Specifications, Contract Documents, and Engineer's Design Memorandum will be prepared and submitted to the Sponsor. These documents will incorporate all revisions, modifications, and corrections identified during the final review. Paper and electronic copies will be provided.

TASK 2 DELIVERABLES	TO CITY/STATE	TO GTNP	TO SPONSOR
2.04 Preliminary Contract Documents for Sponsor's Review			✓
2.12 Engineer's Design Memorandum	✓		✓
2.13 30%, 60%, and 90 % Construction Plans, Specifications, Contract Documents			✓
2.14 60% Design Plan Drawings to GTNP		✓	✓
2.16 Final Construction Plans, Specifications and Contract Documents, and Engineer's Design Report	✓		✓

TASK 2 MEETINGS/SITE VISITS	LOCATION/ATTENDEES/DURATION
2.01 Design Kickoff/Site Visit.	<ul style="list-style-type: none"> Jackson, WY One (1) Project Manager IV, one (1) Resident Construction Manager IV Assume One (1) full day for design kickoff and site visit Assume One (1) full day of travel from Denver, CO to Jackson, WY and Two (2) overnight stays for Project Manager IV Assume one Project Manager IV for design kickoff meeting via teleconference for four (2) hours
2.13 Plan Review at 30% Complete Plan Review at 60% Complete. Plan Review at 90% Complete.	<ul style="list-style-type: none"> Jackson, WY One (1) each Resident Construction Manager IV and Project Manager IV for 30% and 60% review Assume Two (2) hour via teleconference (2 meetings) Jackson, WY One (1) Resident Construction Manager IV Assume Four (4) hours for 90% review Assume Project Manager IV attends 90% review via teleconference

3.0 Bidding Phase

3.01 Provide Bid Assistance. The Engineer will assist the Sponsor, as needed, with the preparation of any required bidding documents. Included as part of this task, the Engineer will prepare a legal advertisement for publication in two (2) newspapers (or other form of regularly published print media) as a solicitation for bids. Additionally, the Engineer will advertise the project Invitation for Bids on their website and directly notify potential contractors and plan rooms in order to maximize project exposure and generate interest in the project. The Engineer will coordinate payment for the project advertisement(s) with the Sponsor.

3.02 Prepare/Conduct Pre-Bid Meeting. The Engineer will conduct the pre-bid meeting and pre-bid site visit in sequence with the Sponsor and contract document requirements. As a part of this meeting, the Engineer will also discuss the environmental plan sheet, surveyed areas, and environmental commitments. It is anticipated that this meeting will be one (1) hour in duration with additional time for preparation required.

3.03 Prepare Addenda. Any necessary addenda will be issued to clarify and modify the project, as required, and based on questions or comments that may arise from potential contractors during the bidding process. Any necessary addenda will be reviewed with the Sponsor prior to being issued. The addenda will meet all design and construction standards, as required.

3.04 Consult with Prospective Bidders. During the bidding process, the Engineer shall be available to clarify bidding issues with contractors and suppliers and for consultation with the various entities associated with the project.

3.05 Attend Bid Opening. The Engineer shall attend the bid opening for the project, which will be conducted by the Sponsor.

3.06 Review Bid Proposals. Upon the opening of submitted bid proposals by the Sponsor, the Engineer shall review all the bid proposals submitted. A cost analysis of the bid prices will be completed and tabulated; the contractor's qualifications to perform the work will be included, including review of suspension and debarment rules on the www.Sam.gov website, verification of proposed DBE subcontractors, Buy American compliance analysis/review, and project funding review. Inclusion of bid guarantee, acknowledgement of addenda, and in-state licensure verification shall be completed.

3.07 Prepare Recommendation of Award. The Engineer shall prepare a Recommendation of Award for the Sponsor to accept or reject the bids received with a summary of the items listed in Task 3.06. If rejection is recommended, the Engineer will supply an explanation for their recommendation and possible alternative actions the Sponsor can pursue to complete the project.

TASK 3 DELIVERABLES	TO CITY/STATE	TO SPONSOR
3.01 Required Bidding Documents	✓	✓
3.02 Pre-Bid Meeting Agenda and Pre-Bid Meeting Minutes	✓	✓
3.03 Addenda	✓	✓
3.06 Bid Tabulations	✓	✓
3.07 Recommendation of Award	✓	✓

TASK 3 MEETINGS/SITE VISITS	LOCATION/ATTENDEES/DURATION
3.02 Prepare/Conduct Pre-Bid Meeting	<ul style="list-style-type: none"> Jackson, WY One (1) Resident Construction Manager IV for in-person attendance Assume one (1) full day for pre-bid preparation and two (2) hours for meeting Two (2) Project Manager IV for two (2) hours for virtual attendance of pre-bid meeting.
3.05 Attend Bid Opening	<ul style="list-style-type: none"> Jackson, WY One (1) Resident Construction Manager IV One (1) Project Manager IV (virtual) Assume one (1) hour for bid opening

EX Reimbursable Costs During Design and Bidding. This section includes reimbursable items such as auto rental, lodging, per diem, and other miscellaneous expenses incurred in order to complete **Part A – Basic Services**.

PART B - SPECIAL SERVICES consists of the Construction Administration Phase, and Post-Construction Coordination Phase, which are invoiced on a lump sum basis; as well as the On-Site Construction Coordination Phase, which is invoiced on a cost plus fixed fee basis. Also included are direct subcontract costs for the proposed, topographical survey and quality assurance testing during construction.

4.0 Construction Administration Phase

4.01 Prepare Construction Contract and Documents. In agreement with the Sponsor, the Engineer shall prepare the Notice of Award, Notice to Proceed, and Contract Agreements, including bonds and insurance documents, which will be updated to include all addenda items issued during bidding, for the Sponsor's approval and signatures. Approximately five copies will be submitted to the successful Contractor for their signatures.

The Engineer will ensure the construction contracts are in order, the bonds have been completed, and the Contractor has been provided with adequate copies of the Construction Plans, Specifications, and Contract Documents, which will be updated to include all addenda items issued during bidding.

4.02 Provide Project Coordination. The Engineer shall provide project management and coordination services to ensure the completion of all construction management tasks required of the Engineer. These duties include:

- ➔ Time the Engineer spends planning, organizing, securing and scheduling resources, and providing instruction to staff to meet project objectives as defined in the approved scope of work.
- ➔ Additional items to be accomplished include compiling and sending additional information requested from the office to related parties, maintaining project files as necessary and other items necessary in day-to-day project coordination.
- ➔ The Project Manager will review progress reports weekly and monthly.
- ➔ Assist with change orders and supplemental agreements as necessary. All change orders and supplemental agreements will be coordinated with the Sponsor and other relevant agency

- staff prior to execution. All change orders and supplemental agreements will be prepared in accordance with requirements stipulated by governing agencies.
- ➔ Senior construction management staff will consult with and provide guidance to the on-site Construction Manager regarding unique project elements; material quality, production, and/or placement issues; and any other difficulties encountered during construction.
 - ➔ Clerical staff shall prepare the quantity sheets, testing sheets, construction report format, etc.
 - ➔ Office engineering staff, CAD personnel and clerical staff shall be required to assist the Field Personnel as necessary during construction. Specific tasks to be accomplished include providing secondary engineering opinions on issues arising during construction, maintaining project files as necessary and various other tasks necessary in the day-to-day operations.
 - ➔ The Engineer will prepare and submit monthly invoicing.

The Engineer will complete the following tasks:

- ➔ Provide the Sponsor with a monthly Project Status Report (PSR), in writing, reporting on Engineer's progress and any problems that may arise while performing the work. The PSR must include an update of the project schedule, as described in this section, when schedule changes are expected.
- ➔ Prepare quarterly performance reports.

4.03 Review Environmental Documentation. This task includes the review of the overall environmental exhibit in relation to final construction documents as well as coordination throughout construction to ensure environmental commitments are maintained and environmental resources are protected.

4.04 Coordinate Quality Assurance Testing. This task includes preparing the requirements for quality assurance testing. Negotiating with the quality assurance firm for a cost to perform the work is also included in this task.

4.05 Prepare/Conduct Pre-Construction Meeting. The Engineer will conduct a pre-construction meeting to review FAA requirements as required per FAA AC 150/5370-12 (Current Edition), *Quality Management for Federally Funded Airport Construction Projects*, prior to the commencement of construction. It is anticipated that representatives of the Engineer will include the Project Manager IV and Construction Manager IV. As a part of this meeting, the Engineer will also discuss the environmental plan sheet, surveyed areas, and environmental commitments. The meeting will be held at the airport and will include the Sponsor, City/State (if available), Contractor, subcontractors, and airport tenants affected by the project.

TASK 4 DELIVERABLES	TO CITY/STATE	TO SPONSOR
4.01 Notice of Award, Notice to Proceed, and Contract Agreement	✓	✓
4.01 Issue Construction Plans, Specifications, and Contract Documents	✓	✓
4.02 Monthly Invoice and Monthly PSR		✓
4.02 Pay Request Review Documentation		✓
4.02 Weekly/Monthly Reports	✓	✓
4.02 Quarterly Performance Reports	✓	✓
4.02 Change Orders/Supplemental Agreements	✓	✓
4.05 Pre-Construction Agenda and Meeting Minutes	✓	✓

TASK 4 MEETINGS/SITE VISITS	LOCATION/ATTENDEES/DURATION
4.05 Conduct Pre-Construction Meeting	<ul style="list-style-type: none"> Jackson, WY One (1) Construction Manager IV Assume 2 hours for prep and 2 hours for meeting Assume two (2) Project Manager IV via teleconference

5.0 Post-Construction Coordination Phase

5.01 Prepare Clean-up Item List. The Engineer will ensure the Contractor has removed all construction equipment and construction debris from the airport, that all access points have been re-secured (fences repaired, gates closed and locked, keys returned, etc.), and the site is clean.

5.02 Conduct Final Inspection. The Engineer, along with the Sponsor and City/State (if available), shall conduct the final inspection.

5.03 Prepare Engineering Record Drawings. The Engineer will prepare the record drawings indicating modifications made during construction.

5.04 Prepare Final Construction Report. The Engineer will prepare the final construction report to meet the applicable governing agency requirements.

5.05 Prepare DBE Uniform Report. The Engineer will prepare the Uniform Report of DBE Awards or Commitments and Payments (DBE Uniform Report) for the Sponsor to submit to the City/State.

5.06 Summarize Project Costs. The Engineer will be required to obtain all administrative expenses, engineering fees and costs, testing costs, and construction costs associated with the project and assemble a total project summary. The summary will be analyzed with the associated project funding.

TASK 5 DELIVERABLES	TO CITY/STATE	TO SPONSOR
5.01 Clean-up List		✓
5.02 Punchlists	✓	✓
5.03 Record Drawings	✓	✓
5.04 Final Construction Report	✓	✓
5.05 DBE Uniform Report	✓	✓
5.06 Project Cost Summary	✓	✓

TASK 5 MEETINGS/SITE VISITS	LOCATION/ATTENDEES/DURATION
5.02 Conduct Final Inspection	<ul style="list-style-type: none"> Jackson, WY One (1) Construction Manager IV Assume 1/2 day site inspection

6.0 On-Site Construction Coordination Phase

This phase will consist of providing one Resident Project Representative (RPR). It shall be the responsibility of the RPR to facilitate sufficient on-site construction coordination to ensure that the project is completed according to good construction practice and the Project Manager's direction. It is estimated that it will take **45 calendar days** to complete construction of the project. Incidental travel costs, including vehicle usage, lodging, per diem, etc., are in addition to the engineering hours expended.

6.01 Provide Resident Engineering. It is estimated that the Resident Project Representative (RPR) will work approximately **8 hours per day**. It is assumed that the RPR will be able to complete all daily project documentation during the course of their shift. The total time allotted for the completion of construction is anticipated to be **45 calendar days**. It is assumed that the Contractor will work **five (5) days** per week during the construction period **resulting in 32 working days**. Should the contractor be required to work more than five (5) days per week or longer than anticipated hours to maintain the project schedule, the RPR's efforts may increase from those estimated here.

The following tasks will be performed during the course of a typical day's shift during construction:

- a. Review construction submittals, including shop drawings and materials proposed for use on the project, submitted by the Contractor, for general conformance with the project's Plans and Technical Specifications. The RPR will prepare and maintain a submittal register to log the submittals received. The submittal register will include information on the submitted items including date received, date returned, and action taken, and will be made available to the Sponsor and Contractor upon request.
- b. Review survey data and other construction tasks for general compliance with the construction documents.
- c. Coordinate, review, and provide a response to construction and general project Requests for Information (RFIs).
- d. Prepare and process field directives and change orders.
- e. Conduct labor standards interviews of the Contractor's and subcontractor's employees, and review weekly payroll records as required by the governing agencies. As part of this effort, all payrolls must be reviewed and logged when received. A log identifying current status of reviews, and any action taken to correct noted discrepancies, will be provided for Sponsor review at time of Request for Reimbursement processing, as appropriate.
- f. Review quality control and quality assurance testing results for conformance with the project specifications.
- g. Maintain record of the progress of construction, record as-built conditions, and review the quantity records with the Contractor on a periodic basis.
- h. Prepare the periodic construction cost estimates and review the quantities with the Contractor. The RPR, Sponsor, and Contractor will resolve discrepancies or disagreements with the Contractor's records. After compiling all costs, the RPR will submit the periodic construction cost estimate to the Sponsor for payment.
- i. Maintain daily logs of construction activities for the duration of time on site.
- j. Verify that construction activities associated with restricted areas, roads, staging areas, stockpiles, borrow/waste areas, etc. are all remaining within the areas cleared under environmental documentation.
- k. Prepare a weekly status report. The report will be submitted to the Sponsor, the City/State, other governing agencies, and the office following the week of actual construction activities performed.
- l. Review payments to subcontractors and ensure timely payment of retainage to subcontractors when payment to the Contractor is made as required by the DBE Program.
- m. Coordinate and attend weekly construction progress meetings with the Contractor, Sponsor, and other relevant parties.

TASK 6 DELIVERABLES	TO CITY/STATE	TO SPONSOR
6.01a Coordinate Submittal Reviews		✓
6.01c Coordinate RFIs	✓	✓
6.01d Field Directives and Change Orders	✓	✓
6.01e Payroll Reviews	✓	✓
6.01f Quality Assurance/Quality Control Results Compilation	✓	✓
6.01h Periodic Cost Estimates	✓	✓
6.01k Weekly Reports	✓	✓

TASK 6 ON-SITE PERIODS	LOCATION/STAFFING/DURATION
6.01 Provide Resident Engineering	<ul style="list-style-type: none"> Jackson, WY One (1) Resident Project Representatives Assume 60 calendar days for project

EX Reimbursable Costs During Construction. This section includes reimbursable items such as auto rental, lodging, per diem, travel and other miscellaneous costs incurred in order to complete **Part B – Special Services**. Section 4 and 5 Reimbursables are invoiced on a lump sum basis, and Section 6 Reimbursables are invoiced on a cost plus fixed fee basis.

Special Considerations

The following special considerations are required for this project but will be completed by subconsultants to the Engineer. The cost for this work will be included in the engineering contract agreement with the Sponsor and the costs are in addition to the engineering fees outlined above.

Topographical Survey. Survey will be required in order to complete the design of the project. Survey will include the following:

- ➔ The project limits of the EV charging stations and surrounding areas.
- ➔ The survey area is approximately 2 acres of high accuracy survey
- ➔ Verification of the existing pavement elevations and infrastructure located within the project area.
- ➔ Verification of the existing terrain to create an accurate topographical drawing.
- ➔ All existing utilities in the project limits from locates performed prior to surveying operations.
- ➔ During design, there may be the need to verify other existing survey information or extend the limits of the existing survey.

Quality Assurance Testing. Quality assurance testing will be performed by an independent testing firm under the direct supervision of the Engineer. Certified materials technicians will perform the necessary material quality assurance testing as detailed in the project specifications per WYDOT standard specifications for the following:

- ➔ Section 203 Excavation and Embankment
- ➔ Section 301 Aggregate Subbase, Base Courses, and Bed Course Material
- ➔ Section 401 Plant Mix and Recycled Plant Mix Pavements
- ➔ Section 608 Minor Concrete Paving

Assumptions

The scope of services described previously, and the associated fees, are based on the following rates and assumed responsibilities of the Engineer and Sponsor.

1. For the purposes of estimating the amount of reimbursable expenses which will be incurred by the Engineer, the cost of per diem and lodging are calculated in accordance with current GSA rates. The actual amount to be invoiced for per diem will be in accordance with the published GSA rate at the time of service and may vary from the rate used in the fee estimate. Lodging will be invoiced as an actual expense incurred.
2. During periods of On-Site Construction Coordination covered under Task 6, a \$5/day surcharge will be added to the daily vehicle charge which will be reflected in the Engineering Fee as a daily "Field Vehicle and Equipment" expense. This surcharge is intended to cover consumables (such as marking paint, lath, etc.) and the replacement of tools (such as measuring wheels, airfield radios, infrared thermometers, etc.) necessary to monitor and identify the various aspects of the work.
3. It is anticipated there will be a minimum number of trips and site visits to the airport to facilitate the completion of the various phases listed in this scope. The number of trips, as well as the anticipated lengths and details of the trips, are included at the end of each phase above.
4. The Sponsor will provide existing mapping data including as-builts available for the project areas, aerial orthoimagery, subsurface conditions information such as prior geotechnical investigations in the project area and other available information in the possession of the Sponsor.
5. The Sponsor will provide an electronic copy of the current ALP to allow for updating of the plan upon completion of the project.
6. The Sponsor will furnish escorts as needed for the Engineer to conduct field work.
7. The Sponsor will coordinate with tenants as required to facilitate field evaluations and construction.
8. This scope and fee assumes that the project will be designed as one bid package with separate federal and non-federal bid schedules, if applicable. Splitting the project into two bid packages will result in additional costs.
9. The Engineer will utilize the following plan standards for the project:
 - ➔ Plans will be prepared using the Engineer's standards, unless the Sponsor provides its own standards upon Notice to Proceed.
 - ➔ Plan elevations will be vertical datum NAVD 88 derived from the existing control network.
 - ➔ Plan coordinates will be based on horizontal datum NAD 83/2011 State Plane Coordinates derived from the existing control network.
 - ➔ All plans will be stamped and signed by a state-licensed Professional Engineer, or Professional Land Surveyor, as required.

Plans prepared by subconsultants will be prepared using the same base maps, the same coordinate systems and the same plan layout and format as plans prepared by the Engineer.

10. The Engineer will utilize the following assumptions when preparing the project manual for bidding and construction of the project:
 - The project manual Contract Documents will be developed jointly by the Sponsor and the Engineer.
 - The Engineer is responsible for developing the contents of the document and including the Front-End documents which will be supplied by the Sponsor.
 - Required contract language will be used.
11. The Engineer must maintain records of design analyses and calculations consistent with typical industry standards.
12. Because the Engineer has no control over the cost of construction-related labor, materials, or equipment, the Engineer's opinions of probable construction costs will be made on the basis of experience and qualifications as a practitioner of his/her profession. The Engineer does not guarantee that proposals for construction, construction bids, or actual project construction costs will not vary from Engineer's estimates of construction cost.

Additional Services

The following items are not included under this agreement but will be considered as extra work:

- Redesign for the Sponsor's convenience or due to changed conditions after previous alternate direction and/or approval.
- Submittals or deliverables in addition to those listed herein.
- If a project audit occurs, the Engineer is prepared to assist the Sponsor in gathering and preparing the required materials for the audit.
- Serving as an expert witness for the Owner in any litigation, surety claim, contractor bond activation, or other proceeding involving the project.
- Additional or extended services during construction made necessary by extension of contract time, non-concurrent work, or changes in the work.
- Legal, surety, or insurance support, coordination, and representation.

Extra Work will be as directed by the Sponsor in writing for an additional fee as agreed upon by the Sponsor and the Engineer.

AIRPORT: Jackson Hole Airport
AIP/PROJ. NO.: XXXX
PROJECT NAME: Electric Vehicle Charging Stations Installation
DATE: January 10, 2025

Exhibit B



FEE BREAKDOWN

Labor Category	Total Hours		Billing Rate	Total Cost
1.0 Preliminary Design Phase (Lump Sum)				
Practice Operations Leader	2 hrs.	x	\$ 330.00 /hr = \$	660.00
Engineer Project Mgr IV	41 hrs.	x	\$ 295.00 /hr = \$	12,095.00
Construction Mgr IV	31 hrs.	x	\$ 245.00 /hr = \$	7,595.00
Engineer Project Mgr IV	29 hrs.	x	\$ 295.00 /hr = \$	8,555.00
Engineer in Training I	4 hrs.	x	\$ 160.00 /hr = \$	640.00
Engineering Techn III	4 hrs.	x	\$ 160.00 /hr = \$	640.00
Project Coordinator I	12 hrs.	x	\$ 125.00 /hr = \$	1,500.00
Quality Control Manager	4 hrs.	x	\$ 275.00 /hr = \$	1,100.00
Planner III	12 hrs.	x	\$ 265.00 /hr = \$	3,180.00
SUBTOTAL	139 hrs.		SUBTOTAL \$	35,965.00
Reimbursables				
Auto Rental	0 Day	x	\$ 130.00 /Day=	
Lodging + Tax & Fees	0 Day	x	\$ 475.00 /Day=	
Per Diem	0 Day	x	\$ 92.00 /Day=	
Travel & Airline Costs	0 Trip	x	\$ 1,200.00 /Trip=	
SUBTOTAL				\$ -
PHASE SUBTOTAL				\$ 35,965.00

LABOR HOUR BREAKDOWN

TASK				LABOR CATEGORY									
		Practice Operations Leader	Engineer Project Mgr IV	Construction Mgr IV	Engineer Project Mgr IV	Engineer in Training I	Engineering Techn III	Project Coordinator I	Quality Control Manager	Planner III	Phase Item Costs		
Start Date:	1/1/2025	End Date:	10/30/2025										
1.0	Preliminary Design Phase (Lump Sum)			Jason Virzi	Paul Fiore	Stuart Schiff	Zachary Ambariantz	Battai Hunton	Aaron Apodaca	Gabrielle Bohan	Chris Giessing	Morgan Einspahrr	
1.01	Coordinate and Attend Meetings with the Sponsor				3	3	3						\$ 2,505.00
1.02	Prepare Project Scope of Work and Contract			2	4	2	4			4			\$ 4,610.00
1.03	Prepare Preliminary Cost Estimating				2	2	4						\$ 2,260.00
1.04	Provide Project Coordination				12				4				\$ 4,040.00
1.05	Conduct Meetings with National Park Service (NPS)				2	2	2		4				\$ 2,310.00
1.06	Review Existing Documents				2	6	8						\$ 4,420.00
1.07	Coordinate Topogrphical Survey				2								\$ 590.00
1.08	Coordinate Utility Locating				2	4							\$ 1,570.00
1.09	Coordinate Utility Service Installation with Local Utility Companies				4	4	8	4					\$ 5,160.00
1.10	Prepare Environmental Documentation				2	2					12		\$ 4,260.00
1.11	Prepare Disadvantaged Business Enterprise (DBE) Goal				2	2				4			\$ 1,580.00
1.12	Prepare Quarterly Performance Reports - Design				4					4			\$ 1,680.00
1.13	Manage BlackCat Files					4							\$ 980.00

Labor Category	Total Hours		Billing Rate		Total Cost
2.0 Design Phase (Lump Sum)					
Market Director I	4 hrs.	x	\$ 350.00 /hr	= \$	1,400.00
Engineer Project Mgr IV	58 hrs.	x	\$ 295.00 /hr	= \$	17,110.00
Construction Mgr IV	66 hrs.	x	\$ 245.00 /hr	= \$	16,170.00
Engineer Project Mgr IV	144 hrs.	x	\$ 295.00 /hr	= \$	42,480.00
Engineer in Training I	46 hrs.	x	\$ 160.00 /hr	= \$	7,360.00
Engineering Techn III	92 hrs.	x	\$ 160.00 /hr	= \$	14,720.00
Project Coordinator I	8 hrs.	x	\$ 125.00 /hr	= \$	1,000.00
Quality Control Manager	32 hrs.	x	\$ 275.00 /hr	= \$	8,800.00
Planner III	4 hrs.	x	\$ 265.00 /hr	= \$	1,060.00
SUBTOTAL	454 hrs.		SUBTOTAL	\$	110,100.00
Reimbursables					
Auto Rental	2 Day	x	\$ 130.00 /Day=	\$	260.00
Lodging + Tax & Fees	2 Day	x	\$ 475.00 /Day=	\$	950.00
Per Diem	2 Day	x	\$ 92.00 /Day=	\$	184.00
Travel & Airline Costs	1 Trip	x	\$ 1,200.00 /Trip=	\$	1,200.00
			SUBTOTAL	\$	2,594.00
PHASE SUBTOTAL				\$	112,694.00

TASK		LABOR CATEGORY									
		Market Director I	Engineer Project Mgr IV	Construction Mgr IV	Engineer Project Mgr IV	Engineer in Training I	Engineering Techn III	Project Coordinator I	Quality Control Manager	Planner III	Phase Item Costs
Start Date:	2/5/2025	End Date:	5/6/2025								
2.0	Design Phase (Lump Sum)	John Ingram	Paul Fiore	Stuart Schiff	Paul Fiore	Battai Hunton	Aaron Apodaca	Gabrielle Bohan	Chris Giessing	Morgan Einspahr	
2.01	Design Kickoff Meeting/Site Visit		2	8	16						\$ 7,270.00
2.02	Analyze Topographic Survey Data		2			2	4				\$ 1,550.00
2.03	Prepare Existing Utility Inventory		2	2	2		4				\$ 2,310.00
2.04	Prepare Preliminary Contract Documents		4	12							\$ 4,120.00
2.05	Prepare Preliminary Construction Plans										
	Cover Sheet		2				6				\$ 1,550.00
	Index of Drawings/Summary of Approximate Quantities & General Notes		2				8				\$ 1,870.00
	Survey Control Plan		2	2			4				\$ 1,720.00
	Construction Layout Plan		2	2			8				\$ 2,360.00
	Construction Safety/Phasing Plan		12	4			12				\$ 6,440.00
	Environmental Requirements and Details		2				4			4	\$ 2,290.00
	Demolition Plan		2		2		8				\$ 2,460.00
	Geometric Layout Plan		2		16	8	12				\$ 8,510.00
	Electrical Details				12	8	6				\$ 5,780.00
	Electrical One-Line Diagrams				24	8	4				\$ 9,000.00
	Electrical Panel Schedules				24	8	4				\$ 9,000.00
2.06	Prepare Preliminary Technical Specifications		2	4	16	8					\$ 7,570.00
2.07	Prepare Preliminary Special Provisions		2	6							\$ 2,060.00
2.08	Compile/Submit Permits		2	2							\$ 1,080.00
2.09	Compile/Submit FAA Form 7460			4							\$ 980.00
2.10	Calculate Estimated Quantities		2	2	8	4					\$ 4,080.00
2.11	Prepare Estimate of Probable Construction Cost		2	2	4						\$ 2,260.00
2.12	Prepare Engineer's Design Memorandum		2	8	8						\$ 4,910.00
2.13	Review Plans at 30%, 60%, and 90% Complete	2	6	8	8		4	4			\$ 7,930.00
2.14	Prepare and Submit 60% Review Documents to GTNP		2				2				\$ 910.00
2.15	Provide In-House Quality Control								32		\$ 8,800.00
2.16	Prepare and Submit Const. Plans, Specs., Cont. Docs., and Design Memorandum	2	2		4		2	4			\$ 3,290.00
TOTALS		4	58	66	144	46	92	8	32	4	\$ 110,100.00
PERCENTAGES		1%	13%	15%	32%	10%	20%	2%	7%	1%	



MEMORANDUM

TO: Transportation Committee

FROM: Jac Stelly, Jackson Hole Airport Environmental Manager

SUBJECT: EV Charging Grant

DATE: May 19, 2025

OVERVIEW

At the upcoming board meeting on June 18th, the board will have two agenda items for their consideration. The first will be the subawardee agreement with the Town of Jackson to affirm involvement with the grant administered by the Department of Transportation (DOT) for charging infrastructure across the greater Teton community. The second will be an amendment to the Woolpert Engineering Agreement submitted by Woolpert, Inc. for the design, bidding, and construction administration/management for this project.

As a subawardee of this grant, investments made by Jackson Hole Airport will be reimbursed on a quarterly basis with the grant funding 80% and the Airport funding 20%. The maximum reimbursement amount of the DOT grant is \$1,180,000. The Airport will be responsible for \$295,000 (the 20% match) plus any project costs in excess. It is important to note that signing the subawardee agreement comes with no obligation for the Airport to pull funds from the grant; however, not signing may jeopardize the grant for the community as a whole. The Town of Jackson needs all subawardees to sign agreements.

The Amendment to the Woolpert Agreement to be presented at the June Board meeting is for the design, bidding, and CA/CM for this project. The total cost of this Amendment is \$299,261. An independent fee estimate (IFE) was completed and came in within 10% as required by federal law. The DOT grant will cover \$239,968 (80%) of the costs of the Amendment. Woolpert Inc.'s Scope of Work allows for flexibility at Jackson Hole Airport in terms of location and type of EV charging station. The airport anticipates the installation of 8 to 16 EV charging stations with design priority of minimizing the impact felt by the travelling public.

Decisions throughout the design phase will be dependent on grant reimbursements, and the airport can direct Woolpert, Inc. to stop work at any time. The Airport Operations and Environmental Teams will be closely involved in the design process to help determine charging location and type with consistent prioritization of maximizing the availability of parking at the airport.

JAC CHARGING LOCATIONS

Jackson Hole Airport plans to install between 8 and 16 new chargers that will allow for a variety of applications. New charging infrastructure will be a combination of Level 2 and DC Fast Chargers, and the exact number and type of chargers will be determined during the design process.

The eight existing EV chargers at Jackson Hole Airport take up 1.5% of the 527 publicly available parking spots. From September 20th, 2024 to March 19th, 2025, at least seven of the eight available stalls (87.5%) were utilized for 140 days over the course of a 180-day monitoring period.

If approved, management of the new charging infrastructure will be determined by the board upon completion with an option of user fees to recoup costs of maintenance and upkeep.

Proposed Charging Locations to be Considered during Design Process:

Overflow Lot – The airport expects to add four EV chargers to this lot (0.75% of publicly available parking). This installation would improve the ability of travelers (primarily local residents) to park their personal electric vehicle at the Jackson Hole Airport. Due to the average duration of cars in this lot being multiple days, Level 2 chargers will be ideal in this location, and energy consumption at these chargers will be lower compared to parking spots that typically see higher turnover.

Short Term Lot – This location is designed to primarily serve people picking up arriving passengers among a variety of other short-term uses. Due to its high turnover rate, it is likely that DC Fast Chargers will be installed in this location. This would allow cars to come and go with high frequency and receive ample charging.

Rental Car QTA – EV charging stations central to the QTA will enable the rental car companies to incorporate electric vehicles as part of their rental fleets. Visitors renting an EV would be able to comfortably drive throughout the area, including both National Parks, by using the charging infrastructure provided by all location partners. These EV rental options will not only reduce scope 3 emissions of Jackson Hole Airport, but it will also improve the health of residents, visitors, and wildlife by decreasing localized greenhouse gases. Charging infrastructure at this location has the potential to accelerate the community towards its Net Zero goals and encourage the transition to electric vehicles for the rental car companies.

Taxi Queue – This potential installation site would introduce new parking to the airport at the northeast corner of the parking lot along the service road. Installation designed specifically for this purpose would promote the transition of taxi fleets and potentially other rideshare services to electric vehicles making it easier for passengers to minimize their environmental impact while visiting the valley.

FBO Terminal – This location is flexible in both quantity and type of charger due to the variety of clientele using the FBO. The direct priority will be to support general aviation users and operators, and charging capacity will also benefit ride-share services as well as short-term pick-up and drop-off.



JACKSON HOLE AIRPORT

P.O. Box 159 • Jackson, WY 83001 • 307.733.7695 • Fax: 307.733.9270

James P. Elwood, AAE, Executive Director

526/756



Map of potential charging location as shown in Scope of Work Proposed by Woolpert, Inc. on January 3, 2025.

TIMELINE

The timeline is projected to take place over the course of two years. If approved by the board, a design phase will be conducted throughout the fiscal year of 2025. This process will be primarily managed by the contracted engineer, and airport staff will oversee progress, engage with stakeholders, and provide feedback.

Upon completion of the design phase, construction is expected to begin in Spring of 2026 and conclude in Fall of 2026. Collaboration with the project partners will continue throughout the entirety of the project timeline. The final deadline for reimbursements through this grant is January 2028.

Design Phase	FY2025
Construction Begins	Spring 2026
Construction Concludes	Fall 2026
Final Deadline for Grant Reimbursements	January 2028

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FISCAL YEAR 2022-23 CHARGING AND FUELING
INFRASTRUCTURE (CFI) GRANT PROGRAM

SUBAWARD AGREEMENT

This Subaward Agreement (**Agreement**) is made between the Town of Jackson, a municipal corporation of the State of Wyoming, of P.O. Box 1687, Jackson, WY 83001 (**Town**) and _____, a _____ of the State of Wyoming, [Address] _____ (**Subawardee**). Town and Subawardee are each a "**Party**" to this Agreement and are collectively, the "**Parties**."

RECITALS

WHEREAS, Town applied to the Federal Highway Administration (**FHWA**) under the Charging and Fueling Infrastructure Grant Program (**CFI Program**) for the Jackson-Teton-Yellowstone EV Charging Expansion Project (**JTY Charging Project**), in collaboration with Teton County, Yellowstone-Teton Clean Cities, Jackson Hole Airport, Teton Village Association, Teton County Library, and concessionaires within Grand Teton and Yellowstone National Parks (**Project Partners**). The JTY Charging Project grant application specified the amount of the grant funding requested, along with the requisite match funding share for each Project Partner, to install publicly accessible electric vehicle (EV) chargers in public locations throughout the Jackson Hole region.

WHEREAS, Town was awarded the grant from FHWA in August 2024 and is named as the grant recipient (**Grant**) with Subawardee's projects approved as part of the Grant.

WHEREAS, on January 17, 2025, Town entered into the Charging and Fueling Infrastructure (CFI) Discretionary Grant Agreement with FHWA, attached hereto as **Exhibit A (Grant Agreement)**, which incorporates therein and makes a part thereof the "General Terms and Conditions Under the Fiscal Year 2022 and Fiscal Year 2023 Charging and Refueling Infrastructure (CFI) Grant Program" (dated March 1, 2024) and "Exhibits to Project-Specific Agreements Under the Fiscal Year 2022 and Fiscal Year 2023 Charging and Fueling Infrastructure (CFI) Grant Program, collectively attached hereto as **Exhibit B (CFI Terms & Conditions)**. Schedule A, Paragraph 10 of the Grant Agreement lists all subawardees under the Grant, along with each project's cost, federal award sum, and matching amount required to be funded by each Project Partner (a copy of this schedule is attached hereto as **Exhibit C**).

WHEREAS, the Grant Agreement outlines the federal requirements for the Grant, including progress and performance reporting for the JTY Charging Project. Under the terms of the Grant, the Town is serving as a pass-through entity for reimbursement to the Subawardee of allowable costs and expenses associated with its project listed on Exhibit C (**Project**) in accordance with the payment procedures set forth herein and the CFI Terms & Conditions.

WHEREAS, the purpose of this Agreement is to set forth the terms and conditions of Subawardee's undertaking of the Project in accordance with this Agreement, the Grant Agreement, CFI Terms & Conditions, and any and all applicable federal and state laws, including, but not limited to, all certifications and assurances required by subrecipients of federal assistance programs.

NOW THEREFORE, in consideration of the foregoing Recitals, which are expressly hereby made a part of this Agreement, it is hereby agreed by and between the Parties as follows:

1. Term of Agreement. This Agreement is effective when all Parties have executed it (**Effective Date**). The Subawardee's timeframe to complete the work for the Project is from the Effective Date through one hundred and twenty (120) days after the last milestone under the Grant Agreement (**Period of Performance**). The term of this Agreement is from the Effective Date through the end of the Period of Performance plus the requisite five (5) year stewardship reporting period as defined under the terms of the Grant Agreement (**Term**).

2. Subawardee's Binding Commitment To Grant Agreement. Subawardee hereby agrees to be bound by the Grant Agreement, including, but not limited to, the CFI Terms & Conditions, and any amendments thereto, as if Subawardee had entered into and executed the Grant Agreement itself, and said Grant Agreement is incorporated herein by reference as if fully set forth herein.

3. Procurement Procedures. The Grant is subject to the Procurement Standards included in 2 CFR 200.317 through 200.327 and 2 CFR 1201.317. All contracts under the CFI Program with private entities for the acquisition, construction, installation, maintenance, and/or operation of publicly accessible charging or fueling infrastructure must be conducted in a manner providing full and open competition consistent with the standards of 2 CFR 200.319 and 200.320. Subawardee agrees to engage in a procurement process in connection with the Project in compliance with these and all applicable federal procurement standards. Subawardee acknowledges and agrees that it has reviewed and understands the assurances and certifications required for all federal-aid contracts as set forth in the CFI Terms & Conditions and shall include all required statements in any contracts it enters into in connection with the Project.

4. Payment Procedures.

- A. Maximum Federal Assistance Amount for Allowable Costs. Town agrees to reimburse Subawardee for FHWA approved and allowable costs incurred in connection with the Project in accordance with the terms and conditions set forth in this Agreement, and any applicable terms and conditions imposed under federal laws and regulations for disbursement of federal assistance funds. The total reimbursement amount from Town shall not exceed the federal award sum approved for the Project as set forth in Exhibit C. Subawardee acknowledges that neither Town nor the FHWA is liable for Subawardee payments exceeding that amount, and Subawardee shall not seek reimbursement of costs exceeding that amount.
- B. Match Obligation. The Subawardee is obligated to and shall provide local matching funds in an amount sufficient to assure payment of all actual Project costs in the amount set forth in Exhibit C (**Matching Share**). In the event that the costs of the Project exceed the total budgeted amount set forth for the Project in Exhibit C, Subawardee shall provide additional funds to cover any amount by which the Project exceeds its approved budgeted amount.
- C. Eligible Project Costs. Subawardee acknowledges that FHWA shall determine what costs and expenses are eligible for reimbursement under the Grant at its sole discretion. Subawardee shall review FHWA's guidelines on eligible costs and expenses for assistance in preparing and submitting reimbursement requests to Town.
- D. Invoices and Supporting Documents. Subawardee may submit requests for reimbursement for allowable costs and expenses quarterly to Town's designated Grant coordinator (**Grant Coordinator**). Reimbursement requests must contain sufficient detail to support Subawardee's request for reimbursement. Reimbursement from federal assistance funds is conditional on Subawardee's full payment for all services rendered or items received. Subawardee shall provide proof and certification of such payment with all requests for reimbursement on a form approved by Town. Town reserves the right to request additional supporting documentation for any and all

reimbursement submissions to ensure compliance with this Agreement and with Town's obligations as the Grant recipient.

- E. FHWA Authorization and Disbursement. Reimbursement to Subawardee for invoices submitted to the Grant Coordinator shall only be made after Town receives approval from FHWA of Subawardee's request for reimbursement and the approved reimbursement funds from FHWA have been received by Town. Subawardee acknowledges that the timing of reimbursement for its invoices may be lengthy due to FHWA's approval process. Town shall disburse authorized reimbursement funds to Subawardee within a reasonable time following Town's receipt of such funds from FHWA.
- F. Availability of Funds. Each payment obligation of Town is conditioned upon the availability of government funds which are appropriated or allocated for the payment of this obligation, and which may be limited for any reason including, but not limited to, congressional, legislative, gubernatorial, or administrative action. If funds are not allocated and available for continued performance of the Agreement, the Agreement may be terminated by Town at the end of the period for which the funds are available. Town shall notify the Subawardee at the earliest possible time of the services which will or may be affected by a shortage of funds. No penalty shall accrue to Town in the event this provision is exercised, and Town shall not be obligated or liable for any future payments due or for any damages as a result of termination under this section.
- G. Reimbursement Conditions. No reimbursement shall be made for work performed or equipment procured before the Effective Date of this Agreement. Should the Subawardee fail to perform in a manner consistent with the terms and conditions set forth in this Agreement, payment under this Agreement may be withheld until such time as Subawardee performs its duties and responsibilities to the satisfaction of Town.
- H. Final Invoices. Final invoices for reimbursement will be accepted by Town no later than sixty (60) days from the expiration date of the Performance Period as outlined in Section 1 above.

5. Rights and Responsibilities of the Parties.

- A. Town. Town agrees to reimburse Subawardee for FHWA authorized costs and expenses in accordance with Section 4 above.
- B. Subawardee.
 - i. General. Subawardee acknowledges and agrees that the Grant is a federal assistance funding program, and as such is subject to and requires compliance with a wide array of federal laws and regulations. Subawardee agrees to be bound by and adhere to all applicable federal, state, and local laws and regulations applicable to EV chargers, the CFI Program and federal assistance programs, including but not limited to, all those set forth in Exhibit B.
 - ii. Compliance With National EV Charging Standards. Subawardee shall comply with 23 CFR Part 680: National Electric Vehicle Charging Infrastructure Standards and Requirements Rule which sets the standards for EV chargers, including but not limited to connector types, power levels, minimum number of charging ports per station, and payment methods; data submittal requirements; workforce requirements; interoperability of EV charging infrastructure; traffic control devices and signage; network connectivity; and publicly available information.
 - iii. General Monitoring Activities. Town has the right to monitor all activities related to this Agreement and Subawardee hereby consents to any and all such monitoring activities pertinent to this Agreement. This shall include, but is not limited to, coordination with Subawardee's procurement team; bringing experts and consultants on site to examine, test, monitor, or evaluate completed work or work in progress; preparing and maintaining

the books, ledgers, documents, papers, and records pertinent to this Agreement; and observing personnel and agents of Subawardee in every phase of the performance of the work related to the Project.

iv. Records and Reports During Construction Period.

- a. Establishment and Maintenance of Accounting Records. The Subawardee shall establish and maintain separate accounts for the Project, either independently or within its existing accounting system, to be known as the **EV Project Account**.
- b. Documentation of Project Costs. All charges to the EV Project Account shall be supported by properly executed invoices, contracts, or vouchers evidencing in proper detail the nature and propriety of the charges. Copies and/or supporting documentation of such invoices, contracts, or vouchers may be included with quarterly billing statements to cover all charges submitted for payment. The original documentation should be maintained by the Subawardee in the Project file and must be available to Town upon request.
- c. Checks, Orders and Vouchers. Any check or order drawn by the Subawardee with respect to any item which is or will be chargeable against the EV Project Account will be drawn only in accordance with a properly signed voucher then on file in the office of the Subawardee stating in proper detail the purpose for which such check or order is drawn. All checks, invoices, contracts, vouchers, orders, or other accounting documents pertaining in whole or in part to the Project shall be clearly identified, readily accessible and, to the extent feasible, kept separate and apart from all other such documents.
- d. Audits. If the Subawardee has an audit performed for their own purposes, the Subawardee agrees to provide Town with a copy of such audit report. The Subawardee shall keep records and audit reports on file for three years after the close of their fiscal year.
- e. Quarterly Progress and Financial Reports. As the primary Grant recipient, Town is required to submit quarterly JTY Project progress and financial reports along with a recertification statement to FHWA pursuant to and in the form specified in Article 7 of the CFI Terms & Conditions (**Grant Quarterly Report**). Information from Subawardee is required for each Grant Quarterly Report, as well as for all other mandated reports under the Grant Agreement. On or before the 10th day of the month of each calendar year quarter (starting 3 months after the Effective Date) until the end of the Period of Performance, Subawardee shall provide the Grant Coordinator with all information required by Article 7 and Exhibit C of the CFI Term & Conditions, in the form specified therein.
- f. Final Progress Report and Financial Information. No later than 120 days after the end of the Period of Performance, the Town is required to submit a final project progress report and recertification, and any other information required under FHWA closeout procedures. On or before the 100th day after the end of the Period of Performance, Subawardee shall provide the Grant Coordinator with all relevant and necessary information requested by the Grant Coordinator to complete the final progress reports and any other reports required by FHWA.
- g. Performance Reporting. Subawardee shall timely provide Town with all required performance data specified in Article 8 and Schedule G of the CFI Terms & Conditions, as requested by Town.

v. Post-Performance Period Requirements.

- a. Data Collection. Subawardee shall collect data for each performance measure identified in Schedule G of the CFI Terms & Conditions, and timely provide this data to the Grant Coordinator as requested. In addition, Subawardee shall cooperate with and provide all necessary data and information which Town may request to prepare any and all progress, performance, financial, and other reports required by FHWA.
- b. Operation and Maintenance of EV Chargers. Subawardee is not required to own or operate the EV charging or fueling station constructed under this Agreement. For EV charging infrastructure, 23 CFR 680 requires that Subawardee maintain the EV chargers in compliance with 23 CFR 680 for a period of not less than five (5) years from the initial date of operation. Subawardee shall ensure that this provision is met even if there is a change of ownership of the EV charging station.
- c. Fees and Access to EV Chargers. Subawardee shall comply with all federal rules and regulations relating to operating hours for EV charging stations constructed under the CFI Program. Subawardee may charge users for a charging session or refueling in accordance with 23 CFR 680. Subawardee shall ensure that all EV charging infrastructure funded as part of the Grant includes any parking fee in their price structure and complies with 23 CFR 680 requirements related to communicating this information to customers.

6. Required Subcontract Provisions.

- A. Mandatory FHWA Subcontract Provisions. Per Title 23, Chapter 1, Subchapter G, Part 633.102, the Subawardee shall insert in each subcontract entered into pursuant to this Agreement, except as excluded by law or regulation, the required contract provisions contained in Form FHWA-1273 attached hereto as Exhibit D and incorporated herein by this reference, and further require their inclusion in any lower tier subcontract that may in turn be made. The required contract provisions of Form FHWA-1273 shall not be incorporated by reference in any case. In addition, the following required provision shall be included in any advertisement of invitation to bid for any procurement under this Agreement: "Statement of Financial Assistance. This Agreement is subject to a financial assistance contract (Grant Agreement) between Town of Jackson, WY and the Federal Highway Administration."
- B. Mandatory CFI Terms and Conditions Subcontract Provisions. The CFI Terms and Conditions requires compliance with specific federal regulations and insertion of a number of federal regulatory notices in each subcontract entered into in connection with this Agreement, including but not limited to those referenced in Article 12 (Contracting and Subawards), Article 16 (Climate Change and Environmental Justice), Article 17 (Equity and Barriers to Opportunity), Article 18 (Labor and Work), Article 19 (Civil Rights and Title VI), Article 20 (Critical Infrastructure Security and Resilience), Article 21 (Federal Financial Assistance, Administrative, and National Policy Requirements), and Article 24 (Additional Terms and Conditions). Subawardee shall insert all necessary and required federal notices in each subcontract entered into pursuant to this Agreement.

7. Noncompliance and Remedies. Subawardee acknowledges that the CFI Terms & Conditions impose obligations on Town as the recipient of the Grant and that Town's noncompliance with the CFI Terms & Conditions may result in remedial action which may include, but is not limited to terminating the Grant, disallowing costs incurred under the Project, requiring Subawardee to refund the Grant funds, and reporting the noncompliance in the federal-government-wide integrity and performance system. FHWA may determine that Subawardee has failed to comply with the United States Constitution, federal law, or the terms and conditions of the project-specific agreement and may notify Town of noncompliance by Subawardee. Town shall notify Subawardee of any federal determination of noncompliance and any procedures for remedying said noncompliance. Subawardee shall assume the risk of any loss of state or

federal funding, either administrative or program dollars, due to the Subawardee's failure to comply with federal requirements and shall indemnify Town for any costs or expenses incurred by Town in connection with its efforts to address Subawardee's failure to comply. If it is determined during the course of any audit, whether within mandatory timeline of the Grant or not, that the Subrecipient was reimbursed for Ineligible Costs or any other basis for ineligibility, the Subrecipient agrees to immediately reimburse the Town for such payments upon request.

8. Agreement Termination.

- A. Notice to Subawardee. Federal requirements that apply to the recipient of the Grant (Town), including the accompanying Grant Agreement, and any Amendments thereto, may change due to changes in federal law, regulation, other requirements, or guidance, or changes in the Grant Agreement including any information incorporated by reference and made part of that Grant Agreement. Applicable changes to those federal requirements will apply to the Subawardee and parties to any agreements related thereto in any tier. In addition, the FHWA may terminate the Grant Agreement if circumstances cause changes to the JTY Charging Project that the FHWA determines are inconsistent with the FHWA's basis for selecting the JTY Charging Project or the FHWA determines that termination of the Grant Agreement is in the public interest.
- B. Assumption of Risk. Subawardee shall assume the risk of any loss of state or federal funding, either administrative or program dollars, due to modifications to or termination of the Grant Agreement.

9. Notice. Any notice, request, demand, consent, approval, or other communication required or permitted under this Agreement shall be in writing and shall be deemed duly given (i) when delivered personally to the recipient, (ii) when sent by certified mail, return receipt requested, to the address specified below, or (iii) when sent by email to the email address specified below, provided that the sender has not received a delivery failure notification. A notice sent by email shall be deemed received on the date and time the email is sent, provided that (a) the email is sent to the recipient's designated email address as set forth below, (b) the sender does not receive a bounce-back or delivery failure notification, and (c) if the notice is sent outside of normal business hours (9:00 AM to 6:00 PM on business days), the notice shall be deemed received at 9:00 AM on the following business day.

Subawardee:

_____ (party name)
ATTN: _____ (person specifically)
_____ (address)
_____ (city, state, zip)
Email: _____

Town:

Town of Jackson
Attn: Town Clerk
P.O. Box 1687
Jackson, Wyoming 83001
Email: clerk@jacksonwy.gov

Either party may change its address or email address for notice purposes by providing written notice to the other party in accordance with the terms of this provision.

10. Miscellaneous Provisions.

- A. Integrated Agreement; Modifications. This Agreement, consisting of 9 pages; Exhibit A – Grant Agreement, consisting of twenty-two (22) pages; Exhibit B – CFI Terms and conditions, including all exhibits, consisting of sixty-six (66) pages; Exhibit C – List of Subaward Approved Projects, consisting of one (1) page; and Exhibit D, Required Contract Provisions Federal-Aid Construction Contracts, FHWA Form 1273, represent the entire and integrated Agreement between the Parties and supersede all prior negotiations, representations, and agreements, whether written or oral. In the event of a conflict or inconsistency between the language of this Agreement and the language of any attachment or document incorporated by reference, the language of this Agreement shall control. Any changes, modifications, revisions, or amendments to this Agreement which are mutually agreed upon by the Parties to this Agreement shall be incorporated by written instrument, executed by all Parties to this Agreement.
- B. Authority. Each Party to this Agreement, and each individual signing on behalf of each Party, hereby represents and warrants to the other that it has full power and authority to enter into this Agreement and that its execution, delivery, and performance of this Agreement has been fully authorized and approved, and that no further approvals or consents are required to bind such Party.
- C. Applicable Law, Rules of Construction, and Venue. The construction, interpretation, and enforcement of this Agreement shall be governed by the laws of the State of Wyoming, without regard to conflicts of law principles. The terms “hereof,” “hereunder,” “herein,” and words of similar import, are intended to refer to this Agreement as a whole and not to any particular provision or part. The Courts of the State of Wyoming shall have jurisdiction over this Agreement and the Parties. The venue shall be the Ninth Judicial District, Teton County, Wyoming.
- D. Assignment Prohibited and Agreement Shall Not be Used as Collateral. Neither Party shall assign or otherwise transfer any of the rights or delegate any of the duties set out in this Agreement without the prior written consent of the other party. The Subawardee shall not use this Agreement, or any portion thereof, for collateral for any financial obligation without the prior written permission of Town.
- E. Audit and Access to Records. Town and its representatives shall have access to any books, documents, papers, electronic data, and records of the Subawardee which are pertinent to this Agreement. The Subawardee shall immediately, upon receiving written instruction from Town provide to any independent auditor accountant all books, documents, papers, electronic data, and records of the Subawardee which are pertinent to this Agreement. The Subawardee shall cooperate fully with any such independent auditor or accountant during the entire course of any audit authorized by Town.
- F. Compliance with Laws. Subawardee shall keep informed of and comply with all applicable federal, state, and local laws and regulations, and all federal grant requirements and executive orders in the performance of this Agreement.
- G. Confidentiality of Information. Except when disclosure is required by the Wyoming Public Records Act or court order, all documents, data compilations, reports, computer programs, photographs, data, and other work provided to or produced by the Subawardee in the performance of this Agreement shall be kept confidential by the Subawardee unless written permission is granted by Town for its release. If and when Subawardee receives a request for information subject to this Agreement, Subawardee shall notify Town within ten (10) days of such request and shall not release such information to a third party unless directed to do so by Town.
- H. Counterparts; Electronic Signatures. This Agreement may be executed simultaneously in two (2) or more counterparts, each of which shall be deemed an original and all of which, when taken together, constitute one and the same document. The signature of any party to any counterpart shall be deemed a signature to, and may be appended to, any other counterpart. Counterparts may be delivered via electronic mail (including pdf or any electronic signature complying with the federal ESIGN Act of 2000, e.g., www.docusign.com) or other transmission method, and any counterpart so delivered shall be deemed to have been duly and validly delivered and be valid and effective for all purposes. At the

request of either party, each party agrees to execute an original of this Agreement as well as any facsimile or other reproduction hereof.

- I. Ethics. Subawardee shall keep informed of and comply with the Wyoming Ethics and Disclosure Act (Wyo. Stat. § 9-13-101, *et seq.*) and any and all ethical standards governing Subawardee's profession.
- J. Extensions. Nothing in this Agreement shall be interpreted or deemed to create an expectation that this Agreement will be extended beyond the term described herein. Any extension of this Agreement shall be initiated by Town and shall be accomplished through a written amendment between the Parties entered into before the expiration of the original Agreement or any valid amendment thereto and shall be effective only after it is reduced to writing and executed by all Parties to the Agreement.
- K. Force Majeure. Neither Party shall be liable for failure to perform under this Agreement if such failure to perform arises out of causes beyond the control and without the fault or negligence of the nonperforming Party. Such causes may include, but are not limited to, acts of God or the public enemy, fires, floods, epidemics, quarantine restrictions, freight embargoes, and unusually severe weather. This provision shall become effective only if the Party failing to perform immediately notifies the other Party of the extent and nature of the problem, limits delay in performance to that required by the event, and takes all reasonable steps to minimize delays.
- L. Indemnification. Each Party to this Agreement shall assume the risk of any liability arising from its own conduct. Neither Party agrees to insure, defend, or indemnify the other.
- M. Independent Contractor. The Subawardee shall function as an independent contractor for the purposes of this Agreement and shall not be considered an employee of Town for any purpose. Consistent with the express terms of this Agreement, the Subawardee shall be free from control or direction over the details of the performance of services under this Agreement. The Subawardee shall assume sole responsibility for any debts or liabilities that may be incurred by the Subawardee in fulfilling the terms of this Agreement and shall be solely responsible for the payment of all federal, state, and local taxes which may accrue because of this Agreement. Nothing in this Agreement shall be interpreted as authorizing the Subawardee or its agents or employees to act as an agent or representative for or on behalf of Town or to incur any obligation of any kind on behalf of Town. The Subawardee agrees that no health or hospitalization benefits, workers' compensation, unemployment insurance, or similar benefits available to Town employees will inure to the benefit of the Subawardee or the Subawardee's agents or employees as a result of this Agreement.
- N. Ownership and Return of Documents and Information. Town is the official custodian and owns all documents, data compilations, reports, computer programs, photographs, data, and other work provided to or produced by Subawardee in the performance of this Agreement. Upon termination of services, for any reason, Subawardee agrees to return all such original and derivative information and documents to Town in a useable format. In the case of electronic transmission, such transmission shall be secured. The return of information by any other means shall be by a parcel service that utilizes tracking numbers.
- O. Patent or Copyright Protection. Subawardee recognizes that certain proprietary matters or techniques may be subject to patent, trademark, copyright, license, or other similar restrictions, and warrants that no work performed by Subawardee will violate any such restriction. Subawardee shall defend and indemnify Town for any infringement or alleged infringement of such patent, trademark, copyright, license, or other restrictions.
- P. Prior Approval. This Agreement shall not be binding upon either Party, no services shall be performed, and Town shall not accept requests for reimbursement for payment, until this Agreement has been fully executed and approved by the Town of Jackson and Subawardee's authorized representative.
- Q. Severability. If any section, sentence, term, or provision hereof is determined to be illegal, invalid, or unconstitutional, by any court of competent jurisdiction or by any state or federal regulatory authority having jurisdiction thereof, such determination shall have no effect on the validity of any other section,

sentence, term or provision hereof, all of which will remain in full force and effect for the term of the Agreement.

- R. Governmental Immunity. The Town does not waive its governmental immunity by entering into this Agreement, and fully retains all immunities and defenses provided by law with respect to any action based on or arising out of this Agreement.
- S. Taxes. The Subawardee shall pay all taxes and other such amounts required by federal, state, and local law, including, but not limited to, federal and social security taxes, workers' compensation, unemployment insurance, and sales taxes.
- T. Third-Party Beneficiary Rights. The Parties do not intend to create in any other individual or entity the status of third-party beneficiary, and this Agreement shall not be construed so as to create such status. The rights, duties, and obligations contained in this Agreement shall operate only between the Parties to this Agreement and shall inure solely to the benefit of the Parties to this Agreement. The provisions of this Agreement are intended only to assist the Parties in determining and performing their obligations under this Agreement.
- U. Time is of the Essence. Time is of the essence in all provisions of this Agreement.
- V. Titles Not Controlling. Titles of sections and subsections are for reference only and shall not be used to construe the language in this Agreement.
- W. Non-Waiver. Failure of Town or Subawardee to insist on strict performance of any of the conditions, covenants, terms or provisions of this Agreement or to exercise any of its rights hereunder shall not waive such rights, but either party shall have the rights to enforce such rights at any time and take such action as might be lawful or authorized hereunder, either in law or equity.
- X. Signatures. The Parties to this Agreement, either personally or through their duly authorized representatives, have executed this Agreement on the dates set out below and certify that they have read, understood, and agreed to the terms and conditions of this Agreement.

IN WITNESS WHEREOF, this Agreement shall be effective as of the last date signed below.

SUBAWARDEE

By: _____
Name: _____
Title: _____
Date: _____

TOWN OF JACKSON

By: _____
Name: _____
Title: _____
Date: _____

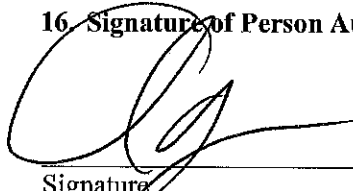
CHARGING AND FUELING INFRASTRUCTURE (CFI) DISCRETIONARY GRANT

- | | | |
|---|---|---|
| 1. Award No.
693JJ32540409 | 2. Effective Date
See No. 17 Below | 3. Assistance Listings No.
20.205 |
| 4. Award To

Town of Jackson
150 East Pearl Avenue
Jackson, WY 83001
Unique Entity Id.: WA5GF6TWEKS8
TIN No.: 83-6000069 | 5. Sponsoring Office
U.S. Department of Transportation
Federal Highway Administration
Office of Acquisition & Grants Management
1200 New Jersey Avenue, SE
HCFA-32, Mail Drop E62-204
Washington, DC 20590 | |
| 6. Period of Performance
From: Effective Date of Award
36 months | 7. Total Amount
Federal Share: \$5,506,368
Recipient Share: \$1,376,592
Total: \$6,882,960 | |
| 8. Type of Agreement
Grant | 9. Authority
Infrastructure Investment and Jobs Act (IIJA)
(Pub. L. 117-58, § 11401 November 15, 2021)
codified at 23 U.S.C. 151 | |
| 10. Procurement Request No.
HEPN250034PR | 11. Federal Funds Obligated
\$825,955 | |
| 12. Submit Payment Requests To
See Article 13 of the General Terms and Conditions. | 13. Payment Office
See Article 13 of the General Terms and Conditions. | |
| 14. Accounting and Appropriations Data
15X1220050.0000.060V406500.6801000000.41010.61006600, \$825,955 | | |
| 15. Title of Project
Jackson-Teton-Yellowstone EV Charging Expansion Project | | |

RECIPIENT

16. Signature of Person Authorized to Sign

 17 JAN 2025
Signature _____ Date _____
Name: Arne Jorgensen
Title: Mayor

FEDERAL HIGHWAY ADMINISTRATION

17. Signature of Agreement Officer

Signature _____ Date _____
Name: Sarah Tarpgaard
Title: Agreement Officer

CHARGING AND FUELING INFRASTRUCTURE (CFI) DISCRETIONARY GRANT

FEDERAL HIGHWAY ADMINISTRATION

GRANT AGREEMENT UNDER THE FISCAL YEAR 2022 and FISCAL YEAR 2023 CHARGING AND FUELING INFRASTRUCTURE GRANT PROGRAM

This agreement is between the Federal Highway Administration (the “FHWA”) and the Town of Jackson, Wyoming (the “**Recipient**”).

This agreement reflects the selection of the Recipient to receive a Charging and Fueling Infrastructure (“CFI”) Grant for the following project: Jackson-Teton-Yellowstone EV Charging Expansion Project.

If schedule A to this agreement identifies a Designated Subrecipient, that Designated Subrecipient is also a party to this agreement, and the parties want the Designated Subrecipient to carry out the project with the Recipient’s assistance and oversight.

The parties therefore agree to the following:

ARTICLE 1 GENERAL TERMS AND CONDITIONS.

1.1 General Terms and Conditions.

- (a) In this agreement, “**General Terms and Conditions**” means the content of the document titled “General Terms and Conditions Under the Fiscal Year 2022 and Fiscal Year 2023 Charging and Fueling Infrastructure (CFI) Grant Program” dated March 1, 2024, which is available at <https://www.fhwa.dot.gov/environment/cfi/resources/fy2022-2023-cfi-terms-conditions.pdf>. The General Terms and Conditions reference the information contained in the schedules A – K to this agreement. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of the General Terms and Conditions.
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action which may include but is not limited to terminating the CFI grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the FHWA the CFI Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

CHARGING AND FUELING INFRASTRUCTURE (CFI) DISCRETIONARY GRANT

ARTICLE 2 SPECIAL TERMS AND CONDITIONS.

- 2.1** The Recipient acknowledges that the Project must be performed in compliance with the National Electric Vehicle Infrastructure Standards and Requirements under 23 CFR part 680 including but not limited to the data reporting requirements under 23 CFR 680.112.
- 2.2** The Recipient acknowledges the requirements, including the non-Federal cost share requirements applicable to contracting with Private Entity, in the FY 2022-2023 CFI Terms and Conditions document under section Article 12 titled Contracting and Subawards in section 12.8: Requirement to Contract with a Private Entity.

CHARGING AND FUELING INFRASTRUCTURE (CFI) DISCRETIONARY GRANT

SCHEDULE A ADMINISTRATIVE INFORMATION

1. Application.

Application Title: Jackson-Teton-Yellowstone EV Charging Expansion Project

Application Date: June 13, 2023

2. Recipient's Unique Entity Identifier.

See Page 1, Block 4 for recipient's UEL.

3. Recipient Contact(s).

Tanya Anderson
Ecosystem Stewardship Administrator
Town of Jackson
150 East Pearl Avenue
PO Box 1687
Jackson, WY 83001
307-734-4419
tanderson@jacksonwy.gov

4. Recipient Key Personnel.

Name	Title or Position
Tanya Anderson	Town of Jackson Ecosystem Stewardship Administrator
Kelly Thompson	Town of Jackson Finance Director
Charlotte Frei	Town of Jackson/Teton County Regional Transportation Planning Administrator
Alicia Cox	Executive Director – Yellowstone Teton Clean Cities

5. FHWA Project Contact(s).

Sarah Tarpgaard, Agreement Officer (AO)
US DOT / FHWA Office of Acquisition and Grants Management
HCFA-43, Mail Stop E62-310
1200 New Jersey Avenue, S.E.
Washington, DC 20590

CHARGING AND FUELING INFRASTRUCTURE (CFI) DISCRETIONARY GRANT

(202) 493-3225; sarah.tarpgaard@dot.gov

Kenan Hall, Agreement Specialist (AS)
US DOT / FHWA Office of Acquisition and Grants Management
HCFA-43, Mail Stop E62-204
1200 New Jersey Avenue, S.E.
Washington, DC 20590
(202) 366-7799; Kenan.Hall@dot.gov

Agreement Officer Representative (AOR):
FHWA Division Administrator
Joshua Cunningham, Acting
2617 E. Lincolnway, Suite D
Cheyenne, WY 82001-5671
720 963-3224

FHWA's CFI Grant Point of Contact (POC):
Bob Bonds, Area Engineer
Federal Highway Administration, Wyoming Division
2617 E. Lincolnway, Suite D
Cheyenne, WY 82001-5671
307-771-2951
Bob.bonds@dot.gov

6. Payment System.

USDOT Payment System: DELPHI eInvoicing

7. Office for Subaward and Contract Authorization.

USDOT Office for Subaward and Contract Authorization: FHWA Office of Acquisition and Grants Management

8. Federal Award Identification Number.

See Page 1, Block 1.

9. Designated Subrecipient.

Designated Subrecipient: None

10. Subawards.

Note: See 2 CFR 200.331, Subrecipient and contractor determinations, for definitions of subrecipient (who is awarded a subaward) versus contractor (who is awarded a contract).

- (a) In accordance with 2 CFR 200.308(f)(6), the recipient or subrecipient shall obtain prior written approval from the USDOT Agreement Officer (AO) for the subaward, if the

CHARGING AND FUELING INFRASTRUCTURE (CFI) DISCRETIONARY GRANT

subaward activities were not proposed in the application or approved in the Federal award. This provision is in accordance with 2 CFR 200.308(f)(6) and does not apply to procurement transactions for goods and services. Approval will be issued through written notification from the AO or a formal amendment to the Agreement.

- (b) The recipient's proposed subawards included in the recipient's application as cited in schedule A, section 1, as amended by schedule E, are hereby considered approved. This approval applies to all planned and proposed subawards, inclusive of those where the subrecipient name is identified in the original application/Schedule E, and to those where the subrecipient name is identified post-award during grant performance.
- (c) The following subawards are currently approved under the Agreement at the following estimated amounts:

Subrecipient	Project Cost - estimated	Federal Award - estimated	Match- estimated
Teton County	\$534,600	\$427,680	\$106,920
Teton County Library	\$252,000	\$201,600	\$50,400
Teton Village Association	\$352,000	\$281,600	\$70,400
Jackson Hole Airport	\$1,475,000	\$1,180,000	\$295,000
Grand Teton Lodge Company	\$2,020,000	\$1,616,000	\$404,000
Yellowstone Park Service Station	\$1,200,000	\$960,000	\$240,000
Xanterra	\$71,000	\$56,800	\$14,200
Yellowstone Teton Clean Cities	\$243,360	\$194,688	\$48,672
Central Wyoming College	\$34,350	\$27,480	\$6,870

CHARGING AND FUELING INFRASTRUCTURE (CFI) DISCRETIONARY GRANT

SCHEDULE B PROJECT ACTIVITIES

1. General Project Description.

Refer to the application title and date identified in schedule A section 1, which is incorporated by reference to this agreement. See schedule E for changes to the project described in the application.

2. Statement of Work.

Refer to the application title and date identified in schedule A section 1, which is incorporated by reference to this agreement. See schedule E for changes to the project described in the application.

CHARGING AND FUELING INFRASTRUCTURE (CFI) DISCRETIONARY GRANT

**SCHEDULE C
AWARD DATES AND PROJECT SCHEDULE**

1. Award Dates.

Budget Period End Date: See Page 1, Block 6.

Period of Performance End Date: See Page 1, Block 6.

2. Estimated Project Schedule.

Milestone	Estimated Date
Planned Construction Substantial Completion and Open to Traffic Date:	36 Months from award

3. Special Milestone Deadlines.

None.

CHARGING AND FUELING INFRASTRUCTURE (CFI) DISCRETIONARY GRANT

SCHEDULE D AWARD AND PROJECT FINANCIAL INFORMATION

1. Federal Award Amount.

CFI Grant Amount: \$5,506,368 Federal Share

2. Federal Obligation Information.

Federal Obligation Type: Multiple

Obligation Condition Table (for use in awards with Multiple Phases to be obligated separately)		
	Federal Share Amount of CFI Grant	Obligation Condition
Phase 1: Pre- Construction	\$825,955	N/A – funded upon award
Phase 2: Construction and Operations	\$4,680,413	FHWA Division Office confirms the Recipient has met all the applicable Federal, and local requirements including NEPA approval.
Total Federal Share	\$5,506,368	

3. Approved Project Budget.

Eligible Project Costs			
	Phase 1	Phase 2	Total
Federal Share:	\$825,955	\$4,680,413	\$5,506,368
Non-Federal Share:	\$206,489	\$1,170,103	\$1,376,592
Total:	\$1,032,444	\$5,850,516	\$6,882,960

4. Approved Pre-award Costs

The recipient requested FHWA approval of pre-award costs under 2 C.F.R. 200.458 to perform the following tasks anticipated to occur between December 2024 – March 2025.

- Electrical/Mechanical Design for conductors, transformers, electrical bus bars, components, cabinets, etc.
- Architectural Design for standalone electrical building
- Structural Design for electrical building necessary for bus bars, electrical items, cabinets, etc.
- Bid Documents

CHARGING AND FUELING INFRASTRUCTURE (CFI) DISCRETIONARY GRANT

The recipient requested pre-award approval for \$60,000 against the Non-Federal share.

The FHWA Office of Acquisition and Grants Management determined that the pre-award costs were incurred directly pursuant to the negotiation and in anticipation of the Federal award and were necessary for efficient and timely performance of the scope of work. That office issued a notice to proceed with pre-award costs on December 18, 2024.

CHARGING AND FUELING INFRASTRUCTURE (CFI) DISCRETIONARY GRANT

SCHEDULE E CHANGES FROM APPLICATION

Scope:

There are three primary reasons for changes between the Project described in the application and the Project being funded:

1. Inflation has increased the cost of chargers and labor. In some locations, there may be a slight decrease in the number of charging stations installed, or a conversion from a DCFC to a Level 2 charger.
2. After submitting the application, the Town and County conducted a Mobility Hub feasibility study. The study prioritized some areas that we had not previously considered. Based on that study, the Town will add charging infrastructure at one new location by removing another location.
3. The Town reallocated some of the funding previously budgeted for installing charging stations to instead support grant management and administration expenses. This will result in a slight decrease in the total number of charging stations installed.

Original Application Scope Town of Jackson:

1.2.1 Town Locations

1.2.1.2 Deloney Street Lot (43.480669, -110.759780) - (2) dual-port Level 2 and (3) single-port Level 2

1.2.1.4 Phil Baux Park (43.472852, -110.761048) - (2) dual-port Level 2

1.2.1.5 Miller Park (43.480382, -110.765761) - (4) dual-port Level 2 and a conduit for future chargers

1.2.1.7 Mike Yokel Park (43.474969, -110.753150) – (2) dual-port Level 2

Revised Schedule E Scope Town of Jackson:

1.2.1 Town Locations

1.2.1.2 Deloney Street Lot (43.480669, -110.759780) - At least (2) dual-port Level 2

1.2.1.4 Phil Baux Park/ Snow King Events Center (43.472852, -110.761048) – (2) dual-port Level 2.

1.2.1.5 Miller Park (43.480382, -110.765761) – At least (1) dual-port Level 2 and (2) single-port Level 2

1.2.1.7 Mike Yokel Park (43.474969, -110.753150) – remove this location

1.2.1.8 Central Wyoming College (43.45800, -110.80446) – (2) dual-port Level 2

Reasons for changes:

- 1.2.1.2 Deloney Street Lot: Dual-port chargers are more cost-effective
- 1.2.1.4 Phil Baux Park/ Snow King Events Center: Phil Baux Park and the Snow King Events Center are adjacent to each other, and parking serves both facilities. The Snow King parking is less likely to impede pedestrians than the parking at Phil Baux Park.

CHARGING AND FUELING INFRASTRUCTURE (CFI) DISCRETIONARY GRANT

- 1.2.1.5 Miller Park: (4) chargers have already been installed at this location. Adding (1) dual-port and (2) single-port Level 2 stations will meet our goal of 8 total charging stations in this location. Including (2) single-port charging stations will group the charging stations together and reduce the cost of conduit.
- 1.2.1.7 Mike Yokel Park and 1.2.1.8 Central Wyoming College: Our local community college recently received a Conditional Use Permit for a new college campus south of Town. This location was ranked highly during a mobility hub study that was conducted after the Town of Jackson's original application was submitted. Installing chargers here will add chargers to a part of Town that currently has no public charging nearby, serving residents who take college classes and community education courses through the college and providing charging stations close to the Middle School and High School.

Original Application Scope Jackson Hole Airport:

1.2.3 Jackson Hole Airport (43.602366, -110.735563) – (4) Level 2 and (9) DCFC Total

- 1.2.3.1 Main Lot (43.601987, -110.736065) – (2) Level 2
- 1.2.3.2 Short Term Lot (43.603442, -110.734991) – (2) Level 2 and (2) DCFC
- 1.2.3.3 Taxi Queue (43.603250, -110.735949) – (2) DCFC
- 1.2.3.4 Rental Car Area (43.602901, -110.735347) – (3) DCFC
- 1.2.3.5 FBO Terminal (43.601153, -110.736560) – (2) DCFC

Revised Schedule E Scope Jackson Hole Airport:

1.2.3 Jackson Hole Airport – (43.602366, -110.735563) - (4) to (8) Level 2 and (4) to (8) DCFC. Chargers will be installed at publicly accessible locations based upon recommendations from engineers. Desired sites include:

- 1.2.3.1 Main Lot (43.601987, -110.736065)
- 1.2.3.2 Short Term Lot (43.603442, -110.734991)
- 1.2.3.3 Taxi Queue (43.603250, -110.735949)
- 1.2.3.4 Rental Car Area (43.602901, -110.735347)
- 1.2.3.5 FBO Terminal (43.601153, -110.736560)

Reasons for changes: Reduce the number of DCFC to account for inflation. Wait to determine the exact number at each location until a vendor has been selected and engineers make siting recommendations, ensuring that installation in each of the preferred locations is feasible.

Schedule:

The table below compares the Project milestone dates.

Milestone	Application	Agreement
Planned Construction Substantial Completion and Open to Traffic Date:	November 2026	January 2028

CHARGING AND FUELING INFRASTRUCTURE (CFI) DISCRETIONARY GRANT

Outreach and Educational Programming

- Original Application: Proposed outreach and educational programming to occur over the 5-year grant period of performance.
- Revised Schedule E: Outreach and educational programming, including the Electric Vehicle Experience Test Drive Program and Advertising, will occur over the 3-year grant period of performance.

Reason for changes: Our application assumed a start date of January 2024. Because we were notified of our award in September of 2024, the original timeline is no longer valid. We still intend to complete the project within three years of receipt of an executed grant agreement.

Budget:

Original Application	Revised Schedule E	Reason
Administrative and Legal Expenses - \$111,960 (\$89,568 Federal and \$22,392 Match)	Administrative and Legal Expenses - \$185,460 (\$148,368 Federal and \$37,092 Match)	Add Town of Jackson Grant Administration \$73,500 (\$58,800 Federal and \$14,700 Match)
Construction - \$6,591,000 (\$5,272,800 Federal and \$1,318,200 Match)	Construction Expenses - \$6,517,500 (\$5,214,000 Federal and \$1,303,500 Match)	Subtract Town of Jackson Grant Administration total from Construction Expenses
Town of Jackson (Construction)- \$735,000 (\$588,000 Federal and \$147,000 Match)	Town of Jackson (Construction) - \$661,500 (\$529,200 Federal and \$132,300 Match)	Subtract Town of Jackson Grant Administration from Town of Jackson Construction Expenses

Other:

No changes.

CHARGING AND FUELING INFRASTRUCTURE (CFI) DISCRETIONARY GRANT

SCHEDULE F CFI PROGRAM DESIGNATIONS

4. Corridor or Community Designation.

Corridor-Community Designation: Community

5. Funding Source.

Funding Source: Highway Trust Funds (Infrastructure Investment and Jobs Act (Pub. L. 117–58, § 11101(b)(1)(A) November 15, 2021)

6. Security Risk Designation.

Security Risk Designation: Low

7. Funding Act.

Infrastructure Investment and Jobs Act (Pub. L. 117–58, § 11401 and Title VIII of Division J, November 15, 2021).

8. Funds Obligation.

Base Award: The amount of Federal funds obligated to the base award are listed on Page 1, Block 11. These funds are considered obligated upon FHWA signature on Page 1.

Amendments: If not fully funded by the base award, additional funding may be obligated to the award by FHWA's execution of an agreement amendment. Each amendment will list the amount of Federal funds obligated by the amendment. These funds are considered obligated upon FHWA signature on the amendment.

All awards of FY 2024 CFI Program funding are available for obligation through September 30, 2027. Once funds are obligated, CFI Program funds are available until expended. NEVI 10 funds are available until expended.

*For phased awards using multiple obligations as described in Schedule D, the Recipient must satisfy the Phase 2 Obligation Condition listed in Schedule D, Obligation Condition Table, by August 1, 2027, to allow FHWA sufficient time to obligate CFI FY 2024 funds prior to the obligation deadline of September 30, 2027.

CHARGING AND FUELING INFRASTRUCTURE (CFI) DISCRETIONARY GRANT

SCHEDULE G CFI PERFORMANCE MEASUREMENT INFORMATION

Study Area: Jackson-Teton-Yellowstone EV Charging Expansion Project

Baseline Measurement Date: 3 months after the effective date of award

Baseline Report Date: To be submitted with the recipient's first Quarterly Project Progress Report.

NOTE: FHWA anticipates the CFI baseline measurement to be zero operational EV charging ports and/or hydrogen dispensers. The recipient may note the baseline measurement of "zero operational" in their first Quarterly Project Progress Report in order to satisfy the Baseline Report.

Quarterly Project Progress Report: The recipient must submit Quarterly Project Progress Reports to FHWA per Article 7 of the General Terms & Conditions, and in accordance with the format and content listed in Exhibit C, Quarterly Project Progress Reports.

After the CFI grant-funded EV charging ports and/or hydrogen dispensers become operational, the recipient must include the following performance measure in their Quarterly Project Progress Reports: "Number of EV charging ports and/or Hydrogen dispenser (operational)." Submittal of the EV ChART information will satisfy the quarterly measurement required below for the performance standard.

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency
Number of CFI grant-funded EV charging ports and/or Hydrogen dispenser (operational)	Number of EV charging ports and/or Hydrogen dispenser that are operational (open for use by the public) as part of the grant project. For EV chargers, report by type, e.g., DCFC and level 2.	Quarterly – submit with Quarterly Project Performance Report
23 CFR 680.112 Reporting (EV Charging only)	Data reporting after each EV charging port is operational, as required by 23 CFR 680.112. Reporting using EV-ChART is required. <u>Electric Vehicle Charging Analytics and Reporting Tool (EV-ChART) · Joint Office of Energy and Transportation (driveelectric.gov)</u>	One Time, Quarterly, and Annually Refer to EV ChART Guidance.

CHARGING AND FUELING INFRASTRUCTURE (CFI) DISCRETIONARY GRANT

SCHEDULE H CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS

Consideration of Climate Change and Environmental Justice Impacts.

The Recipient states that rows marked with "X" in the following table are accurate:

X	The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Recipient or a project partner used environmental justice tools, such as the EJSCREEN, to minimize adverse impacts of the Project on environmental justice communities. <i>(Identify the tool(s) in the supporting narrative below.)</i>
	The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand. <i>(Describe that shift in the supporting narrative below.)</i>
	The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions. <i>(Describe those strategies in the supporting narrative below.)</i>
X	The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both. <i>(Describe the incorporated infrastructure in the supporting narrative below.)</i>
X	The Project supports the installation of electric vehicle charging stations. <i>(Describe that support in the supporting narrative below.)</i>
	The Project promotes energy efficiency. <i>(Describe how in the supporting narrative below.)</i>
	The Project serves the renewable energy supply chain. <i>(Describe how in the supporting narrative below.)</i>
	The Project improves disaster preparedness and resiliency <i>(Describe how in the supporting narrative below.)</i>
	The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity. <i>(Describe how in the supporting narrative below.)</i>

CHARGING AND FUELING INFRASTRUCTURE (CFI) DISCRETIONARY GRANT

	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm. <i>(Describe that infrastructure in the supporting narrative below.)</i>
	The Project supports or incorporates the construction of energy- and location-efficient buildings. <i>(Describe how in the supporting narrative below.)</i>
	The Project includes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both. <i>(Describe the materials in the supporting narrative below.)</i>
	The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions to consider climate change and environmental justice impacts of the Project but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions to consider climate change and environmental justice impacts of the Project and will not take those actions under this award.

Supporting Narrative.

The Project will install electric vehicle charging infrastructure and conduit for future electrification regionally. It aligns with the Town of Jackson Sustainability Plan goal to reduce emissions from the transportation sector 30% by 2030 and supports the Integrated Transportation Plan objectives to integrate multiple modes of travel by providing charging stations at designated mobility hubs.

CHARGING AND FUELING INFRASTRUCTURE (CFI) DISCRETIONARY GRANT

SCHEDULE I EQUITY AND BARRIERS TO OPPORTUNITY

Efforts to Improve Racial Equity and Reduce Barriers to Opportunity.

The Recipient states that rows marked with "X" in the following table are accurate:

	A racial equity impact analysis has been completed for the Project. <i>(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. <i>(Identify the relevant programs, plans, or policies in the supporting narrative below.)</i>
	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. <i>(Identify the relevant investments in the supporting narrative below.)</i>
	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. <i>(Identify the new or improved access in the supporting narrative below.)</i>
X	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions related to the Project to improve racial equity and reduce barriers to opportunity and will not take those actions under this award.

CHARGING AND FUELING INFRASTRUCTURE (CFI) DISCRETIONARY GRANT

Supporting Narrative.

The Town of Jackson has established an Equity Task Force composed of individuals who represent different underserved communities and are compensated monetarily for participation on the Task Force. Task Force members discuss equity issues, bring challenges to the attention of staff and elected officials, and present ideas for adoption. Additionally, the Town of Jackson hosted a Spanish-language community engagement session to gather input for its Sustainability Plan and conducted interviews of community members who speak languages other than English and Spanish. The Town of Jackson holds a Sustainability Task Force with five members of the immigrant community to gather input on Sustainability Plan strategies such as electric vehicle charging and mobility hubs. Many of the charging stations that will be installed will be located in areas identified as current or future “mobility hubs” and will connect underserved communities to public transit and enhanced pedestrian and bike access.

CHARGING AND FUELING INFRASTRUCTURE (CFI) DISCRETIONARY GRANT

SCHEDULE J LABOR AND WORK

Efforts to Support Good-Paying Jobs and Strong Labor Standards

The Recipient states that rows marked with "X" in the following table are accurate:

	The Recipient or a project partner has adopted the use of project labor agreements in the overall delivery and implementation of the Project. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted the use of local and economic hiring preferences in the overall delivery and implementation of the Project, subject to all applicable State and local laws, policies, and procedures. <i>(Describe the relevant provisions in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted the use of registered apprenticeships in the overall delivery and implementation of the Project. <i>(Describe the use of registered apprenticeship in the supporting narrative below.)</i>
	The Recipient or a project partner will provide training and placement programs for underrepresented workers in the overall delivery and implementation of the Project. <i>(Describe the training programs in the supporting narrative below.)</i>
	The Recipient or a project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs. <i>(Describe the workforce development services offered by labor-management training partnerships in the supporting narrative below.)</i>
	The Recipient or a project partner will provide supportive services and cash assistance to address systemic barriers to employment to be able to participate and thrive in training and employment, including childcare, emergency cash assistance for items such as tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking. <i>(Describe the supportive services and/or cash assistance provided to trainees and employees in the supporting narrative below.)</i>
	The Recipient or a project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>

CHARGING AND FUELING INFRASTRUCTURE (CFI) DISCRETIONARY GRANT

	<p>The Recipient or a project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hire and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity, including:</p> <ul style="list-style-type: none"> a. affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law; b. proactive partnerships with the U.S. Department of Labor's Office of Federal Contract Compliance Programs to promote compliance with EO 11246 Equal Employment Opportunity requirements; c. no discriminatory use of criminal background screens and affirmative steps to recruit and include those with former justice involvement, in accordance with the Fair Chance Act and equal opportunity requirements; d. efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin; e. training on anti-harassment and third-party reporting procedures covering employees and contractors; and f. maintaining robust anti-retaliation measures covering employees and contractors. <p><i>(Describe the equal opportunity plan in the supporting narrative below.)</i></p>
X	<p>The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i></p>
	<p>The Recipient has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i></p>
	<p>The Recipient has not taken actions related to the Project to improving good-paying jobs and strong labor standards and will not take those actions under this award.</p>

Supporting Narrative.

Project labor agreements will be used to ensure that 3rd party contracts brought on to the project will adhere to fair hiring and employment practices. By enhancing connections to workplaces in downtown Jackson, Teton Village, the airport, and National Parks, the project will also support the creation and retention of other jobs not directly related to project activities. The project team aims to foster a welcoming work environment where all groups have an equal chance to participate and take advantage of high-quality job opportunities. Bilingual outreach in English and Spanish to current and potential employees will advance this goal. The project team will advance the objectives of the Disadvantaged Business Enterprises (DBEs) program to the greatest extent possible by adhering to the standards set in 49 CFR Part 26 as applicable. Project

CHARGING AND FUELING INFRASTRUCTURE (CFI) DISCRETIONARY GRANT

partners will promote opportunities for DBEs to benefit from the contracts awarded for construction, operation, and maintenance contracts. Project partners will advertise the project with a preference for local DBEs. The bidding process will provide opportunities for minority-owned businesses to compete for the work.

CHARGING AND FUELING INFRASTRUCTURE (CFI) DISCRETIONARY GRANT

**SCHEDULE K
CIVIL RIGHTS AND TITLE VI**

1. Recipient Type Designation.

Recipient Type Designation: New

2. Title VI Assessment Information.

Title VI Assessment Completion Date: See date of execution of this agreement and Exhibit B, Term B.1.

FEDERAL HIGHWAY ADMINISTRATION

GENERAL TERMS AND CONDITIONS

UNDER THE

FISCAL YEAR 2022 and FISCAL YEAR 2023 CHARGING AND FUELING

INFRASTRUCTURE (CFI) GRANT PROGRAM

March 1, 2024

TABLE OF CONTENTS

Contents

GENERAL TERMS AND CONDITIONS	6
Article 1 PURPOSE.....	6
1.1 Purpose	6
Article 2 FHWA ROLE	6
2.1 Federal Highway Administration (FHWA) Responsibilities.	6
Article 3 RECIPIENT ROLE.....	7
3.1 Statements on the Project	7
3.2 Statements on Authority and Capacity	7
3.3 USDOT FHWA Reliance.....	7
3.4 Project Delivery.	8
3.5 Rights and Powers Affecting the Project.....	8
3.6 Notification of Changes to Key Personnel	8
3.7 Subaward to Designated Subrecipient.....	8
3.8 Designated Subrecipient Statements and Responsibilities	8
Article 4 AWARD AMOUNT, OBLIGATION, AND TIME PERIODS	9
4.1 Federal Award Amount.....	9
4.2 Federal Obligations.....	9
4.3 Budget Period.....	10
4.4 Period of Performance	10
Article 5 STATEMENT OF WORK, SCHEDULE, AND BUDGET CHANGES	11
5.1 Notification Requirement.....	11
5.2 Scope and Statement of Work Changes	11
5.3 Schedule Changes.....	11
5.4 Budget Changes.....	11
5.5 FHWA Acceptance of Changes	12
Article 6 GENERAL REPORTING TERMS	13
6.1 Report Submission	13
6.2 Alternative Reporting Methods.....	13
Article 7 PROGRESS AND FINANCIAL REPORTING	13
7.1 Project Progress and Financial Reports and Recertifications.....	13
7.2 Final Progress Reports and Financial Information	13
Article 8 PERFORMANCE REPORTING.....	13
8.1 Baseline Performance Measurement.	13
8.2 Post-construction Performance Measurement.....	14
8.3 Project Outcomes Report	14
8.4 Performance Reporting Survival	14
Article 9 NONCOMPLIANCE AND REMEDIES.....	15
9.1 Noncompliance Determinations.	15
9.2 Remedies.	15
9.3 Other Oversight Entities.....	16
Article 10 AGREEMENT TERMINATION	16
10.1 FHWA Termination.	16
10.2 Closeout Termination.....	17

10.3	Post-Termination Adjustments.....	17
10.4	Non-Terminating Events	17
10.5	Other Remedies	17
Article 11	MONITORING, FINANCIAL MANAGEMENT, CONTROLS, AND RECORDS	18
11.1	Recipient Monitoring and Record Retention.	18
11.2	Financial Records and Audits.....	18
11.3	Internal Controls.....	18
11.4	USDOT Record Access.....	18
11.5	Title 23 Oversight Responsibilities	19
Article 12	CONTRACTING AND SUBAWARDS	19
12.1	Minimum Wage Rates.....	19
12.2	Buy America.....	19
12.3	Small and Disadvantaged Business Requirements.	19
12.4	Engineering and Design Services.....	19
12.5	Prohibition on Certain Telecommunications and Video Surveillance Services or Equipment.	19
12.6	Pass-through Entity Responsibilities.....	20
12.7	Subaward and Contract Authorization.....	20
12.8	Requirement to Contract with a Private Entity	20
12.9	Consultation with Indian Tribes	21
Article 13	COSTS, PAYMENTS, AND UNEXPENDED FUNDS	21
13.1	Limitation of Federal Award Amount.....	21
13.2	Projects Costs	21
13.3	Timing of Project Costs.....	22
13.4	Recipient Recovery of Federal Funds	22
13.5	Unexpended Federal Funds	23
13.6	Timing of Payments to the Recipient.	23
13.7	Payment Method.....	23
13.8	Information Supporting Expenditures.	23
13.9	Reimbursement Frequency.....	23
Article 14	LIQUIDATION, ADJUSTMENTS, AND FUNDS AVAILABILITY	23
14.1	Liquidation of Recipient Obligations.	23
Article 15	AGREEMENT MODIFICATIONS	24
15.1	Bilateral Modifications.....	24
15.2	Unilateral Contact Modifications.....	24
15.3	FHWA Unilateral Modifications.	24
15.4	Other Modifications	24
Article 16	CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE	24
16.1	Climate Change and Environmental Justice.....	24
Article 17	EQUITY AND BARRIERS TO OPPORTUNITY	25
17.1	Equity and Barriers to Opportunity	25
Article 18	LABOR AND WORK	25
18.1	Labor and Work	25
Article 19	Civil Rights and Title VI	25
19.1	Civil Rights and Title VI.....	25
19.2	Legacy Infrastructure and Facilities	26
Article 20	CRITICAL INFRASTRUCTURE SECURITY AND RESILIENCE.....	26

20.1 Critical Infrastructure Security and Resilience.	26
Article 21 FEDERAL FINANCIAL ASSISTANCE, ADMINISTRATIVE, AND NATIONAL POLICY REQUIREMENTS	27
21.1 Uniform Administrative Requirements for Federal Awards.....	27
21.2 Federal Law and Public Policy Requirements.	27
21.3 Federal Freedom of Information Act.....	27
21.4 History of Performance	27
21.5 Whistleblower Protection.	27
21.6 External Award Terms and Obligations.	27
21.7 Incorporated Certifications.....	28
Article 22 ASSIGNMENT.....	28
22.1 Assignment Prohibited	28
Article 23 WAIVER	28
23.1 Waivers.....	28
Article 24 ADDITIONAL TERMS AND CONDITIONS.....	29
24.1 Effect of Urban or Rural Designation	29
24.2 Disclaimer of Federal Liability.	29
24.3 Relocation and Real Property Acquisition.....	29
24.4 Equipment Disposition.....	29
24.5 Environmental Review.	30
24.6 Railroad Coordination	31
Article 25 MANDATORY AWARD INFORMATION.....	31
25.1 Information Contained in a Federal Award.....	31
25.2 Federal Award Identification Number.....	31
25.3 Recipient’s Unique Entity Identifier.....	31
Article 26 CONSTRUCTION AND DEFINITIONS	32
26.1 Schedules.....	32
26.2 Exhibits.....	32
26.3 Construction	32
26.4 Integration	33
26.5 Definitions	33
Article 27 AGREEMENT EXECUTION AND EFFECTIVE DATE	33
27.1 Counterparts	33
27.2 Effective Date.....	34

Index of Definitions

Designated Subrecipient.....	Schedule A, Section 9
Environmental Review Entity	29
Federal Share.....	12
FHWA.....	6
General Terms and Conditions.....	32
NOFO.....	6
OMB.....	19
Private Entity	33
Program Statute.....	33
Project	33
Project Closeout	17
Project Cost Savings	12
Recipient.....	Project-Specific Agreement
Project-Specific Agreement	33
Technical Application	33

GENERAL TERMS AND CONDITIONS

The Infrastructure Investment and Jobs Act, Section 11401 of Pub. L No. 117-58 (Nov. 15, 2021) (the “**IJA**”) made funds available to the United States Department of Transportation (“**USDOT**”) for fiscal year (FY) 2022 and FY 2023 for the Charging and Fueling Infrastructure (CFI) Discretionary Grant Program to strategically deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designated alternative fuel corridors or in certain other locations within communities that will be accessible to all drivers of electric vehicles, hydrogen vehicles, propane vehicles, and natural gas vehicles. The CFR is codified at 23 U.S.C. 151(f)(2).

On March 14, 2023, the USDOT posted a funding opportunity at Grants.gov for “Charging and Fueling Infrastructure” grant and funding opportunity number 693JJ323NF00004. The notice of funding opportunity (“**NOFO**”) solicited applications for Federal financial assistance under the FY 2022 and FY 2023 program. On January 11, 2024, the USDOT announced application selections under the NOFO for the FY 2022 and FY 2023 CFI grant program.

These General Terms and Conditions are incorporated by reference in the project-specific agreement under the FY 2022 and FY 2023 CFI discretionary grant program. The term “Recipient” is defined in the project-specific agreement. The project-specific agreement includes schedules A through K. The project-specific agreement may include special terms and conditions in project-specific articles or schedules.

ARTICLE 1 PURPOSE

1.1 Purpose. The purpose of this award is to fund the eligible project defined in the project-specific agreement that has been selected to receive a FY 2022 or FY 2023 CFI Grant. The parties will accomplish that purpose by achieving the following objectives:

- (1) timely completing the Project; and
- (2) ensuring that this award does not substitute for non-Federal investment in the Project, except as proposed in the Technical Application, as modified by schedule E.

ARTICLE 2 FHWA ROLE

2.1 Federal Highway Administration (FHWA) Responsibilities.

- (a) The FHWA is the operating administration under the United State Department of Transportation (“USDOT”) responsible for the administration of the Grant Program, the approval and execution of the project-specific agreement, and any modifications to the project-specific under section 15.1.

ARTICLE 3 RECIPIENT ROLE

3.1 Statements on the Project. The Recipient states that:

- (1) all material statements of fact in the Technical Application were accurate when that application was submitted; and
- (2) schedule E documents all material changes in the information contained in that application.

3.2 Statements on Authority and Capacity. The Recipient states that:

- (1) it has the authority to receive Federal financial assistance under the project-specific agreement;
- (2) it has the legal authority to complete the Project;
- (3) it has the capacity, including institutional, managerial, and financial capacity, to comply with its obligations under the project-specific agreement;
- (4) not less than the difference between the total eligible project costs listed in section 3 of schedule D and the Grant Amount listed in section 1 of schedule D is committed to fund the Project;
- (5) it has sufficient funds available to ensure that infrastructure completed or improved under the project-specific agreement will be operated and maintained in compliance with that agreement and applicable Federal law; and
- (6) the individual executing the project-specific agreement on behalf of the Recipient has authority to enter the project-specific agreement and make the statements in this article 3 and in section 21.7 on behalf of the Recipient.

3.3 USDOT FHWA Reliance. The Recipient acknowledges that:

- (1) the USDOT FHWA relied on statements of fact in the Technical Application to select the Project to receive this award;
- (2) the USDOT FHWA relied on statements of fact in both the Technical Application and the project-specific agreement to determine that the Recipient and the Project are eligible under the terms of the CFI NOFO.
- (3) the USDOT FHWA relied on statements of fact in both the Technical Application and the project-specific agreement to establish the terms of the project-specific agreement; and
- (4) the USDOT FHWA's selection of the Project to receive this award prevented awards under the NOFO to other eligible applicants.

3.4 Project Delivery.

- (a) The Recipient shall complete the Project under the terms of the project-specific agreement.
- (b) The Recipient shall ensure that the Project is financed, constructed, operated, and maintained in accordance with all Federal laws, regulations, and policies that are applicable to the Project.

3.5 Rights and Powers Affecting the Project.

- (a) The Recipient shall not take or permit any action that deprive it of any rights or powers necessary to the Recipient's performance under the project-specific agreement without written approval of the FHWA.
- (b) The Recipient shall act promptly, in a manner acceptable to the FHWA, to acquire, extinguish, or modify any outstanding rights or claims of right of others that would interfere with the Recipient's performance under the project-specific agreement.

3.6 Notification of Changes to Key Personnel. The Recipient shall notify all FHWA representatives who are identified in section 5 of schedule A in writing within 30 calendar days of any change in key personnel who are identified in section 4 of schedule A.

3.7 Subaward to Designated Subrecipient. If section 9 of schedule A identifies a Designated Subrecipient:

- (1) the Recipient hereby awards a subaward to the Designated Subrecipient for the purpose described in section 1.1;
- (2) the Recipient and the Designated Subrecipient may enter into a separate agreement, to which the FHWA is not a party, assigning responsibilities, including administrative and oversight responsibilities, among the Recipient and the Designated Subrecipient; and
- (3) for the purpose of 2 C.F.R. parts 200 and 1201, the Recipient is a pass-through entity.

3.8 Designated Subrecipient Statements and Responsibilities. If section 9 of schedule A identifies a Designated Subrecipient:

- (1) the Designated Subrecipient affirms all statements and acknowledgments that are attributed to the Recipient under sections 3.1 and 3.2; and
- (2) the Designated Subrecipient assumes the Recipient's reporting obligations under article 7.

ARTICLE 4
AWARD AMOUNT, OBLIGATION, AND TIME PERIODS

4.1 Federal Award Amount. This FHWA hereby awards a Grant to the Recipient in the amount listed in section 1 of schedule D as the Grant Amount.

4.2 Federal Obligations.

- (a) If the Federal Obligation Type identified in section 2 of schedule D is “Single,” then the project-specific agreement obligates for the budget period the amount listed in section 1 of schedule D as the Grant Amount and sections 4.2(c)–4.2(h) do not apply to the project-specific agreement.
- (b) If the Federal Obligation Type identified in section 2 of schedule D is “Multiple,” then an amount up to the Grant Amount listed in section 1 of schedule D will be obligated with one initial obligation and one or more subsequent, optional obligations, as described in sections 4.2(c)–4.2(h).
- (c) The Obligation Condition Table in section 2 of schedule D allocates the Grant among separate portions of the Project for the purpose of the Federal obligation of funds. The scope of each portion of the Project that is identified in that table is described in section 2 of schedule B.
- (d) The project-specific agreement obligates for the budget period only the amounts allocated in the Obligation Condition Table in section 2 of schedule D to portions of the Project for which that table does not list an obligation condition.
- (e) The project-specific agreement does not obligate amounts allocated in the Obligation Condition Table in section 2 of schedule D to portions of the Project for which that table lists an obligation condition. The parties may obligate the amounts allocated to those portions of the Project only as described in section 4.2(f) or by modifying the project-specific agreement under article 15.
- (f) If the USDOT Payment System identified in section 6 of schedule A is “FMIS,” then for each portion of the Project for which the Obligation Condition Table in section 2 of schedule D lists an obligation condition, the amount allocated in that table to that portion of the Project is obligated if, not later than the statutory lapse date identified in the project-specific agreement as applicable to the Grant Program, the parties execute an instrument, in the form provided in Exhibit D, documenting that:
 - (1) the FHWA determines that the obligation condition listed in that table for that portion of the Project is satisfied;
 - (2) the FHWA determines that all applicable Federal requirements for obligating the amount are satisfied; and

(3) the Recipient states that it is not required to request a modification of the project-specific agreement under article 5.

(g) The Recipient shall not request reimbursement of costs for a portion of the Project for which the Obligation Condition Table in section 2 of schedule D lists an obligation condition, unless the amount allocated in that table to that portion of the Project is obligated under section 4.2(f) or by modifying the project-specific agreement under Article 15.

(h) For information with respect to the Recipient's responsibility to contract with a Private Entity to pay the non-Federal cost share, see section 12.8 Requirement to Contract with a Private Entity under Article 12 titled Contracting and Subawards.

(i) The Recipient acknowledges that:

- (1) the FHWA is not liable for payments for a portion of the Project for which the Obligation Condition Table in section 2 of schedule D lists an obligation condition, unless the amount allocated in that table to that portion of the Project is obligated under section 4.2(f) or by modifying the project-specific agreement under Article 15.;
- (2) any portion of the Grant that is not obligated under this section 4.2 by the statutory lapse date identified in the project-specific agreement for those funds lapses on the day after that date and becomes unavailable for the Project;
- (3) the FHWA may consider the failure to obligate funds by the statutory lapse date identified in the project-specific agreement as applicable to the Grant Program for those funds to be a basis for terminating the project-specific agreement under section 10.1; and
- (4) the payment of any non-Federal cost share by a Private Entity is solely a contractual matter between the Recipient and such Private Entity to which the FHWA is not a party.

4.3 Budget Period. The budget period for this award begins on the date of the project-specific agreement and ends on the budget period end date that is listed in section 1 of schedule C or as determined in the FHWA Fiscal Management Information System ("FMIS"). In the project-specific agreement, "budget period" is used as defined at 2 C.F.R. 200.1.

4.4 Period of Performance.

- (a) If the USDOT Payment System identified in section 6 of schedule A is "FMIS," then the period of performance for this award begins on the date of the project-specific agreement and ends on project end date in FMIS.
- (b) If the USDOT Payment System identified in section 6 of schedule A is "DELPHI eInvoicing," then the period of performance for this award is listed on page 1, line 6 of

the project-specific agreement.

- (c) In the project-specific agreement, “period of performance” is used as defined at 2 C.F.R. 200.1.

ARTICLE 5

STATEMENT OF WORK, SCHEDULE, AND BUDGET CHANGES

- 5.1 Notification Requirement.** The Recipient shall notify all FHWA representatives who are identified in section 5 of schedule A in writing within 30 calendar days of any change in circumstances or commitments that adversely affect the Recipient’s plan to complete the Project. In that notification, the Recipient shall describe the change and what actions the Recipient has taken or plans to take to ensure completion of the Project. This notification requirement under this section 5.1 is separate from any requirements under this article 5 that the Recipient request modification of the project-specific agreement.
- 5.2 Scope and Statement of Work Changes.** If the Project’s activities differ from the activities described in the Technical Application, then the Recipient shall request a modification of the project-specific agreement in Schedule E.
- 5.3 Schedule Changes.** If one or more of the following conditions are satisfied, then the Recipient shall request a modification of the project-specific agreement to update schedule C:
- (1) a completion date for the Project or a component of the Project is listed in section 2 of schedule C and the Recipient’s estimate for that milestone changes to a date that is more than six months after the date listed in section 2 of schedule C;
 - (2) a schedule change would require the budget period to continue after the budget period end date listed in section 1 of schedule C; or
 - (3) the USDOT Payment System identified in section 6 of schedule A is “DELPHI eInvoicing” and a schedule change would require the period of performance to continue after the period of performance listed on page 1, line 6 of the project-specific agreement.

For other schedule changes, the Recipient shall follow the applicable procedures of the FHWA and document the changes in writing.

5.4 Budget Changes.

- (a) The Recipient acknowledges that if the cost of completing the Project increases:
- (1) that increase does not affect the Recipient’s obligation under the project-specific agreement to complete the Project; and
 - (2) the FHWA will not increase the amount of this award to address any funding shortfall.

- (b) The Recipient shall request a modification of the project-specific agreement to update schedule D if, in comparing the Project's budget to the amounts listed in section 3 of schedule D:
 - (1) the total "Non-Federal Funds" amount decreases; or
 - (2) the total eligible project costs amount decreases.
- (c) For budget changes that are not identified in section 5.4(b), the Recipient shall follow the applicable procedures of the FHWA and document the changes in writing.
- (d) If there are Project Cost Savings, then the Recipient may propose to the FHWA, in writing consistent with the FHWA's requirements, to include in the Project specific additional activities that are within the scope of this award, as defined in section 1.1 and schedule B, and that the Recipient could complete with the Project Cost Savings.

In this agreement, "**Project Cost Savings**" means the difference between the actual eligible project costs and the total eligible project costs that are listed in section 3 of schedule D, but only if the actual eligible project costs are less than the total eligible project costs that are listed in section 3 of schedule D. There are no Project Cost Savings if the actual eligible project costs are equal to or greater than the total eligible project costs that are listed in section 3 of schedule D.

- (e) If there are Project Cost Savings and either the Recipient does not make a proposal under section 5.4(d) or the FHWA does not accept the Recipient's proposal under section 5.4(d), then:
 - (1) in a request under section 5.4(b), the Recipient shall reduce the Federal Share by the Project Cost Savings; and
 - (2) if that modification reduces this award and the FHWA had reimbursed costs exceeding the revised award, the Recipient shall refund to the FHWA the difference between the reimbursed costs and the revised award.

In this agreement, "**Federal Share**" means the sum of the total "CFI Grant Funds" and "Other Federal Funds" amounts that are listed in section 3 of schedule D.

- (f) The Recipient acknowledges that amounts that are required to be refunded under section 5.4(e)(2) constitute a debt to the Federal Government that the FHWA may collect under 2 C.F.R. 200.346 and the Federal Claims Collection Standards (31 C.F.R. parts 900–999).

5.5 FHWA Acceptance of Changes. The FHWA may accept or reject modifications requested under this article 5, and in doing so may elect to consider only the interests of the Grant Program and the FHWA. The Recipient acknowledges that requesting a modification under this article 5 does not amend, modify, or supplement the project-specific agreement unless the FHWA accepts that modification request and the parties modify the project-specific agreement under section 15.1.

ARTICLE 6 GENERAL REPORTING TERMS

- 6.1 Report Submission.** The Recipient shall send all reports required by the project-specific agreement to all FHWA contacts who are listed in section 5 of schedule A.
- 6.2 Alternative Reporting Methods.** The FHWA may establish processes for the Recipient to submit reports required by the project-specific agreement, including electronic submission processes. If the Recipient is notified of those processes in writing, the Recipient shall use the processes required by the FHWA.

ARTICLE 7 PROGRESS AND FINANCIAL REPORTING

- 7.1 Project Progress and Financial Reports and Recertifications.** On or before the 20th day of the first month of each calendar year quarter and until the end of the period of performance, the Recipient shall submit to the FHWA a Quarterly Project Progress Report and Recertification in the format and with the content described in exhibit C. If the date of this agreement is in the final month of a calendar year quarter, then the Recipient shall submit the first Quarterly Project Progress Report and Recertification in the second calendar year quarter that begins after the date of this agreement.
- 7.2 Final Progress Reports and Financial Information.** No later than 120 days after the end of the period of performance, the Recipient shall submit:
- (1) a Final Project Progress Report and Recertification in the format and with the content described in exhibit C for each Quarterly Project Progress Report and Recertification, including a final Federal Financial Report (SF-425); and
 - (2) any other information required under FHWA award closeout procedures.

ARTICLE 8 PERFORMANCE REPORTING

- 8.1 Baseline Performance Measurement.**
- (1) The Recipient shall collect data for each performance measure that is identified in the Performance Measure Table in schedule G, accurate as of the Baseline Measurement Date that is identified in schedule G; and
 - (2) On or before the Baseline Report Date that is stated in schedule G, the Recipient shall submit a Baseline Performance Measurement Report that contains the data collected under this section 8.1 and a detailed description of the data sources, assumptions, variability, and estimated levels of precision for each performance measure that is identified in the Performance Measure Table

in schedule G.

8.2 Post-construction Performance Measurement.

- (1) For each performance measure that is identified in the Performance Measure Table in schedule G with quarterly measurement frequency, for each of 12 consecutive calendar quarters, beginning with the first calendar quarter that begins after the Project substantial completion date, at least once during the quarter, the Recipient shall collect data for that performance measure;
- (2) For each performance measure that is identified in the Performance Measure Table in schedule G with annual measurement frequency, the Recipient shall collect data for that performance measure on at least three separate occasions: (i) once during the four consecutive calendar quarters that begin after the Project substantial completion date; (ii) once during the fourth calendar quarter after the first collection; and (iii) once during the eighth calendar quarter after the first collection; and
- (3) Not later than January 31 of each year that follows a calendar year during which data was collected under this section 8.2, the Recipient shall submit to the USDOT a Post-Project Performance Measurement Report containing the data collected under this section 8.2 in the previous calendar year and stating the dates when the data was collected.

If an external factor significantly affects the value of a performance measure collected under this section 8.2, then the Recipient shall identify that external factor in the Post-Project Performance Measurement Report and discuss its influence on the performance measure.

8.3 Project Outcomes Report. The Recipient shall submit to the FHWA, not later than January 31 of the year that follows the final calendar year during which data was collected under section 8.2, a Project Outcomes Report that contains:

- (1) a narrative discussion detailing project successes and the influence of external factors on project expectations;
- (2) all baseline and post-Project performance measurement data that the Recipient reported in the Baseline Performance Measurement Report and the Post-Project Performance Measurement Reports; and
- (3) an *ex post* examination of project effectiveness relative to the baseline data that the Recipient reported in the Baseline Performance Measurement Report.

8.4 Performance Reporting Survival. The data collection and reporting requirements in this article 8 survive the termination of this agreement.

ARTICLE 9 NONCOMPLIANCE AND REMEDIES

9.1 Noncompliance Determinations.

- (a) If the FHWA determines that the Recipient may have failed to comply with the United States Constitution, Federal law, or the terms and conditions of the project-specific agreement, the FHWA may notify the Recipient of a proposed determination of noncompliance. For the notice to be effective, it must be written and the FHWA must include an explanation of the nature of the noncompliance, describe a remedy, state whether that remedy is proposed or effective at an already determined date, and describe the process through and form in which the Recipient may respond to the notice.
- (b) If the FHWA notifies the Recipient of a proposed determination of noncompliance under section 9.1(a), the Recipient may, not later than 7 calendar days after the notice, respond to that notice in the form and through the process described in that notice. In its response, the Recipient may:
 - (1) accept the remedy;
 - (2) acknowledge the noncompliance, but propose an alternative remedy; or
 - (3) dispute the noncompliance.

To dispute the noncompliance, the Recipient must include in its response documentation or other information supporting the Recipient's compliance.

- (c) The FHWA may make a final determination of noncompliance only:
 - (1) after considering the Recipient's response under section 9.1(b); or
 - (2) if the Recipient fails to respond under section 9.1(b), after the time for that response has passed.
- (d) To make a final determination of noncompliance, the FHWA must provide a notice to the Recipient that states the bases for that determination.

9.2 Remedies.

- (a) If the FHWA makes a final determination of noncompliance under section 9.1, the FHWA may impose a remedy, including:
 - (1) additional conditions on the award;
 - (2) any remedy permitted under 2 C.F.R. 200.339–200.340, including withholding of payments; disallowance of previously reimbursed costs, requiring refunds from the Recipient to the FHWA; suspension or termination of the award; or suspension and disbarment under 2 C.F.R. part 180; or

- (3) any other remedy legally available.
 - (b) To impose a remedy, the FHWA must provide a written notice to the Recipient that describes the remedy, but the FHWA may make the remedy effective before the Recipient receives that notice.
 - (c) If the FHWA determines that it is in the public interest, the FHWA may impose a remedy, including all remedies described in section 9.2(a), before making a final determination of noncompliance under section 9.1. If it does so, then the notice provided under section 9.1(d) must also state whether the remedy imposed will continue, be rescinded, or modified.
 - (d) In imposing a remedy under this section 9.2 or making a public interest determination under section 9.2(c), the FHWA may elect to consider the interests of only the FHWA.
 - (e) The Recipient acknowledges that amounts that the FHWA requires the Recipient to refund to the FHWA due to a remedy under this section 9.2 constitute a debt to the Federal Government that the FHWA may collect under 2 C.F.R. 200.346 and the Federal Claims Collection Standards (31 C.F.R. parts 900–999).
- 9.3 Other Oversight Entities.** Nothing in this article 9 limits any party’s authority to report activity under the project-specific agreement to the United States Department of Transportation Inspector General or other appropriate oversight entities.

ARTICLE 10

AGREEMENT TERMINATION

10.1 FHWA Termination.

- (a) The FHWA may terminate the project-specific agreement and all of its obligations under this agreement if any of the following occurs:
 - (1) the Recipient fails to obtain or provide any non- Grant contribution or alternatives approved by the FHWA as provided in the project-specific agreement and consistent with schedule D;
 - (2) a completion date for the Project or a component of the Project is listed in section 2 of schedule C and the Recipient fails to meet that milestone by six months after the date listed in section 2 of schedule C;
 - (3) the Recipient fails to meet a milestone listed in section 3 of schedule C by the deadline date listed in that section for that milestone;
 - (4) the Recipient fails to comply with the terms and conditions of the project-specific agreement, including a material failure to comply with the project schedule in schedule C even if it is beyond the reasonable control of the Recipient;

- (5) circumstances cause changes to the Project that the FHWA determines are inconsistent with the FHWA's basis for selecting the Project to receive a Grant; or
 - (6) the FHWA determines that termination of the project-specific agreement is in the public interest.
- (b) In terminating the project-specific agreement under this section, the FHWA may elect to consider only the interests of the FHWA.
- (c) This section 10.1 does not limit the FHWA's ability to terminate the project-specific agreement as a remedy under section 9.2.
- (d) The Recipient may request that the FHWA terminate the project-specific agreement under this section 10.1.

10.2 Closeout Termination.

- (a) The project-specific agreement terminates on Project Closeout.
- (b) In the project-specific agreement, "**Project Closeout**" means the date that the FHWA notifies the Recipient that the award is closed out. Under 2 C.F.R. 200.344, Project Closeout should occur no later than one year after the end of the period of performance.

10.3 Post-Termination Adjustments. The Recipient acknowledges that under 2 C.F.R. 200.345–200.346, termination of the project-specific agreement does not extinguish the FHWA's authority to disallow costs, including costs that the FHWA reimbursed before termination, and recover funds from the Recipient.

10.4 Non-Terminating Events.

- (a) The end of the budget period described under section 4.4 does not terminate the project-specific agreement or the Recipient's obligations under the project-specific agreement.
- (b) The end of the period of performance described under section 4.5 does not terminate the project-specific agreement or the Recipient's obligations under the project-specific agreement.
- (c) The cancellation of funds under section 6 of schedule D does not terminate the project-specific agreement or the Recipient's obligations under the project-specific agreement.

10.5 Other Remedies. The termination authority under this article 10 supplements and does not limit the FHWA's remedial authority under article 9 or 2 C.F.R. part 200, including 2 C.F.R. 200.339–200.340.

ARTICLE 11

MONITORING, FINANCIAL MANAGEMENT, CONTROLS, AND RECORDS

11.1 Recipient Monitoring and Record Retention.

- (a) The Recipient shall monitor activities under this award, including activities under subawards and contracts, to ensure:
 - (1) that those activities comply with the project-specific agreement; and
 - (2) that funds provided under this award are not expended on costs that are not allowable under this award or not allocable to this award.
- (b) If the Recipient makes a subaward under this award, the Recipient shall monitor the activities of the subrecipient in compliance with 2 C.F.R. 200.332(d).
- (c) The Recipient shall retain records relevant to the award as required under 2 C.F.R. 200.334.

11.2 Financial Records and Audits.

- (a) The Recipient shall keep all project accounts and records that fully disclose the amount and disposition by the Recipient of the award funds, the total cost of the Project, and the amount or nature of that portion of the cost of the Project supplied by other sources, and any other financial records related to the project.
- (b) The Recipient shall keep accounts and records described under section 11.2(a) in accordance with a financial management system that meets the requirements of 2 C.F.R. 200.301–200.303, 2 C.F.R. 200 subpart F, and title 23, United States Code, and will facilitate an effective audit in accordance with 31 U.S.C. 7501–7506.
- (c) The Recipient shall separately identify expenditures under the fiscal year of the Grant Program in financial records required for audits under 31 U.S.C. 7501–7506. Specifically, the Recipient shall:
 - (1) list expenditures under that program separately on the schedule of expenditures of Federal awards required under 2 C.F.R. 200 subpart F, including the Federal Fiscal Year (“FY”) in the program name; and
 - (2) list expenditures under that program on a separate row under Part II, Item 1 (“Federal Awards Expended During Fiscal Period”) of Form SF-SAC, including the Federal Fiscal Year (“FY”) in column c (“Additional Award Identification”).

11.3 Internal Controls. The Recipient shall establish and maintain internal controls as required under 2 C.F.R. 200.303.

11.4 USDOT Record Access. The FHWA may access Recipient records related to this award under 2 C.F.R. 200.337.

- 11.5 Title 23 Oversight Responsibilities.** This award is subject to the oversight program at 23 U.S.C. 106(g).

ARTICLE 12 CONTRACTING AND SUBAWARDS

- 12.1 Minimum Wage Rates.** The Recipient shall include, in all contracts in excess of \$2,000 for construction work to be performed on a Federal-aid highway (or work that is treated as if performed on a Federal-aid highway) under the Project that involves labor, provisions establishing minimum rates of wages, to be predetermined by the United States Secretary of Labor, in accordance with 23 U.S.C. 113 and 23 U.S.C. 109(s)(2), as applicable, that contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

12.2 Buy America.

- (a) Steel, iron, and manufactured products used in the Project are subject to 23 U.S.C. 313, as implemented by the FHWA. The Recipient acknowledges that the project-specific agreement is neither a waiver of 23 U.S.C. 313(a) nor a finding under 23 U.S.C. 313(b).
- (b) Construction materials used in the Project are subject to the domestic preference requirement at § 70914 of the Build America, Buy America Act, Pub. L. No. 117-58, div. G, tit. IX, subtit. A, 135 Stat. 429, 1298 (2021), as implemented by Office of Management and Budget (OMB), USDOT, and FHWA. The Recipient acknowledges that the project-specific agreement is neither a waiver of § 70914(a) nor a finding under § 70914(b).
- (c) Under 2 C.F.R. 200.322, as appropriate and to the extent consistent with law, the Recipient should, to the greatest extent practicable under this award, provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States. The Recipient shall include the requirements of 2 C.F.R. 200.322 in all subawards including all contracts and purchase orders for work or products under this award.

- 12.3 Small and Disadvantaged Business Requirements.** The Recipient shall comply with 49 C.F.R. part 26 (“Participation by disadvantaged business enterprises in Department of Transportation financial assistance programs”). For the purpose of 49 C.F.R. 26.3 that part applies to the Recipient.

- 12.4 Engineering and Design Services.** As applicable, the Recipient shall award each contract or sub- contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping, or related services that is negotiated under the Brooks Act, 40 U.S.C. 1101-1104 as implemented in 23 U.S.C. 112(b)(2), or an equivalent qualifications-based requirement prescribed for or by the Recipient and approved in writing by the USDOT.

- 12.5 Prohibition on Certain Telecommunications and Video Surveillance Services or Equipment.** The Recipient acknowledges that Section 889 of Pub. L. No. 115-232 and 2

C.F.R. 200.216 prohibit the Recipient and all subrecipients from procuring or obtaining certain telecommunications and video surveillance services or equipment under the Grant award.

12.6 Pass-through Entity Responsibilities. If the Recipient makes a subaward under the Grant award, the Recipient shall comply with the requirements on pass-through entities under 2 C.F.R. parts 200 and 1201, including 2 C.F.R. 200.331–200.333 and 23 U.S.C. 106(g)(4) where applicable.

12.7 Subaward and Contract Authorization.

- (a) If the FHWA Office for Subaward and Contract Authorization identified in section 7 of schedule A is “FHWA Division,” then the Recipient shall comply with subaward and contract authorization requirements under 23 C.F.R chapter I.
- (b) If the FHWA Office for Subaward and Contract Authorization identified in section 7 of schedule A is “FHWA Office of Acquisition and Grants Management,” then the Recipient may be required to obtain prior written approval from the FHWA agreement officer pursuant to 2 C.F.R. 200.308 and 23 C.F.R. 172 as applicable for the subaward or contracting out of any CFI Planning Grant work under the project-specific agreement above the Simplified Acquisition Threshold. Approvals under 2 C.F.R. 200.308 will be contingent upon a fair and reasonable price determination on the part of the Recipient and the agreement officer’s concurrence on that determination. This provision does not apply to the acquisition of supplies, material, equipment, or general support services.

12.8 Requirement to Contract with a Private Entity

- (a) If the award is designated as “**Corridor**” in section 1 of schedule F, then the Recipient must enter into a contract with a Private Entity for the acquisition and installation of the charging and fueling infrastructure provided for under the Grant award as required by 23 U.S.C. 151(f)(6)(A). The Recipient may also enter into a contract with a Private Entity for the operations and maintenance of the charging and fueling infrastructure provided for under the Grant award as provided by 23 U.S.C. 151(f)(6)(C).
- (b) If the award is designated as “**Community**” in section 1 of schedule F, then the Recipient may enter into a contract with a Private Entity for the acquisition, construction, installation, operations or maintenance of the charging and fueling infrastructure provided for under the Grant award as provided by 23 U.S.C. 151(f)(8)(H).
- (c) For a contract awarded under a **Corridor** award, the Recipient must require the Private Entity to pay the non-Federal cost share for the portion of the contract value that includes acquisition, installation, operations, and maintenance of charging and fueling infrastructure as required by 23 U.S.C. 151(f)(6)(A), 23 U.S.C. 151(f)(6)(C), and 23 U.S.C. 151(f)(10)(B). If a recipient is unable to execute a contract with the Private Entity to pay the non-Federal cost share, FHWA will not consider the recipient to be in violation or noncompliance of the grant agreement pursuant to 23 CFR 1.36. As provided in section 4.2, the Recipient shall be ultimately responsible for meeting the

non-Federal share under the award.

- (d) For a contract awarded under a **Community** award, the Recipient must require the Private Entity to pay the non-Federal cost share for the portion of the contract value that includes acquisition, construction, installation, operations, and maintenance of charging and fueling infrastructure as required by 23 U.S.C. 151(f)(8)(H) and 23 U.S.C. 151(f)(10)(B). If a recipient is unable to execute a contract with the Private Entity to pay the non-Federal cost share, FHWA will not consider the recipient to be in violation or noncompliance of the grant agreement pursuant to 23 CFR 1.36. As provided in section 4.2, the Recipient shall be ultimately responsible for meeting the non-Federal share under the award.
- (e) As provided at 23 U.S.C. 151(f)(6)(E)(i), contracts awarded for the acquisition and installation of charging and fueling infrastructure under award may provide for revenue sharing between the Recipient and the Private Entity. Pursuant to 23 U.S.C. 151(f)(6)(E)(ii), any revenues received by the Recipient under such an arrangement must be used only for projects that are eligible under title 23, United States Code.

12.9 Consultation with Indian Tribes. As provided at 23 U.S.C. 151(f)(6)(B), any charging and fueling infrastructure acquired or installed with funds awarded under 23 U.S.C. 151(f) shall be located along alternate fuel corridors that have been designed under 23 U.S.C. 151 only if any affected Indian Tribes are consulted prior to the designation. Accordingly, prior to commencing any work for the acquisition or installation of charging and fueling infrastructure under the award, the Recipient must produce documentation demonstrating that any affected Tribes have been consulted concerning such acquisition and installation. Such consultation may be satisfied through other applicable required processes, such as the Section 106 (of the National Historic Preservation Act) process.

ARTICLE 13

COSTS, PAYMENTS, AND UNEXPENDED FUNDS

13.1 Limitation of Federal Award Amount. Under the Grant Program award, the FHWA shall not provide funding greater than the amount obligated under section 4.3, and FMIS as applicable. The Recipient acknowledges that the FHWA is not liable for payments exceeding that amount, and the Recipient shall not request reimbursement of costs exceeding that amount.

13.2 Projects Costs.

- (a) The Grant Program award is subject to the cost principles at 2 C.F.R. 200 subpart E, including provisions on determining allocable costs and determining allowable costs.
- (b) **Operating Assistance.** As provided at 23 U.S.C. 151(f)(6)(C), if included within the scope of the award, the Recipient may use grant funds for operating assistance (as defined at 23 U.S.C. 151(f)(6)(C)(ii)) for any charging and fueling infrastructure that has been acquired and installed with funds awarded under 23 U.S.C. 151(f). Eligibility for any such

operating assistance is limited to a period of 5 years after the date of installation, and the amounts allowed for such assistance may not exceed the amount of the contract for the acquisition and installation of the charging and fueling infrastructure.

- (c) **Traffic Control Devices.** As provided at 23 U.S.C. 151(f)(6)(D), if included within the scope of the award, the Recipient may use grant funds to acquire and install traffic control devices for charging and fueling infrastructure that has been acquired and installed with funds awarded under 23 U.S.C. 151(f). The amounts allowed for the acquisition and installation of such traffic control devices may not exceed the amount of the contract for the acquisition and installation of the charging and fueling infrastructure. Any such traffic control devices must comply with the Manual of Uniform Traffic Control Devices.
- (d) **Education and Community Engagement.** As provided at 23 U.S.C. 151(f)(8)(K), for any award designated as “**Community**” in section 1 of schedule F, and where included within the scope of such award, the Recipient may not use more than 5 percent of the grant award for the costs for educational and community engagement activities to develop and implement education programs through partnerships with schools, community organizations, and vehicle dealerships to support the use of zero-emission vehicles and associated infrastructure.

13.3 Timing of Project Costs.

- (a) The Recipient shall not charge to the Grant Program award costs that are incurred after the budget period.
- (b) Except as permitted under section 13.3(d)-(f), the Recipient shall not charge to the Grant award costs that were incurred before the date of the project-specific agreement.
- (c) The execution of the project-specific agreement will terminate and supersede any previous FHWA approval for the Recipient to incur costs under the Grant Program award for the Project. Section 5 of schedule D is the exclusive FHWA approval of costs incurred before the date of the project-specific agreement.
- (d) Reserved.
- (e) If the USDOT Payment System identified in section 6 of schedule A is “DELPHI eInvoicing” and section 5 of schedule D identifies a pre-award approval under 2 C.F.R. 200.458, then the Recipient may charge to the Grant Program award, for payment from the Grant Program grant or other Federal amounts, costs that were incurred before the date of the project-specific agreement, were consistent with that approval, and would have been allowable if incurred during the budget period.

13.4 Recipient Recovery of Federal Funds. The Recipient shall make all reasonable efforts, including initiating litigation, if necessary, to recover Federal funds if the FHWA determines, after consultation with the Recipient, that those funds have been spent fraudulently, wastefully, or in violation of Federal laws, or misused in any manner under this award. The Recipient shall not enter a settlement or other final position, in court or otherwise, involving the recovery of funds under the Grant award unless approved in advance in writing by the FHWA.

13.5 Unexpended Federal Funds. Any Federal funds that are awarded at section 4.1 but not expended on allocable, allowable costs remain the property of the United States.

13.6 Timing of Payments to the Recipient.

- (a) Reimbursement is the payment method for the Grant Program.
- (b) The Recipient shall not request reimbursement of a cost before the Recipient has entered into an obligation for that cost.

13.7 Payment Method.

- (a) If the USDOT Payment System identified in section 6 of schedule A is “FMIS,” then the Recipient shall follow FMIS procedures to request and receive reimbursement payments under this award.
- (b) If the USDOT Payment System identified in section 6 of schedule A is “DELPHI eInvoicing,” then the Recipient shall use the DELPHI eInvoicing System to request reimbursement under this award unless the FHWA agreement officer provides written approval for the Recipient to use a different request and payment method.
- (c) The FHWA may deny a payment request that is not submitted using the method identified in this section 13.7.

13.8 Information Supporting Expenditures.

- (a) If the USDOT Payment System identified in section 6 of schedule A is “DELPHI eInvoicing,” then when requesting reimbursement of costs incurred or credit for cost share incurred, the Recipient shall electronically submit the SF 271 (Outlay Report and Request for Reimbursement for Construction Programs) or the SF 270 (Request for Advance or Reimbursement), as applicable, shall identify the Federal share and the Recipient’s share of costs, and shall submit supporting cost detail to clearly document all costs incurred. As supporting cost detail, the Recipient shall include a detailed breakout of all costs incurred, including direct labor, indirect costs, other direct costs, and travel.
- (b) If the Recipient submits a request for reimbursement that the FHWA determines does not include or is not supported by sufficient detail, the FHWA may deny the request or withhold processing the request until the Recipient provides sufficient detail.

13.9 Reimbursement Frequency. If the USDOT Payment System identified in section 6 of schedule A is “DELPHI eInvoicing,” then the Recipient shall not request reimbursement more frequently than monthly.

ARTICLE 14

LIQUIDATION, ADJUSTMENTS, AND FUNDS AVAILABILITY

14.1 Liquidation of Recipient Obligations.

- (a) The Recipient shall liquidate all obligations of award funds under the project-specific agreement not later than the earlier of (1) 120 days after the end of the period of performance or (2) the statutory funds cancellation date identified in section 6 of schedule F, if applicable.
- (b) Liquidation of obligations and adjustment of costs under the project-specific agreement follow the requirements of 2 C.F.R. 200.344–200.346.

ARTICLE 15

AGREEMENT MODIFICATIONS

15.1 Bilateral Modifications. The parties may amend, modify, or supplement the project-specific agreement by mutual agreement in writing signed by the FHWA and the Recipient. Either party may request to amend, modify, or supplement the project-specific agreement by written notice to the other party.

15.2 Unilateral Contact Modifications.

- (a) The Recipient may update the contacts who are listed in section 3 of schedule A by written notice to all of the FHWA contacts who are listed in section 5 of schedule A and section 2.2.
- (b) The FHWA may update the contacts who are listed in section 5 of schedule by written notice to all of the Recipient contacts who are listed in section 3 of schedule A.

15.3 FHWA Unilateral Modifications.

- (a) The FHWA may unilaterally modify the project-specific agreement to comply with Federal law, including the Program Statute.
- (b) To unilaterally modify the project-specific agreement under this section 15.3, the FHWA must provide a notice to the Recipient that includes a description of the modification and state the date that the modification is effective.

15.4 Other Modifications. The parties shall not amend, modify, or supplement the project-specific agreement except as permitted under sections 15.1, 15.2, or 15.3. If an amendment, modification, or supplement is not permitted under section 15.1, not permitted under section 15.2, and not permitted under section 15.3, it is void.

ARTICLE 16

CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE

16.1 Climate Change and Environmental Justice. Consistent with Executive Order 14008, “Tackling the Climate Crisis at Home and Abroad” (Jan. 27, 2021), schedule H documents the consideration of climate change and environmental justice impacts of the Project.

ARTICLE 17 EQUITY AND BARRIERS TO OPPORTUNITY

- 17.1 Equity and Barriers to Opportunity.** Consistent with Executive Order 13985, “Advancing Racial Equity and Support for Underserved Communities Through the Federal Government” (Jan. 20, 2021), schedule I documents activities related to the Project to improve racial equity and reduce barriers to opportunity.

ARTICLE 18 LABOR AND WORK

- 18.1 Labor and Work.** Consistent with Executive Order 14025, “Worker Organizing and Empowerment” (Apr. 26, 2021), and Executive Order 14052, “Implementation of the Infrastructure Investment and Jobs Act” (Nov. 15, 2021), schedule J documents the consideration of job quality and labor rights, standards, and protections related to the Project.

ARTICLE 19 CIVIL RIGHTS AND TITLE VI

19.1 Civil Rights and Title VI.

- (a) Consistent with Executive Order 13985, “Advancing Racial Equity and Support for Underserved Communities Through the Federal Government” (Jan. 20, 2021), Executive Order 14091, “Further Advancing Racial Equity and Support for Underserved Communities Through the Federal Government” (Feb. 16, 2023), and DOT Order 1000.12C, “The U.S. Department of Transportation Title VI Program” (June 11, 2021), the purpose of sections 19.1(b)-19.2.1(c) is to ensure that the Recipient has a plan to comply with civil rights obligations and nondiscrimination laws, including Title VI and 49 C.F.R. part 21.
- (b) If the Recipient Type Designation in section 1 of schedule K is “Existing,” then the Recipient shall submit to the FHWA either:
 - (1) not later than one month after the date of this agreement, documentation showing that the Recipient has complied with all reporting requirements under the FHWA’s implementation of Title VI; or
 - (2) not later than six months after the date of this agreement, both a Title VI Plan and a Community Participation Plan, as those plans are described in chapter II, sections 3–4 of DOT Order 1000.12C.
- (c) If the Recipient Type Designation in section 1 of schedule K is “New,” then the FHWA completed a Title VI Assessment of the Recipient, as described in chapter II, section 2 of DOT Order 1000.12C, before entering this agreement, as documented in section 2 of schedule K.

- (d) In this section 12.1, “**Title VI**” means Title VI of the Civil Rights Act of 1964, Pub. L. No. 88-352 (codified at 42 U.S.C. 2000d to 2000d-4a).

19.2 Legacy Infrastructure and Facilities. In furtherance of the Americans with Disabilities Act of 1990 (ADA), Pub. L. No. 101-336 (codified at 42 U.S.C. 12101-12213), and Section 504 of the Rehabilitation Act of 1973, Pub. L. No. 93-112 (codified at 29 U.S.C. 794), not later than one year after the date of this agreement, the Recipient shall develop a plan to address any legacy infrastructure or facilities that are not compliant with ADA standards and are involved in, or closely associated with, the Project. Consistent with 49 C.F.R. part 27, even in the absence of prior discriminatory practice or usage, a Recipient administering a program or activity receiving Federal financial assistance is expected to take action to ensure that no person is excluded from participation in or denied the benefits of the program or activity on the basis of disability.

ARTICLE 20

CRITICAL INFRASTRUCTURE SECURITY AND RESILIENCE

20.1 Critical Infrastructure Security and Resilience.

- (a) Consistent with Presidential Policy Directive 21, “Critical Infrastructure Security and Resilience” (Feb. 12, 2013), and the National Security Presidential Memorandum on Improving Cybersecurity for Critical Infrastructure Control Systems (July 28, 2021), the Recipient shall consider physical and cyber security and resilience in planning, design, and oversight of the Project.
- (b) If the Security Risk Designation in section 3 of schedule F is “Elevated,” then, not later than two years after the date of this agreement, the Recipient shall submit to the FHWA a report that:
- (1) identifies a cybersecurity Point of Contact for the transportation infrastructure being improved in the Project;
 - (2) summarizes or contains a cybersecurity incident reporting plan for the transportation infrastructure being improved in the Project;
 - (3) summarizes or contains a cybersecurity incident response plan for the transportation infrastructure being improved in the Project;
 - (4) documents the results of a self-assessment of the Recipient’s cybersecurity posture and capabilities; and
 - (5) describes any additional actions that the Recipient has taken to consider or address cybersecurity risk of the transportation infrastructure being improved in the Project.

ARTICLE 21
FEDERAL FINANCIAL ASSISTANCE, ADMINISTRATIVE, AND NATIONAL POLICY
REQUIREMENTS

21.1 Uniform Administrative Requirements for Federal Awards. The Recipient shall comply with the obligations on non-Federal entities under 2 C.F.R. parts 200 and 1201.

21.2 Federal Law and Public Policy Requirements.

- (a) The Recipient shall ensure that Federal funding is expended in full accordance with the United States Constitution, Federal law, and statutory and public policy requirements: including but not limited to, those protecting free speech, religious liberty, public welfare, the environment, and prohibiting discrimination.
- (b) The failure of the project-specific agreement to expressly identify Federal law applicable to the Recipient or activities under the project-specific agreement does not make that law inapplicable.

21.3 Federal Freedom of Information Act.

- (a) The FHWA is subject to the Freedom of Information Act, 5 U.S.C. 552.
- (b) The Recipient acknowledges that the Technical Application and materials submitted to the FHWA by the Recipient related to this agreement may become FHWA records subject to public release under 5 U.S.C. 552.

21.4 History of Performance. Under 2 C.F.R 200.206, any Federal awarding agency may consider the Recipient's performance under the project-specific agreement, when evaluating the risks of making a future Federal financial assistance award to the Recipient.

21.5 Whistleblower Protection.

- (a) The Recipient acknowledges that it is a "grantee" within the scope of 41 U.S.C. 4712, which prohibits the Recipient from taking certain actions against an employee for certain disclosures of information that the employee reasonably believes are evidence of gross mismanagement of the Grant Program award, gross waste of Federal funds, or a violation of Federal law related this this award.
- (b) The Recipient shall inform its employees in writing of the rights and remedies provided under 41 U.S.C. 4712, in the predominant native language of the workforce.

21.6 External Award Terms and Obligations.

- (a) In addition to this document and the contents described in article 26 the project-specific agreement includes the following additional terms as integral parts:
 - (1) Appendix A to 2 C.F.R. part 25: System for Award Management and Universal Identifier Requirements;

- (2) Appendix A to 2 C.F.R. part 170: Reporting Subawards and Executive Compensation;
- (3) 2 C.F.R 175.15(b): Trafficking in Persons; and
- (4) Appendix XII to 2 C.F.R. part 200: Award Term and Condition for Recipient Integrity and Performance Matters.

(b) The Recipient shall comply with:

- (1) 49 C.F.R. part 20: New Restrictions on Lobbying;
- (2) 49 C.F.R. part 21: Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964;
- (3) 49 C.F.R. part 27: Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance;
- (4) 23 C.F.R. Chapter 1: Federal Highway Administration, Department of Transportation as, applicable to the Recipient.
- (5) Subpart B of 49 C.F.R. part 32: Governmentwide Requirements for Drug-free Workplace (Financial Assistance).

21.7 Incorporated Certifications. The Recipient makes the statements in the following certifications, which are incorporated by reference:

- (1) Appendix A to 49 CFR part 20 (Certification Regarding Lobbying).

ARTICLE 22 ASSIGNMENT

22.1 Assignment Prohibited. The Recipient shall not transfer to any other entity any discretion granted under this agreement, any right to satisfy a condition under this agreement, any remedy under this agreement, or any obligation imposed under this agreement.

ARTICLE 23 WAIVER

23.1 Waivers.

- (a) A waiver of a term of the project-specific agreement granted by the FHWA will not be effective unless it is in writing and signed by an authorized representative of the FHWA.

- (b) A waiver of a term of the project-specific agreement granted by the FHWA on one occasion will not operate as a waiver on other occasions.
- (c) If the FHWA fails to require strict performance of a term of the project-specific agreement, fails to exercise a remedy for a breach of the project-specific agreement, or fails to reject a payment during a breach of the project-specific agreement, that failure does not constitute a waiver of that term or breach.

ARTICLE 24

ADDITIONAL TERMS AND CONDITIONS

24.1 Effect of Urban or Rural Designation. As applicable to the Grant Program, based on information that the Recipient provided to the FHWA, including the Technical Application, if section 1 of schedule F designates the Grant award as an urban award or a rural award, as defined in the NOFO, then the Recipient shall comply with the requirements that accompany that designation on geographic location.

24.2 Disclaimer of Federal Liability. The FHWA shall not be responsible or liable for any damage to property or any injury to persons that may arise from, or be incident to, performance or compliance with the project-specific agreement.

24.3 Relocation and Real Property Acquisition.

- (a) The Recipient shall comply with the land acquisition policies in 49 C.F.R. part 24 subpart B and shall pay or reimburse property owners for necessary expenses as specified in that subpart.
- (b) The Recipient shall provide a relocation assistance program offering the services described in 49 C.F.R. part 24 subpart C and shall provide reasonable relocation payments and assistance to displaced persons as required in 49 C.F.R. part 24 subparts D–E.
- (c) The Recipient shall make available to displaced persons, within a reasonable period of time prior to displacement, comparable replacement dwellings in accordance with 49 C.F.R. part 24 subpart E.

24.4 Equipment Disposition.

- (a) In accordance with 2 C.F.R. 200.313 and 1201.313, if the Recipient or a subrecipient acquires equipment under the Grant Program award, then when that equipment is no longer needed for the Project:
 - (1) if the entity that acquired the equipment is a State or a subrecipient of a State, that entity shall dispose of that equipment in accordance with State laws and procedures; and
 - (2) if the entity that acquired the equipment is neither a State nor a subrecipient of a State, that entity shall request disposition instructions from the FHWA.

- (b) In accordance with 2 C.F.R. 200.443(d), the distribution of the proceeds from the disposition of equipment must be made in accordance with 2 C.F.R. 200.313–200.316 and 2 C.F.R. 1201.313.
- (c) The Recipient shall ensure compliance with this section 24.4 for all tiers of subawards under the Grant Program award.

24.5 Environmental Review.

- (a) In this section, “**Environmental Review Entity**” means:
 - (1) if the Project is located in a State that has assumed responsibilities for environmental review activities under 23 U.S.C. 326 or 23 U.S.C. 327 and the Project is within the scope of the assumed responsibilities, the State; and
 - (2) for all other cases, the FHWA.
- (b) Except as authorized under section 24.5(c), the Recipient shall not begin final design; acquire real property, construction materials, or equipment; begin construction; or take other actions that represent an irretrievable commitment of resources for the Project unless and until:
 - (1) the Environmental Review Entity complies with the National Environmental Policy Act, 42 U.S.C. 4321 to 4370m-12, and any other applicable environmental laws and regulations; and
 - (2) if the Environmental Review Entity is not the Recipient, the Environmental Review Entity provides the Recipient with written notice that the environmental review process is complete.
- (c) If the Recipient is using procedures for early acquisition of real property under 23 C.F.R. 710.501 or hardship and protective acquisitions of real property 23 C.F.R. 710.503, the Recipient shall comply with 23 C.F.R. 771.113(d)(1).
- (d) The Recipient acknowledges that:
 - (1) the Environmental Review Entity’s actions under section 24.5(a) depend on the Recipient conducting necessary environmental analyses and submitting necessary documents to the Environmental Review Entity; and
 - (2) applicable environmental statutes and regulation may require the Recipient to prepare and submit documents to other Federal, State, and local agencies.
- (e) Consistent with 23 C.F.R. 771.105(a), to the extent practicable and consistent with Federal law, the Recipient shall coordinate all environmental investigations, reviews, and consultations as a single process.
- (f) The activities described in schedule B and other information described in the project-specific agreement may inform environmental decision-making processes, but the parties do not intend the project-specific agreement to document the alternatives under

consideration under those processes. If a build alternative is selected that does not align with schedule B or other information in the project-specific agreement, then:

- (1) the parties may amend the project-specific agreement under section 15.1 for consistency with the selected build alternative; or
 - (2) if the FHWA determines that the condition at section 10.1(a)(5) is satisfied, the FHWA may terminate the project-specific agreement under section 10.1(a)(5).
- (g) The Recipient shall complete any mitigation activities described in the environmental document or documents for the Project, including the terms and conditions contained in the required permits and authorizations for the Project.

24.6 Railroad Coordination. If section 4 of schedule C includes one or more milestones identified as a “Railroad Coordination Agreement,” then for each of those milestones, the Recipient shall enter a standard written railroad coordination agreement, consistent with 23 C.F.R. 646.216(d), no later than the deadline date identified for that milestone, with the identified railroad for work and operation within that railroad’s right-of-way.

ARTICLE 25

MANDATORY AWARD INFORMATION

25.1 Information Contained in a Federal Award. For 2 C.F.R. 200.211:

- (1) the “Federal Award Date” is the date of this agreement, as defined under section 27.2;
- (2) the “Assistance Listings Number” is 20.205 and the “Assistance Listings Title” is “Highway Planning and Construction”; and
- (3) this award is not for research and development.

25.2 Federal Award Identification Number.

- (a) If the USDOT Payment System identified in section 6 of schedule A is “FMIS,” then the Federal Award Identification Number (“FAIN”) will be generated when the FHWA Division authorizes the project in FMIS. The Recipient acknowledges that it has access to FMIS and can retrieve the FAIN from FMIS.
- (b) If the USDOT Payment System identified in section 6 of schedule A is “DELPHI eInvoicing,” then the Federal Award Identification Number is listed on page 1, line 1 of the project-specific agreement.

25.3 Recipient’s Unique Entity Identifier.

- (a) If the USDOT Payment System identified in section 6 of schedule A is “FMIS,” then the Recipient’s Unique Entity Identifier, as defined at 2 C.F.R. 25.415, is available in FMIS. The Recipient acknowledges that it has access to FMIS and can retrieve the unique entity

identifier from FMIS.

- (b) If the USDOT Payment System identified in section 6 of schedule A is “DELPHI eInvoicing,” then the Recipient’s Unique Entity Identifier, as defined at 2 C.F.R. 25.415, is listed on page 1, line 4 of the project-specific agreement.

ARTICLE 26 CONSTRUCTION AND DEFINITIONS

26.1 Schedules. This agreement includes the following schedules as integral parts:

Schedule A	Administrative Information
Schedule B	Project Activities
Schedule C	Award Dates and Project Schedule
Schedule D	Award and Project Financial Information
Schedule E	Changes from Application
Schedule F	CFI Program Designations
Schedule G	CFI Performance Measurement Information
Schedule H	Climate Change and Environmental Justice Impacts
Schedule I	Equity and Barriers to Opportunity
Schedule J	Labor and Work
Schedule K	Civil Rights and Title VI

26.2 Exhibits. The following exhibits, which are located in the document titled “Exhibits to Project-Specific Agreements under the Fiscal Year 2022 and Fiscal Year 2023 Charging and Fueling Infrastructure Program” dated March 1, 2024, and available at <https://www.fhwa.dot.gov/environment/cfi/resources/fy2022-2023-cfi-exhibits.pdf>, are part of this agreement.

Exhibit A	Applicable Federal Laws and Regulations
Exhibit B	Additional Standard Terms
Exhibit C	Quarterly Project Progress Reports and Recertifications: Format and Content
Exhibit D	Form for Subsequent Obligation of Funds

26.3 Construction.

(a) In these General Terms and Conditions:

- (1) unless expressly specified, a reference to a section or article refers to that section or article in these General Terms and Conditions;
- (2) a reference to a section or other subdivision of a schedule listed in section 26.1 will expressly identify the relevant schedule; and
- (3) there are no references to articles or sections in project-specific portions of the project-specific agreement that are not contained in schedules listed in section 26.1.

- (b) If a provision in these General Terms and Conditions or the exhibits conflicts with a provision in the project-specific portion of the project-specific agreement, then the project-specific portion of the project-specific agreement prevails. If a provision in the exhibits conflicts with a provision in these General Terms and Conditions, then the provision in these General Terms and Conditions prevails.

26.4 Integration. The project-specific agreement constitutes the entire agreement of the parties relating to the Grant Program and awards under that program and supersedes any previous agreements, oral or written, relating to the Grant Program and awards under that program.

26.5 Definitions. In the project-specific agreement, the following definitions apply:

“General Terms and Conditions” means this document, including articles 1–26.

“Grant” means an award of FY 2022 or FY 2023 CFI funds that were made available under the FY 2022 and FY 2023 Charging and Fueling Infrastructure Program Grants Notice of Funding Opportunity 693JJ323NF00004 posted to Grants.gov on March 14, 2023.

“Grant Amount” means the amount of the FY 2022 or FY 2023 CFI discretionary grant funds awarded to the Recipient.

“Grant Program” means the FY 2022 and FY 2023 CFI discretionary grants program under 23 U.S.C. 151.

“Private Entity” means a corporation, partnership, company, or nonprofit organization (23 U.S.C. 151(f)(1)).

“Program Statute” means the collective statutory text in schedule F.

“Project” means the project proposed in the Technical Application, as modified by the negotiated provisions of the project-specific agreement, including schedules A–K.

“Project-Specific Agreement” means the agreement executed between the FHWA and Recipient and may be a grant agreement or a project agreement in FMIS.

“Technical Application” means the application identified in section 1 of schedule A, including Standard Form 424 and all information and attachments submitted with that form through Grants.gov.

ARTICLE 27

AGREEMENT EXECUTION AND EFFECTIVE DATE

27.1 Counterparts. The project-specific agreement may be executed in counterparts, which constitute one document. The parties intend each countersigned original to have identical legal effect.

27.2 Effective Date. The project-specific agreement will become effective when all parties have signed it. The date of the project-specific agreement will be the date the project-specific agreement is signed by the last party to sign it. This instrument constitutes a Grant when the FHWA's authorized representative signs it.

REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS

- I. General
- II. Nondiscrimination
- III. Non-segregated Facilities
- IV. Davis-Bacon and Related Act Provisions
- V. Contract Work Hours and Safety Standards Act Provisions
- VI. Subletting or Assigning the Contract
- VII. Safety: Accident Prevention
- VIII. False Statements Concerning Highway Projects
- IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
- X. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion
- XI. Certification Regarding Use of Contract Funds for Lobbying
- XII. Use of United States-Flag Vessels:

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under title 23, United States Code, as required in 23 CFR 633.102(b) (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services). 23 CFR 633.102(e).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider. 23 CFR 633.102(e).

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services) in accordance with 23 CFR 633.102. The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in solicitation-for-bids or request-for-proposals documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract). 23 CFR 633.102(b).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work

performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract. 23 CFR 633.102(d).

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. 23 U.S.C. 114(b). The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors. 23 U.S.C. 101(a).

II. NONDISCRIMINATION (23 CFR 230.107(a); 23 CFR Part 230, Subpart A, Appendix A; EO 11246)

The provisions of this section related to 23 CFR Part 230, Subpart A, Appendix A are applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR Part 60, 29 CFR Parts 1625-1627, 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding \$10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR Part 60, and 29 CFR Parts 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR Part 230, Subpart A, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

1. Equal Employment Opportunity: Equal Employment Opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (see 28 CFR Part 35, 29 CFR Part 1630, 29 CFR Parts 1625-1627, 41 CFR Part 60 and 49 CFR Part 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140, shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR Part 35 and 29 CFR Part 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract. 23 CFR 230.409 (g)(4) & (5).

b. The contractor will accept as its operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, sexual orientation, gender identity, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

2. EEO Officer: The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

3. Dissemination of Policy: All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action or are substantially involved in such action, will be made fully cognizant of and will implement the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer or other knowledgeable company official.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to ensure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action

within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs (i.e., apprenticeship and on-the-job training programs for the geographical area of contract performance). In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. 23 CFR 230.409. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide

sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants /

Employees with Disabilities: The contractor must be familiar with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established thereunder. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment:

The contractor shall not discriminate on the grounds of race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors, suppliers, and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurances Required:

a. The requirements of 49 CFR Part 26 and the State DOT's FHWA-approved Disadvantaged Business Enterprise (DBE) program are incorporated by reference.

b. The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

- (1) Withholding monthly progress payments;
- (2) Assessing sanctions;
- (3) Liquidated damages; and/or
- (4) Disqualifying the contractor from future bidding as non-responsible.

c. The Title VI and nondiscrimination provisions of U.S. DOT Order 1050.2A at Appendixes A and E are incorporated by reference. 49 CFR Part 21.

11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women.

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on [Form FHWA-1391](#). The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of more than \$10,000. 41 CFR 60-1.5.

As prescribed by 41 CFR 60-1.8, the contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, sexual orientation, gender identity, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location under the contractor's control where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size), in accordance with 29 CFR 5.5. The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. 23 U.S.C. 113. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. 23 U.S.C. 101. Where applicable law requires that projects be treated as a project on a Federal-aid highway, the provisions of this subpart will apply regardless of the location of the project. Examples include: Surface Transportation Block Grant Program projects funded under 23 U.S.C. 133 [excluding recreational trails projects], the Nationally Significant Freight and Highway

Projects funded under 23 U.S.C. 117, and National Highway Freight Program projects funded under 23 U.S.C. 167.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages (29 CFR 5.5)

a. *Wage rates and fringe benefits.* All laborers and mechanics employed or working upon the site of the work (or otherwise working in construction or development of the project under a development statute), will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act ([29 CFR part 3](#))), the full amount of basic hourly wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics. As provided in paragraphs (d) and (e) of 29 CFR 5.5, the appropriate wage determinations are effective by operation of law even if they have not been attached to the contract. Contributions made or costs reasonably anticipated for bona fide fringe benefits under the Davis-Bacon Act ([40 U.S.C. 3141\(2\)\(B\)](#)) on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.e. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics must be paid the appropriate wage rate and fringe benefits on the wage determination for the classification(s) of work actually performed, without regard to skill, except as provided in paragraph 4. of this section. Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: *Provided*, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classifications and wage rates conformed under paragraph 1.c. of this section) and the Davis-Bacon poster (WH-1321) must be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b. *Frequently recurring classifications.* (1) In addition to wage and fringe benefit rates that have been determined to be prevailing under the procedures set forth in [29 CFR part 1](#), a wage determination may contain, pursuant to § 1.3(f), wage and fringe benefit rates for classifications of laborers and mechanics for which conformance requests are regularly submitted pursuant to paragraph 1.c. of this section, provided that:

(i) The work performed by the classification is not performed by a classification in the wage determination for which a prevailing wage rate has been determined;

(ii) The classification is used in the area by the construction industry; and

(iii) The wage rate for the classification bears a reasonable relationship to the prevailing wage rates contained in the wage determination.

(2) The Administrator will establish wage rates for such classifications in accordance with paragraph 1.c.(1)(iii) of this section. Work performed in such a classification must be paid at no less than the wage and fringe benefit rate listed on the wage determination for such classification.

c. *Conformance.* (1) The contracting officer must require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract be classified in conformance with the wage determination. Conformance of an additional classification and wage rate and fringe benefits is appropriate only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is used in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) The conformance process may not be used to split, subdivide, or otherwise avoid application of classifications listed in the wage determination.

(3) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken will be sent by the contracting officer by email to DBAconformance@dol.gov. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(4) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer will, by email to DBAconformance@dol.gov, refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Administrator for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(5) The contracting officer must promptly notify the contractor of the action taken by the Wage and Hour Division

under paragraphs 1.c.(3) and (4) of this section. The contractor must furnish a written copy of such determination to each affected worker or it must be posted as a part of the wage determination. The wage rate (including fringe benefits where appropriate) determined pursuant to paragraph 1.c.(3) or (4) of this section must be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

d. *Fringe benefits not expressed as an hourly rate.* Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor may either pay the benefit as stated in the wage determination or may pay another bona fide fringe benefit or an hourly cash equivalent thereof.

e. *Unfunded plans.* If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, *Provided*, That the Secretary of Labor has found, upon the written request of the contractor, in accordance with the criteria set forth in § 5.28, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

f. *Interest.* In the event of a failure to pay all or part of the wages required by the contract, the contractor will be required to pay interest on any underpayment of wages.

2. Withholding (29 CFR 5.5)

a. *Withholding requirements.* The contracting agency may, upon its own action, or must, upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered necessary to satisfy the liabilities of the prime contractor or any subcontractor for the full amount of wages and monetary relief, including interest, required by the clauses set forth in this section for violations of this contract, or to satisfy any such liabilities required by any other Federal contract, or federally assisted contract subject to Davis-Bacon labor standards, that is held by the same prime contractor (as defined in § 5.2). The necessary funds may be withheld from the contractor under this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract that is subject to Davis-Bacon labor standards requirements and is held by the same prime contractor, regardless of whether the other contract was awarded or assisted by the same agency, and such funds may be used to satisfy the contractor liability for which the funds were withheld. In the event of a contractor's failure to pay any laborer or mechanic, including any apprentice or helper working on the site of the work all or part of the wages required by the contract, or upon the contractor's failure to submit the required records as discussed in paragraph 3.d. of this section, the contracting agency may on its own initiative and after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

b. *Priority to withheld funds.* The Department has priority to funds withheld or to be withheld in accordance with paragraph

2.a. of this section or Section V, paragraph 3.a., or both, over claims to those funds by:

(1) A contractor's surety(ies), including without limitation performance bond sureties and payment bond sureties;

(2) A contracting agency for its procurement costs;

(3) A trustee(s) (either a court-appointed trustee or a U.S. trustee, or both) in bankruptcy of a contractor, or a contractor's bankruptcy estate;

(4) A contractor's assignee(s);

(5) A contractor's successor(s); or

(6) A claim asserted under the Prompt Payment Act, [31 U.S.C. 3901](#)–3907.

3. Records and certified payrolls (29 CFR 5.5)

a. *Basic record requirements* (1) *Length of record retention.* All regular payrolls and other basic records must be maintained by the contractor and any subcontractor during the course of the work and preserved for all laborers and mechanics working at the site of the work (or otherwise working in construction or development of the project under a development statute) for a period of at least 3 years after all the work on the prime contract is completed.

(2) *Information required.* Such records must contain the name; Social Security number; last known address, telephone number, and email address of each such worker; each worker's correct classification(s) of work actually performed; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in [40 U.S.C. 3141\(2\)\(B\)](#) of the Davis-Bacon Act); daily and weekly number of hours actually worked in total and on each covered contract; deductions made; and actual wages paid.

(3) *Additional records relating to fringe benefits.* Whenever the Secretary of Labor has found under paragraph 1.e. of this section that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in [40 U.S.C. 3141\(2\)\(B\)](#) of the Davis-Bacon Act, the contractor must maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits.

(4) *Additional records relating to apprenticeship.* Contractors with apprentices working under approved programs must maintain written evidence of the registration of apprenticeship programs, the registration of the apprentices, and the ratios and wage rates prescribed in the applicable programs.

b. *Certified payroll requirements* (1) *Frequency and method of submission.* The contractor or subcontractor must submit weekly, for each week in which any DBA- or Related Acts-covered work is performed, certified payrolls to the contracting

agency. The prime contractor is responsible for the submission of all certified payrolls by all subcontractors. A contracting agency or prime contractor may permit or require contractors to submit certified payrolls through an electronic system, as long as the electronic system requires a legally valid electronic signature; the system allows the contractor, the contracting agency, and the Department of Labor to access the certified payrolls upon request for at least 3 years after the work on the prime contract has been completed; and the contracting agency or prime contractor permits other methods of submission in situations where the contractor is unable or limited in its ability to use or access the electronic system.

(2) *Information required.* The certified payrolls submitted must set out accurately and completely all of the information required to be maintained under paragraph 3.a.(2) of this section, except that full Social Security numbers and last known addresses, telephone numbers, and email addresses must not be included on weekly transmittals. Instead, the certified payrolls need only include an individually identifying number for each worker (e.g., the last four digits of the worker's Social Security number). The required weekly certified payroll information may be submitted using Optional Form WH-347 or in any other format desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division website at <https://www.dol.gov/sites/dolgov/files/WHDL/legacy/files/wh347.pdf> or its successor website. It is not a violation of this section for a prime contractor to require a subcontractor to provide full Social Security numbers and last known addresses, telephone numbers, and email addresses to the prime contractor for its own records, without weekly submission by the subcontractor to the contracting agency.

(3) *Statement of Compliance.* Each certified payroll submitted must be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor, or the contractor's or subcontractor's agent who pays or supervises the payment of the persons working on the contract, and must certify the following:

(i) That the certified payroll for the payroll period contains the information required to be provided under paragraph 3.b. of this section, the appropriate information and basic records are being maintained under paragraph 3.a. of this section, and such information and records are correct and complete;

(ii) That each laborer or mechanic (including each helper and apprentice) working on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in [29 CFR part 3](#); and

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification(s) of work actually performed, as specified in the applicable wage determination incorporated into the contract.

(4) *Use of Optional Form WH-347.* The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 will satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(3) of this section.

(5) *Signature.* The signature by the contractor, subcontractor, or the contractor's or subcontractor's agent must be an original handwritten signature or a legally valid electronic signature.

(6) *Falsification.* The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under [18 U.S.C. 1001](#) and [31 U.S.C. 3729](#).

(7) *Length of certified payroll retention.* The contractor or subcontractor must preserve all certified payrolls during the course of the work and for a period of 3 years after all the work on the prime contract is completed.

c. *Contracts, subcontracts, and related documents.* The contractor or subcontractor must maintain this contract or subcontract and related documents including, without limitation, bids, proposals, amendments, modifications, and extensions. The contractor or subcontractor must preserve these contracts, subcontracts, and related documents during the course of the work and for a period of 3 years after all the work on the prime contract is completed.

d. *Required disclosures and access* (1) *Required record disclosures and access to workers.* The contractor or subcontractor must make the records required under paragraphs 3.a. through 3.c. of this section, and any other documents that the contracting agency, the State DOT, the FHWA, or the Department of Labor deems necessary to determine compliance with the labor standards provisions of any of the applicable statutes referenced by § 5.1, available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and must permit such representatives to interview workers during working hours on the job.

(2) *Sanctions for non-compliance with records and worker access requirements.* If the contractor or subcontractor fails to submit the required records or to make them available, or refuses to permit worker interviews during working hours on the job, the Federal agency may, after written notice to the contractor, sponsor, applicant, owner, or other entity, as the case may be, that maintains such records or that employs such workers, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available, or to permit worker interviews during working hours on the job, may be grounds for debarment action pursuant to § 5.12. In addition, any contractor or other person that fails to submit the required records or make those records available to WHD within the time WHD requests that the records be produced will be precluded from introducing as evidence in an administrative proceeding under [29 CFR part 6](#) any of the required records that were not provided or made available to WHD. WHD will take into consideration a reasonable request from the contractor or person for an extension of the time for submission of records. WHD will determine the reasonableness of the request and may consider, among other things, the location of the records and the volume of production.

(3) *Required information disclosures.* Contractors and subcontractors must maintain the full Social Security number and last known address, telephone number, and email address

of each covered worker, and must provide them upon request to the contracting agency, the State DOT, the FHWA, the contractor, or the Wage and Hour Division of the Department of Labor for purposes of an investigation or other compliance action.

4. Apprentices and equal employment opportunity (29 CFR 5.5)

a. *Apprentices (1) Rate of pay.* Apprentices will be permitted to work at less than the predetermined rate for the work they perform when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship (OA), or with a State Apprenticeship Agency recognized by the OA. A person who is not individually registered in the program, but who has been certified by the OA or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice, will be permitted to work at less than the predetermined rate for the work they perform in the first 90 days of probationary employment as an apprentice in such a program. In the event the OA or a State Apprenticeship Agency recognized by the OA withdraws approval of an apprenticeship program, the contractor will no longer be permitted to use apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(2) *Fringe benefits.* Apprentices must be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringe benefits must be paid in accordance with that determination.

(3) *Apprenticeship ratio.* The allowable ratio of apprentices to journeyworkers on the job site in any craft classification must not be greater than the ratio permitted to the contractor as to the entire work force under the registered program or the ratio applicable to the locality of the project pursuant to paragraph 4.a.(4) of this section. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated in paragraph 4.a.(1) of this section, must be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under this section must be paid not less than the applicable wage rate on the wage determination for the work actually performed.

(4) *Reciprocity of ratios and wage rates.* Where a contractor is performing construction on a project in a locality other than the locality in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyworker's hourly rate) applicable within the locality in which the construction is being performed must be observed. If there is no applicable ratio or wage rate for the locality of the project, the ratio and wage rate specified in the contractor's registered program must be observed.

b. *Equal employment opportunity.* The use of apprentices and journeyworkers under this part must be in conformity with

the equal employment opportunity requirements of Executive Order 11246, as amended, and [29 CFR part 30](#).

c. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. 23 CFR 230.111(e)(2). The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeyworkers shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract as provided in 29 CFR 5.5.

6. Subcontracts. The contractor or subcontractor must insert FHWA-1273 in any subcontracts, along with the applicable wage determination(s) and such other clauses or contract modifications as the contracting agency may by appropriate instructions require, and a clause requiring the subcontractors to include these clauses and wage determination(s) in any lower tier subcontracts. The prime contractor is responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in this section. In the event of any violations of these clauses, the prime contractor and any subcontractor(s) responsible will be liable for any unpaid wages and monetary relief, including interest from the date of the underpayment or loss, due to any workers of lower-tier subcontractors, and may be subject to debarment, as appropriate. 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract as provided in 29 CFR 5.5.

9. Disputes concerning labor standards. As provided in 29 CFR 5.5, disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility. a. By entering into this contract, the contractor certifies that neither it nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of [40 U.S.C. 3144\(b\)](#) or § 5.12(a).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of [40 U.S.C. 3144\(b\)](#) or § 5.12(a).

c. The penalty for making false statements is prescribed in the U.S. Code, Title 18 Crimes and Criminal Procedure, [18 U.S.C. 1001](#).

11. Anti-retaliation. It is unlawful for any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, or to cause any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, any worker or job applicant for:

a. Notifying any contractor of any conduct which the worker reasonably believes constitutes a violation of the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#);

b. Filing any complaint, initiating or causing to be initiated any proceeding, or otherwise asserting or seeking to assert on behalf of themselves or others any right or protection under the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#);

c. Cooperating in any investigation or other compliance action, or testifying in any proceeding under the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#); or

d. Informing any other person about their rights under the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#).

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

Pursuant to 29 CFR 5.5(b), the following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchpersons and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek. 29 CFR 5.5.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph 1. of this section the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages and interest from the date of the underpayment. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or

mechanic, including watchpersons and guards, employed in violation of the clause set forth in paragraph 1. of this section, in the sum currently provided in 29 CFR 5.5(b)(2)* for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 1. of this section.

* \$31 as of January 15, 2023 (See 88 FR 88 FR 2210) as may be adjusted annually by the Department of Labor, pursuant to the Federal Civil Penalties Inflation Adjustment Act of 1990.

3. Withholding for unpaid wages and liquidated damages

a. *Withholding process.* The FHWA or the contracting agency may, upon its own action, or must, upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered necessary to satisfy the liabilities of the prime contractor or any subcontractor for any unpaid wages; monetary relief, including interest; and liquidated damages required by the clauses set forth in this section on this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract subject to the Contract Work Hours and Safety Standards Act that is held by the same prime contractor (as defined in § 5.2). The necessary funds may be withheld from the contractor under this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract that is subject to the Contract Work Hours and Safety Standards Act and is held by the same prime contractor, regardless of whether the other contract was awarded or assisted by the same agency, and such funds may be used to satisfy the contractor liability for which the funds were withheld.

b. *Priority to withheld funds.* The Department has priority to funds withheld or to be withheld in accordance with Section IV paragraph 2.a. or paragraph 3.a. of this section, or both, over claims to those funds by:

- (1) A contractor's surety(ies), including without limitation performance bond sureties and payment bond sureties;
- (2) A contracting agency for its procurement costs;
- (3) A trustee(s) (either a court-appointed trustee or a U.S. trustee, or both) in bankruptcy of a contractor, or a contractor's bankruptcy estate;
- (4) A contractor's assignee(s);
- (5) A contractor's successor(s); or
- (6) A claim asserted under the Prompt Payment Act, [31 U.S.C. 3901](#)–3907.

4. **Subcontracts.** The contractor or subcontractor must insert in any subcontracts the clauses set forth in paragraphs 1. through 5. of this section and a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor is responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1. through 5. In the

event of any violations of these clauses, the prime contractor and any subcontractor(s) responsible will be liable for any unpaid wages and monetary relief, including interest from the date of the underpayment or loss, due to any workers of lower-tier subcontractors, and associated liquidated damages and may be subject to debarment, as appropriate.

5. **Anti-retaliation.** It is unlawful for any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, or to cause any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, any worker or job applicant for:

a. Notifying any contractor of any conduct which the worker reasonably believes constitutes a violation of the Contract Work Hours and Safety Standards Act (CWHSSA) or its implementing regulations in this part;

b. Filing any complaint, initiating or causing to be initiated any proceeding, or otherwise asserting or seeking to assert on behalf of themselves or others any right or protection under CWHSSA or this part;

c. Cooperating in any investigation or other compliance action, or testifying in any proceeding under CWHSSA or this part; or

d. Informing any other person about their rights under CWHSSA or this part.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System pursuant to 23 CFR 635.116.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term "perform work with its own organization" in paragraph 1 of Section VI refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions: (based on longstanding interpretation)

- (1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;
- (2) the prime contractor remains responsible for the quality of the work of the leased employees;

(3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and

(4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract. 23 CFR 635.102.

2. Pursuant to 23 CFR 635.116(a), the contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. Pursuant to 23 CFR 635.116(c), the contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract. (based on long-standing interpretation of 23 CFR 635.116).

5. The 30-percent self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements. 23 CFR 635.116(d).

VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR Part 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract. 23 CFR 635.108.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and

health standards (29 CFR Part 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704). 29 CFR 1926.10.

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR Part 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 11, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (42 U.S.C. 7606; 2 CFR 200.88; EO 11738)

This provision is applicable to all Federal-aid construction contracts in excess of \$150,000 and to all related subcontracts. 48 CFR 2.101; 2 CFR 200.327.

By submission of this bid/proposal or the execution of this contract or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, subcontractor, supplier, or vendor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251-1387). Violations must be reported to the Federal Highway Administration and the Regional Office of the Environmental Protection Agency. 2 CFR Part 200, Appendix II.

The contractor agrees to include or cause to be included the requirements of this Section in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements. 2 CFR 200.327.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200. 2 CFR 180.220 and 1200.220.

1. Instructions for Certification – First Tier Participants:

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction. 2 CFR 180.320.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default. 2 CFR 180.325.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances. 2 CFR 180.345 and 180.350.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900-180.1020, and 1200. "First Tier Covered Transactions" refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction. 2 CFR 180.330.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold. 2 CFR 180.220 and 180.300.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. 2 CFR 180.300; 180.320, and 180.325. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. 2 CFR 180.335. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (<https://www.sam.gov/>). 2 CFR 180.300, 180.320, and 180.325.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default. 2 CFR 180.325.

* * * * *

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.335;.

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property, 2 CFR 180.800;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification, 2 CFR 180.700 and 180.800; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default. 2 CFR 180.335(d).

(5) Are not a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(6) Are not a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability (USDOT Order 4200.6 implementing appropriations act requirements).

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal. 2 CFR 180.335 and 180.340.

3. Instructions for Certification - Lower Tier Participants:

(Applicable to all subcontracts, purchase orders, and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200). 2 CFR 180.220 and 1200.220.

a. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which

this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances. 2 CFR 180.365.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900 – 180.1020, and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contractor). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated. 2 CFR 1200.220 and 1200.332.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold. 2 CFR 180.220 and 1200.220.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (<https://www.sam.gov/>), which is compiled by the General Services Administration. 2 CFR 180.300, 180.320, 180.330, and 180.335.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily

excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment. 2 CFR 180.325.

* * * * *

4. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:

a. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals:

(1) is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.355;

(2) is a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(3) is a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability. (USDOT Order 4200.6 implementing appropriations act requirements)

b. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal.

* * * * *

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000. 49 CFR Part 20, App. A.

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or

cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

XII. USE OF UNITED STATES-FLAG VESSELS:

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, or any other covered transaction. 46 CFR Part 381.

This requirement applies to material or equipment that is acquired for a specific Federal-aid highway project. 46 CFR 381.7. It is not applicable to goods or materials that come into inventories independent of an FHWA funded-contract.

When oceanic shipments (or shipments across the Great Lakes) are necessary for materials or equipment acquired for a specific Federal-aid construction project, the bidder, proposer, contractor, subcontractor, or vendor agrees:

1. To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels. 46 CFR 381.7.

2. To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b)(1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Office of Cargo and Commercial Sealift (MAR-620), Maritime Administration, Washington, DC 20590. (MARAD requires copies of the ocean carrier's (master) bills of lading, certified onboard, dated, with rates and charges. These bills of lading may contain business sensitive information and therefore may be submitted directly to MARAD by the Ocean Transportation Intermediary on behalf of the contractor). 46 CFR 381.7.

**ATTACHMENT A - EMPLOYMENT AND MATERIALS
PREFERENCE FOR APPALACHIAN DEVELOPMENT
HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS
ROAD CONTRACTS (23 CFR 633, Subpart B, Appendix B)**

This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

EXHIBIT C

Subrecipient	Project Cost	Federal Award	Match
Teton County	\$534,600	\$427,680	\$106,920
Teton County Library	\$252,000	\$201,600	\$50,400
Teton Village Association	\$352,000	\$281,600	\$70,400
Jackson Hole Airport	\$1,475,000	\$1,180,000	\$295,000
Grand Teton Lodge Company	\$2,020,000	\$1,616,000	\$404,000
Yellowstone Park Service Station	\$1,200,000	\$960,000	\$240,000
Xanterra	\$71,000	\$56,800	\$14,200
Yellowstone Teton Clean Cities	\$243,360	\$194,688	\$48,672
Central Wyoming College	\$34,350	\$27,480	\$6,870

**JACKSON HOLE AIRPORT BOARD
AMENDMENT NO. 19
TO AGREEMENT FOR PROFESSIONAL SERVICES
WITH WOOLPERT**

Aviation Safety Facility Conceptual Planning Study

This Amendment No. 19 (the “Amendment”) is to that certain Engineering Services Agreement (the “Agreement”) between the **Jackson Hole Airport Board** ("Sponsor"), and **Woolpert**, ("Engineer") and is dated effective June 18, 2025.

WHEREAS, Sponsor and Engineer entered into a Base Agreement for Professional Services ("Agreement") dated April 19, 2023, relating to engineering services to be provided to the Sponsor with respect to the Jackson Hole Airport (the “Airport”);

WHEREAS, Sponsor and Engineer entered into a First Amendment to the Agreement, dated May 17, 2023, for the Air Traffic Control Tower Improvements; a Second Amendment to the Agreement, dated May 17, 2023, for Deice Access Taxilane and North Taxiway A Rehabilitation Schedule 1 and Schedule VI Construction Administration and Construction Management; a Third Amendment to the Agreement, dated July 21, 2023 for General Consulting Services; a Fourth Amendment to the Agreement, dated August 23, 2023 for Underground Stormwater Detention and Filtration System Expansion; a Fifth Amendment to the Agreement, dated September 15, 2023 for the Aviation Safety Facility Concept Study; a Sixth Amendment to the Agreement, dated November 10, 2023 for DBE Goal and Reporting; a Seventh Amendment to the Agreement, dated January 22, 2024 for Aeronautical Survey and AC 18B Airspace Analysis; a Eighth Amendment to the Agreement, dated January 22, 2024 for FEMA BRIC Program Grant Application; a Ninth Amendment to the Agreement, dated January 22, 2024 for RAISE Program Grant Application; a Tenth Amendment to the Agreement, dated February 23rd, 2024 for CA and CM of the Deice Access Taxilane and North Taxiway A Rehabilitation, Schedules II, III, IV, and V; an Eleventh Amendment to the Agreement, dated effective March 19th, 2024 for CA and CM of the Underground Stormwater Detention and Filtration System Expansion Schedules I and II; a Twelfth Amendment to the Agreement, dated march 19, 2024, for Facilitation Services 2024 Board and Staff Retreats; a 13th Amendment dated June 19, 2024, for the Deice Pad and Collection System Improvements Design and Construction Administration and Management; a 14th Amendment dated July 19, 2024 for Outreach Services; a 15th Amendment, dated December 18, 2024, for 2025 Seal Coat and Mark Pavement Project; a 16th Amendment, dated March 1, 2025 for Rental Car Counter Wall and Family Restroom Project Professional Services; a 17th Amendment, dated March 17, 2025 for 2025 Board Retreat Facilitation Services; and an 18th Amendment, dated June 18, 2025 for Electric Vehicle Charging Stations Design, Bidding, and Construction Administration/Management.

WHEREAS, Sponsor and Engineer now desire to enter into this Amendment No. 19 to the Agreement to provide services as outlined in the Scope of Work for the Aviation Safety Facility Conceptual Planning Study Services, dated April 30, 2025.

NOW THEREFORE, for valuable consideration the receipt and sufficiency of which are hereby acknowledged, the Agreement is amended as follows:

1. Engineer agrees to provide services in accordance with the Scope of Work, which is annexed hereto as **Exhibit A** (the "Services"). The Services will be provided and completed in a prompt manner under the circumstances.

2. Compensation payable by the Sponsor to the Engineer for the Services shall be as set forth in **Exhibit B**, and shall be billed based on Time and Materials in a Not to Exceed amount of Two Million One Hundred and Seven Thousand Four Hundred and Seventy Five Dollars and Zero Cents (\$2,107,475.00) payable upon invoice after work is performed.

3. This Amendment is entered into subject to all terms and conditions of the Agreement as previously amended, which Agreement shall remain in full force and effect except as expressly amended above.

Entered into and agreed to by the parties effective as of the date set forth above.

JACKSON HOLE AIRPORT BOARD

By:

Rob Wallace, President

Attest:

Ed Liebrecht, Secretary

WOOLPERT

By:

Print:

Title:

**SCOPE OF WORK
FOR
JACKSON HOLE AIRPORT (JAC)**

**Jackson, WY
AIP Project No. 3-56-0014-085-2025
Aviation Safety Facility Conceptual Planning Study**

This is an Amendment attached to, made a part of and incorporated by reference with the Professional Services Agreement date April 19, 2023, between Jackson Hole Airport Board and Woolpert, Inc., for providing professional services. For the remainder of this scope the Jackson Hole Airport Board is indicated as “Sponsor” and Woolpert, Inc., is indicated as “Project Manager.” Administrative, legal, or other professional fees not outlined in this scope.

PROJECT DESCRIPTION

This scope of work is for the following consulting services provided by the Project Manager to the Sponsor. This project shall consist of preparing a Planning Report that includes Conceptual Planning and Preliminary Evaluation Drawings and Exhibits to evaluate the feasibility of all viable locations at the Jackson Hole Airport (JAC) to accommodate the required facilities to provide necessary centralized aviation safety facilities for Aircraft Rescue and Fire Fighting (ARFF), including other operational maintenance functions and associated on-airport safety critical operations. The current ARFF facility at JAC is outdated, inefficient, and undersized for the required emergency response equipment to be safely stored and operated. In addition, the facility is located in an area that requires departing emergency response vehicles to access the airfield directly through a passenger and airline equipment pathway increasing risk for all parties.

A previous study regarding the existing ARFF and operations facilities at JAC was completed in 2019. This study evaluated the existing space of the facilities and compared it to what the FAA recommends for standard space within AC 150/5210-15A *Aircraft Rescue and Firefighting Station Building Design* and AC 150/5220-18A *Buildings for Storage and Maintenance of Airport Snow and Ice Control Equipment and Materials*. Future growth in ARFF/Operations employees and equipment was also considered. This information was used to determine the minimum space requirements for new ARFF and Operations facilities that met FAA standards and accommodated future growth. Building footprints were developed for separate ARFF and Operations facilities and a combined facility. Ultimately a combined ARFF/Operations facility was recognized as the preferred building as most of the staff that will be using the facility work in both ARFF and Operations and there are efficiencies gained by combining the ARFF and operations into one facility.

In addition to building size, an evaluation was performed on the location of a new ARFF/Operations facility in the 2019 study. This evaluation was limited to determining whether a new facility could be located within the existing Development Sub-Zone at JAC. Criteria for siting and location of an ARFF/Operations facility as identified in AC 150/5210-15A *Aircraft Rescue and Firefighting Station Building Design* and AC 150/5220-18A *Buildings for Storage and Maintenance of Airport Snow and Ice Control Equipment and Materials* was used for this evaluation. The study demonstrated that a new ARFF/Operations facility could not be located within the existing Development Sub-Zone and meet the majority of the site safety criteria required for ARFF and Operations buildings. Therefore, locations for a new ARFF/Operations facility would need to be explored outside of the existing Development Sub-Zone.

A project workshop will be held with the Sponsor, FAA, Grand Teton National Park (GTNP) and the Project Manager. The purpose of this workshop will be to review and verify the conclusions from the 2019 study that was performed on the existing ARFF and Operations facilities, including verification of a proposed ARFF/Operations combined facility and consideration of locating the facility outside of the Development Sub-Zone to ensure that all parties agree to move forward in the Conceptual Planning Study for a new Aviation Safety Facility. Within this workshop, conceptual planning alternatives will be presented for how to best repurpose the space where existing ARFF/Operations facilities are currently located within the Development Sub-Zone. Following the workshop, the Conceptual Planning phase will begin as described below followed by the Preliminary Evaluation phase for potential site locations identified that can best accommodate a new facility and meet FAA criteria for facility size and site safety criteria.

This project will review the FAA requirements and standards for ARFF facilities, the equipment to satisfy those safety requirements, the space programming for facilities to house and maintain that equipment and accommodate the first responder staff. Once the programmatic need is defined, the entirety of the airfield will be analyzed for the feasibility of placing a facility based upon FAA standards including life safety requirements and operational safety standards for ARFF facilities as found in FAA AC 150/5210-15A *Aircraft Rescue and Firefighting Station Building Design*, including, but not limited to:

- Response Time Analysis
- Immediate, straight access to the airfield network
- Unimpeded access routes with minimum of turns to the airfield network and aircraft aprons
- Direct access to the terminal apron minimizing the crossing of active runways, taxiways, or difficult terrain
- Non-interference with air traffic control tower's line of sight
- Maximum surveillance of airfield
- Non-interference with ARFF communications equipment or navigational aids (NAVAIDS)
- Minimum obstructions or interference from existing facilities (access roads, aircraft fuel and storage areas, aircraft taxiing operations or parking areas)

In addition, other airfield critical safety zones for infrastructure and NAVAID equipment, or restrictions based on airspace or other airfield standards as found in the following FAA Advisor Circulars and Orders and Code of Federal Regulations will be evaluated for compliance within potential facility site locations:

- FAA AC 150/5200-13B *Airport Design*
- Order 6750.16E *Siting Criteria for Instrument Landing Systems*
- CFR Title 14, Part 77 *Safe, Efficient Use, and Preservation of the Navigable Airspace*

Finally, the analysis of potential sites for an Aviation Safety Facility will include potential impacts to existing infrastructure and any additional considerations from coordination/meetings with Grand Teton National Park (GTNP).

Once the locations for potential sites for a new Aviation Safety Facility are identified, a preliminary planning assessment will consider items such as facility size, mass, and orientation, preliminary assessment of structural systems, preliminary pavement areas and site access, and utility assessment. These potential site locations will then be narrowed further based upon a "critical flaw" analysis.

The sites that have been vetted and remain will be carried forward into the preliminary evaluation phase where preliminary concepts of the of the proposed facility and site locations will be evaluated to a level not to exceed 30%. Work in this phase will provide a higher level of understanding of the facility and demonstrate how each potential site can accommodate a new Aviation Safety Facility. Work items will include schematic floor plan, building elevations, and sections. Understanding the structural systems

impact on size and height of the facility(ies) is an important step to understand potential overall building footprints. In addition, airside and landside access, site restrictions, general functionality of the facility, evaluation of airfield safety, airspace analysis, ARFF, SRE, Air Traffic Control Tower (ATCT) criteria, and potential environmental impacts and mitigation will be considered. The analysis will include a layout of each site with preliminary Rough Order of Magnitude (ROM) cost estimating and potential construction and phasing considerations. Visual renderings will also be included in the preliminary evaluation phase.

This planning study will include preparation of presentations for discussion with the Sponsor, the FAA, WYDOT Aeronautics, and Grand Teton National Park (GTNP). In addition, there will be several meetings to update the community regarding the study progress and findings.

Coordination of the project efforts shall be managed by the Project Manager ensuring the team remains focused and on schedule for project deliverables. Internal quality control reviews shall be done with team members throughout the duration of the project. The Project Manager will provide the following Planning and Preliminary Evaluation for the Aviation Safety Facility.

Existing Facilities Conceptual Planning

- Conceptual analysis and alternative development for repurposing space where existing ARFF/Operations facilities are currently located within the Development Sub-Zone.

New Aviation Safety Facility Conceptual Planning

- ARFF Assessment
 - Update air traffic forecast, investigate if future demands will have changes to ARFF Index
 - Identify FAA ARFF response criteria
 - Identify existing and future FAA ARFF vehicle, equipment, staffing criteria
 - Evaluate existing ARFF facilities compared to FAA standards
 - Identify existing and future maintenance requirements
 - Develop space program requirements
- Snow Removal Equipment (SRE) Assessment
 - Identify existing and future FAA snow removal fleet criteria
 - Identify existing and future FAA airfield critical snow removal areas
 - Evaluate existing SRE facilities compared to FAA standards
 - Identify existing and future maintenance requirements
 - Develop space program requirements
- Airport/Airfield Maintenance Assessment
 - Identify existing and future maintenance requirements
 - Equipment Maintenance and Repair Bays
 - Equipment Wash Bays
 - Equipment Parts Storage
 - Airfield Equipment Storage
 - Tool Room
 - Workshop
 - Other Storage/Maintenance Rooms
 - Develop space program requirements
- Associated airport operational and safety requirements
 - Identify Airport Operations requirements
 - Identify Airport Operations vehicles/equipment requirements

- Identify additional user / airport staff requirements
- Develop space program requirements

Initial Airfield Conceptual Site Planning

- Evaluation of Airfield to determine potential site locations
 - Identify areas where a new facility could not be constructed (i.e., safety areas, object free areas, airspace, NAVAID critical areas, etc.)
 - Document pertinent FAA Advisory Circulars and Orders
 - Remaining areas for potential new facility location carried forward for high-level evaluation

Conceptual Site Planning

- Architectural / Engineering Conceptual Planning for each potential site location
 - Constraints and Opportunities
 - Site Orientation/Layout
 - General Facility Size, Including Pavement Areas
 - Airside/Landside Access Evaluation
 - Research Existing Utilities
- Airfield Planning Analysis for each potential site location
 - Response Time evaluation
 - Airspace analysis
 - ATCT Line-Of-Sight
 - GTNP building height limit
 - Document pertinent FAA Advisory Circulars and FAA Orders
- Narrowing of potential facility site locations based upon “critical flaw” analysis

Preliminary Evaluation

- Preliminary Evaluation – for each site locations remaining after narrowing evaluation
 - Investigate Program Element
 - Incorporate Sponsor / Community feedback
 - Incorporate FAA/WYDOT feedback
 - A/E Preliminary Concepts
 - Evaluate Site Elements
 - Programmatic Floor Plans
 - Preliminary Building Elevations and Sections
 - Structural Systems
 - Renderings
 - Airside/Landside Access Concepts
 - Utility Concepts
 - Grading/Drainage Concepts
 - Construction/Phasing Considerations
 - Visibility Study
 - Preliminary Impacts / Mitigations
 - Preliminary ROM Cost Estimate

The Project Manager will provide the above conceptual planning and preliminary evaluation services based on each of the defined phases. Civil evaluation/exhibits will be prepared using AutoCAD CIVIL 3D software, other schematic evaluation/exhibits will be prepared in Autodesk Revit and hosted in a BIM360

session to allow for real-time collaboration. Deliverables will be PDF electronic files. The professional service fees for this project will be broken into parts as listed below.

Planning and Preliminary Evaluation Services includes:

- 1) Project Management
- 2) Conceptual Planning – potential site locations
- 3) Preliminary Evaluation – site locations remaining after narrowing evaluation
- 4) Meetings and Engagement
- 5) Subconsultants

Additional services that will be completed by subconsultants to the Project Manager, including the preliminary Structural Systems Evaluation and preliminary ROM Cost Estimates will be included under Subconsultants Section. The project Phases are described in detail below.

PLANNING AND PRELIMINARY EVALUATION SERVICES – The Conceptual Planning and Preliminary Evaluation Services will include the following. These are further defined throughout this document.

Professional Services include but are not limited to the following:

Project Management
Airport Planning and Aviation Airspace assessment
FAA/WYDOT/GTNP Coordination
Grant Administration
Quality Control Reviews
Meetings and Engagement

SPONSOR MEETINGS

A variety of meetings and workshops, both in person and virtual, with the Sponsor and other parties will be scheduled to determine the following during the project cycle:

- Verification of the 2019 ARFF/Operations Report conclusions and recommendations
- Critical project dates and establish the proposed schedule
- AIP development schedule
- Determine the feasibility of the proposed project and expectations/Kickoff meeting
- Project Communication Plan
- Planning / Concept Review Sessions
- Final Review Meeting

SUBCONSULTANT SERVICES

Preliminary Structural Systems Evaluation
Preliminary ROM Cost Estimating

DELIVERABLES - Based on the project Schedule for deliverables, the Project Manager will submit planning documents to define the program requirements, Conceptual Planning Documents for potential site locations, Preliminary evaluation of site locations remaining after narrowing evaluation, and a Planning and Preliminary Evaluation Report with a recommended Alternative. Each submittal package will be submitted a minimum of (4) business days prior to the scheduled team meeting to review documents. Specific other deliverables are listed below under each project phase. Deliverables are defined further below.

PROJECT SCHEDULE

A proposed project schedule will be developed when the contract is awarded. This schedule is subject to

review and discussion but must be agreed to (in the present or modified form) before a formal notice to proceed is issued. The schedule will be based on a range of 38 to 46-week duration to complete planning and preliminary evaluation and provide documents ready for use in the next environmental phase.

Deviations from the schedule outside of the control of the Project Manager (Sponsor Planning/Preliminary Evaluation changes, scope alterations, etc.) could impact the final deliverable date. The proposed Project Schedules along with durations for each phase of the project are shown below.

PHASE	ALLOCATED TIME
Scope Development, Initial FAA/WYDOT/Sponsor Coordination	3-4 Weeks
Planning & Program Definition	4-6 weeks
Conceptual Planning – potential site locations	10-12 weeks
Preliminary evaluation – site locations remaining after narrowing	21-24 weeks
TOTAL	38-46 Weeks

PHASE 1– PROJECT MANAGEMENT

The Project Management Phase will define the project, identify key project elements and resolve the critical path work items to begin full scope of the project. This includes understanding the FAA and Sponsor requirements, information gathering regarding the existing facilities, and identifying roles and responsibilities for third party stakeholders and the community engagement.

1.01 Coordinate and Attend Project Discovery Meeting with Sponsor, FAA, and GTNP. This meeting will be held on-site at Jackson Hole Airport in order to develop a project understanding for all parties, discuss the overall project, various project components, project goals, project limitations, potential project timing, and pre-project considerations. There will be multiple exhibits, a power point presentation, and agenda developed for this meeting by the Engineer. This presentation effort will be led by the Project Manager IV. In addition, a Market Director and Planner III will attend the meeting in person, traveling to/from Denver, CO with one overnight stay. Assume two full days for the meeting and travel. Finally, the Project Manager IV will attend the meeting virtually for four hours. *This meeting is not included in Section 4.0 Meetings and Engagement.*

1.02 Coordinate and Attend Meetings with the Sponsor, FAA, and WYDOT Aeronautics, and/or GTNP. Meetings with the Sponsor and the FAA will take place to determine critical project dates, establish the proposed project schedule, review planning and environmental component(s), determine the feasibility of the proposed project and to establish the need for topographical surveying and/or geotechnical testing. Various meetings during the conceptual planning and preliminary evaluation phases will also be conducted to review the progress of the project, discuss conceptual construction phasing and timelines and conceptual project implementation. It is anticipated that there will be up to three pre-scoping/scoping meetings with the FAA / WYDOT Aeronautics, and the Sponsor. In addition, the Project Manager will provide support for meetings with GTNP.

1.03 Prepare Project Scope of Work and Contract. This task includes establishing the scope of work through meetings outlined above. Fees will be negotiated with the Sponsor and may be subject to an independent fee estimate conducted by a third party hired by the Sponsor. This task also includes drafting the contract for the work to be completed by the Project Manager for the Sponsor once negotiations are complete.

1.04 Coordinate Structural Engineering. This task includes preparing the requirements for the structural elements of the project, including evaluation of structural systems of the building and coordination with the Sponsor. Negotiating with the structural firm for a cost to perform the work is included in this task.

1.05 Coordinate Cost Estimating Consultant This task includes preparing the requirements for the cost estimating consultant for the project. Negotiating with the cost estimating subconsultant firm for a cost to perform the work and executing the subcontract is included in this task.

1.06 Coordinate Utility Service Lines with Local Utility Companies. This task includes meeting and coordinating with local utility agencies who are anticipated to be affected by the project, and whose utilities will serve the proposed development areas. The Project Manager will review existing utility information to identify utilities that may require relocation and extension, as necessary.

1.07 Provide Project Coordination. The Project Manager with assistance from the Program Director, Architect Project Manager, Planning Project Manager, and Project Coordinators shall provide project management and coordination services to ensure the completion of the project. These duties include:

- Time the Project Manager spends planning, organizing, securing and scheduling resources, and providing instruction to staff to meet project objectives as defined in the approved scope of work.
- The Project Manager will analyze the budget semi-monthly to ensure budget and staffing needs are on track to meet project schedules within budget.
- Maintaining project files as necessary and other items necessary in day-to-day project coordination.
- Validating project criteria requirements
- Site investigation.
- Project coordination.
- Coordinate document control setup, organization and progress.
- Conduct coordination with Subconsultants.
- Schedule analysis.
- Securement of staff resources.
- Providing instruction to project team to meet project objectives as defined in the approved scope of work.
- Analyze the budget semi-monthly to ensure budget and staffing needs are on track to meet project schedule.
- Miscellaneous correspondence to third parties (FAA; WYDOT; Building Departments; Airport Authority; GTNP; etc.)
- Maintain project files to ensure proper project closeout.
- Manage Sponsor's expectations throughout the project.
- The Project Manager will prepare and submit monthly invoicing.
- The Project Manager and project team shall thoroughly review requirements of governmental Authorities Having Jurisdiction (AHJ) over the Project and Sponsor requirements for incorporation into conceptual planning and preliminary evaluation documents.

The Project Manager with assistance from the project team will complete the following tasks:

- Provide the Sponsor with a monthly project updates
- Submit for acceptance and maintain, a project schedule detailing the scheduled performance of the work.
- Develop and maintain a question/answer log for project staff and client input.
- Obtain specific design requirements of the FAA, the Sponsor, and any local design requirements.

1.08 Existing Information Collection. The Project Manager will collect and review existing available documentation that may be relevant to the project, including, but not limited to, record drawings (as-builts), geotechnical investigations, site surveys / LIDAR information, design reports, final reports, utility reports/maps and previous surveys, GTNP agreements, height restrictions, zoning maps and other documents. The Project Manager may use relevant information from this review to coordinate the conceptual planning and preliminary evaluation and topographical survey for the project. The Project Manager will review the inventory of existing and anticipated future ARFF, SRE, and other safety related equipment utilized at the airport and will future proof the facility to the extent possible. This will include the effort to identify the pertinent FAA standard documents to evaluate the existing ARFF, SRE, De-icing, maintenance, and other safety facilities.

1.09 Manage BlackCat Files. This task includes updating the project management entries into WYDOT's file management system (BlackCat) for the Sponsor. The Engineer will ensure all documentation necessary for the project, including scope of work, record of negotiations, grant applications, etc. are uploaded into BlackCat throughout the duration of the Project.

1.10 Prepare Federal Grant Application. This task consists of preparing the federal grant application. The application will be submitted during the initial portion of the project. Preparation of the application includes the following:

- Prepare Federal 424 form.
- Prepare Federal Form 5100 – II thru IV.
- Prepare project funding summary.
- Prepare project narrative, discussing the purpose and need of the work and the method of accomplishment.
- Project sketch (8.5" x 11").
- Include preliminary cost estimate.
- Include the existing Exhibit "A" Property Map
- Include the Sponsor's certifications.
- Attach the current grant assurances.
- Include DOT Title VI assurances.
- Include certification for contract, grants and cooperative agreements.
- Include Title VI pre-award checklist.
- Include current FAA advisory circulars required for use in AIP funded projects.
- Include all other documents that are required.

The Project Manager shall submit the grant application to the Sponsor for approval and signatures. After obtaining the necessary signatures, the Sponsor or Project Manager shall forward a copy of the signed application to the FAA for further processing.

1.11 Prepare Quarterly Performance Reports – Planning and Preliminary Evaluation. Federal Regulation 49 CFR Part 18 establishes uniform administrative requirements for grants to State and Local Governments. Sub-part 18.40 addresses monitoring and reporting requirements for the Sponsor. The Project Manager will assist the Sponsor in managing grant activities to ensure compliance with applicable Federal requirements. The Project Manager will submit a quarterly performance report while the grant is active. It is estimated there will be four quarterly performance reports completed during this project.

1.12 Program Definition. This task includes the effort to define the requirements for ARFF response, SRE response, De-icing activities, and other associated operational and safety requirements. This will include identifying the FAA recommended facility square footages, performance, and other safety considerations to develop the program requirements against which to measure the various alternatives.

1.13 Provide In-House Quality Control. An established quality control program will provide both experienced and thorough concept and planning development. Along with engineering guidance throughout the preliminary evaluation, a review of planning data and analysis will be performed by an experienced, senior-level Professional Engineer and a senior-level Planner.

1.14 Project Communication Plan. The Program Director shall work with the Sponsor to develop the communication plan for the project. This will establish the plan to communicate project milestones, discussion points, and deliverables with third party entities, airport tenants, the community, and others. This communication plan will be worked in collaboration with the Sponsor to establish consistent and professional messaging materials, documents, and meetings.

The following table provides a check list of project deliverable items to be provided under the Phase 1 – Project Management:

PHASE 1 – PROJECT MANAGEMENT	TO FAA and WYDOT	TO SPONSOR
1.01 Meeting Agendas, Exhibits, and Presentation Materials for Project Discovery Meeting	✓	✓
1.02 Meeting Agendas, AIP Development Schedule and Meeting Minutes from Pre-Design Meeting	✓	✓
1.03 Scope of Work and Draft Contract for the Sponsor	✓	✓
1.07 Project Schedule, PSR, Monthly Invoicing, and other PM project coordination elements	✓	✓
1.10 Federal Grant Application	✓	✓
1.11 Quarterly Performance Reports	✓	✓
1.12 Program Definition Document	✓	✓
1.14 Project Communication Plan	✓	✓

PHASE 2 – CONCEPTUAL PLANNING

This will include the effort to review the FAA requirements for ARFF/Operations facilities, perform an existing facility assessment, produce conceptual alternatives for how to best repurpose the space where existing ARFF/Operations facilities are currently located, identify potential new facility site locations on airport, perform conceptual architectural planning, and develop and evaluate all viable site locations to a conceptual level based on the programming document developed in Phase 1.

Prior planning studies, such as the 2019 ARFF/Operations Assessment, will be reviewed and incorporated in this analysis. This will include the Airfield Planning analysis for each potential site, as well as the Architectural, Civil Engineering, and other preliminary engineering considerations to develop the concepts to a sufficient level for evaluation implementing the specific tasks described below. It is anticipated that multiple site locations will be evaluated in line with tasks below along with production of multiple drawings/exhibits.

General

- Provide planning and preliminary concept evaluation as applicable to this project's scope of work. The project includes submittals of the alternatives at the completion of this phase.
- Participate in coordination meetings per *Meetings/Site Visit Schedule*.
- Provide internal project management, QAQC, and cross-discipline coordination.
- Planning will be in accordance with all applicable FAA Advisory Circulars and Orders.

- Architectural Planning will be in accordance with all applicable Building Codes, NFPA, and local codes.
- Deliverables will be provided in the following formats:
 - Exhibits/Drawings – Prepared in Autodesk Civil 3D and Autodesk Revit and provided in electronic PDF format.
 - Responses to Client Comments & Recommendations – Electronic email or PDF format.

2.01 Existing Facilities Site Planning Concepts. This task includes consideration for repurposing the areas within the existing Development Sub-Zone where the ARFF and Operations/Maintenance facilities are currently located. An analysis will be conducted to evaluate options for repurposing the existing ARFF/Operations/airport and airfield maintenance spaces within the Development Sub-Zone. This task would be completed prior to Workshop 1 and the alternative concepts would be presented during the workshop. Coordination for the alternative concepts developed for this area would occur with the Sponsor, GTNP, and the FAA.

2.02 Initial Planning for Potential Site Narrowing. This task will include identifying areas within the airfield that are not suitable for construction of a new Aviation Safety Facility. Consideration for FAA safety, airspace, and NAVAIDS clearance criteria along with any applicable GTNP requirements will be the basis for eliminating areas from consideration. Applicable FAA criteria will be based upon, but not limited to, the following:

- FAA AC 150/5300-13B – *Airport Design*.
- FAA Order 6750.16E *Siting Criteria for Instrument Landing Systems*.
- CFR Title 14, Part 77 *Safe, Efficient Use, and Preservation of the Navigable Airspace*.

An exhibit identifying areas not suitable for construction of a new Aviation Safety Facility will be created and the remaining areas will be considered potential locations for a new Aviation Safety Facility.

2.03 ARFF Index Analysis. This includes the effort to review the existing ARFF Index at JAC airport and determine if the ARFF Index will need be updated in the future based upon proposed future conditions. This will include the following tasks:

- Review existing Airport ARFF Index category criteria.
- Identify existing Airport ARFF Index for JAC.
- Coordinating with FAA to understand if criteria for the ARFF Index may be updated in the future.
- Review Airport ARFF Index category criteria against future activity at JAC.
- Identify future Airport ARFF Index for JAC.
- Coordinate with FAA to verify future ARFF Index for JAC .

2.04 Analyze Topographic Survey Data. This task includes analyzing the existing LIDAR topographical survey data, other precedent airport layout information, and preparing the data for use with computer modeling. This will include the following tasks:

- Establish airport survey base file in Autodesk Civil 3D to sort data into the Engineer's standard layers for efficient analysis.
- Verify surveyor horizontal and vertical control.
- Verify survey data from as-built conditions.
- Sort all data points by layers and descriptions for computer modeling.
- Prepare triangulated irregular network (TIN surface model) of existing ground contours, pavement edges, roadways, electrical equipment, drainage features, buildings, fences, and other miscellaneous entities.

- Generate three-dimensional contour model from TIN surface model.
- Prepare and process data for spot elevations, grading and/or paving cross sections.

2.05 Analyze Geotechnical Investigation Data. This task includes analyzing precedent geotechnical investigations. This will include the following tasks:

- Review Geotechnical Engineer recommendations.
- Determine appropriate data for the pavement design.
- Determine appropriate data for excavation and embankments.
- Determine appropriate data for foundation design.
- Coordinate with Civil Engineers and Structural Engineers on geotechnical findings.

2.06 Architectural Planning. This will include the effort to compare existing ARFF/SRE/Airport and Airfield Maintenance to FAA standards and prepare the space program and massing concepts at each of the Alternative sites. This will include preparing conceptual level documents for the following:

- Preliminary code review of building and local code requirements to understand space requirements.
- Compare and Document existing ARFF/SRE/Operations and Airfield Maintenance facilities to FAA standards.
- Develop facility space programming to determine general facility size and height and develop general building footprint. Footprints may vary based upon each potential site.
- Evaluate each potential site location in order to determine building orientation.
- Massing and Space Planning Diagrams.
- Coordination with Civil and Structural to confirm location and space reservation for building support areas.

2.07 Structural (Provided by Subconsultant).

Structural Planning:

- Preliminary evaluation of the programming document and the opportunities and constraints of each Alternative layout to ensure realistic planning metrics are utilized.

2.08 Civil Engineering / Site Concepts

Civil Planning:

- Preliminary evaluation of the programming document and the opportunities and constraints of each Alternative layout to ensure realistic planning metrics are utilized.
- Preliminary layout/space allocation for pavement areas.
- Prepare existing utility inventory.

2.09 New Facility Site Planning Evaluation. This task includes the effort by the airport planners to evaluate the specifics of each of the potential site locations for the Aviation Safety Facility. This will include an assessment and verification of each potential site location regarding the performance requirements of pertinent FAA Advisory Circulars and Orders, including:

- Evaluate life safety and operational safety requirements for ARFF/Operations facilities based upon FAA AC 150/5300-15A *Aircraft Rescue and Firefighting Station Building Design* and AC 150/5220-18A *Buildings for Storage and Maintenance of Airport Snow and Ice Control Equipment and Materials*.

- Ensure building compliance with all airfield safety standards identified in FAA AC 150/5300-13B – *Airport Design*.
- Ensure compliance with required safety clearance for NAVAIDS based upon Order 6750.16E *Siting Criteria for Instrument Landing Systems*.
- Evaluate any potential impacts to airspace shown in CFR Title 14, Part 77 *Safe, Efficient Use, and Preservation of the Navigable Airspace*.
- Evaluate any potential impact to Terminal Instrument Procedures (TERPS) surfaces.
- Evaluate any potential impacts to the ATCT line of sight.
- Evaluate any limitations based on GTNP building height limits.
- Evaluate any additional local or regional height ordinances or restrictions.

2.10 Narrowing Alternative Site Analysis

This task will evaluate the potential alternative site locations for a new Aviation Safety Facility based upon critical airfield safety or life safety requirements to determine if there is a critical flaw associated with any of the locations.

- Develop airfield and airspace safety and/or life safety requirements for the proposed Aviation Safety Facility.
- Evaluate the alternative locations against the airfield and airspace safety and/or life safety requirements.
- Narrow Alternative Sites that will be carried forward to the Preliminary Evaluation Phase by identifying “critical flaws” in airfield safety and/or life safety with concurrence of FAA, the Sponsor, and GTNP.

DELIVERABLES: The following table provides a check list of project deliverable items to be provided under the Phase 2 – Conceptual Development:

PHASE 2 – CONCEPTUAL PLANNING	TO FAA and WYDOT	TO SPONSOR
2.01 Existing Facility Space Repurposing Concepts	✓	✓
2.02 Site Narrowing Document	✓	✓
2.03 Aviation Forecast Update	✓	✓
2.06 Architectural Planning Documents	✓	✓
2.07 Preliminary Structural Systems Evaluation	✓	✓
2.08 Preliminary Civil Engineering Evaluation	✓	✓
2.09 Site Planning Evaluation	✓	✓
2.10 Alternative Airfield Safety/Life Safety Analysis	✓	✓

PHASE 3 – PRELIMINARY EVALUATION

This will include the effort to further analyze remaining alternative site locations remaining after the narrowing evaluation and to advance the alternatives to validate the conceptual planning considerations, merits and drawbacks of the alternatives. This will include the next iteration of Airfield Planning analysis for the preliminary evaluation. It will also include Preliminary evaluation and assessment of Architectural elements, Structural Systems, and Civil Engineering as outlined in the specific tasks described on the following page.

General

- Provide planning and preliminary evaluation as applicable to this project’s scope of work. The project includes submittals of the Preliminary evaluation for remaining site locations and recommending an Alternative for further consideration at the completion of this phase.

- Participate in coordination meetings per *Meetings/Site Visit Schedule*.
- Provide internal project management, QAQC, and cross-discipline coordination.
- Preliminary Evaluation will be in accordance with all applicable FAA Advisory Circulars and Orders.
- Applicable Building Codes, NFPA, and local codes will also be considered in the site layout.
- Deliverables will be provided in the following formats:
 - Exhibits/Drawings – Prepared in Autodesk Civil 3D and Autodesk Revit and provided in electronic PDF format.
 - Responses to Client Comments & Recommendations – Electronic email or PDF format.

3.01 Preliminary Evaluation. This will include the effort to prepare the preliminary level evaluation for each of the remaining alternatives in line with tasks below. There will be multiple drawings/exhibits created for each alternative to provide graphical depictions of the preliminary evaluation. The list below includes items that will be considered/developed for each remaining alternative:

- Initial Building Code assessment to ensure space requirements for the building are met
- Programmatic Floor Plans – required spaces and square footages will be identified
- Refined and Developed Elevations – unique to each potential alternative site location
- Schematic Building Sections – includes potential subsurface areas and required internal clearances
- Preparation of updated virtual renderings, site fly-over images – includes development of 3D building and potential surrounding site features
- Analysis of Structural Systems to determine overall building heights/size
- Analysis of ground floor slab and foundations to support the building
- Coordination with Civil, Structural, and other designers to confirm location and space reservation for building systems and support areas
- Prepare preliminary site access, parking, security plans evaluation, including ARFF response requirements - unique to each building layout and site location
- Preliminary pavement design considerations. This will include the effort to analyze the data and prepare a proposed pavement section using current FAA design software (FAARFIELD)
- Schematic utility layouts to identify building requirements/demand – includes evaluation of existing utilities and potential upgrades required
- Prepare preliminary level grading and drainage, including potential on-site borrow locations – unique to each potential alternative site location
- Massing typical sections – will include evaluating building and surrounding features in relation to Part 77 surfaces, ATCT line of sight, and other safety critical areas (see Task 3.02 below)
- Prepare preliminary pavement layouts – includes required ramp and evaluating maneuvering space for ARFF and operations equipment outside of the facility
- Prepare preliminary layouts for impacted FAA equipment/NAVAIDs – includes understanding and allowing for potential clearance/siting requirements for impacted equipment
- Preliminary construction phasing and impacts evaluation – includes establishing potential construction durations/timing and considerations to limit impacts to airfield operations
- Evaluation of applicable FAA standards, Building Codes, NFPA, and local codes
- Preparation of a matrix evaluating the strengths and weaknesses of each alternative site location

3.02 Evaluate Airspace and Building Heights. This task includes updating the planning study for the alternatives updated building geometry (heights, layout, etc.) to verify the airspace, lines-of-sight, and other safety area analysis meet FAA standards. This will include the following tasks and documentation:

- Analysis of alternatives with regards to FAA Title 14 CFR Part 77 surfaces.
- Ensure compliance of alternatives with FAA AC 150/5300-13B – Airport Design.

- Analysis of alternatives with regards to Terminal Instrument Procedures (TERPS) surfaces.
- Ensure alternatives meet all GTNP building height limits, along with any additional local or regional height ordinances or restrictions.
- Analyze any ATCT line of sight limitations for the alternatives.

3.03 Prepare Preliminary Pavement Design. After reviewing existing geotechnical investigation data, the Engineer will analyze the data and prepare a preliminary pavement section using current FAA design software (FAARFIELD). The Engineer will submit the FAARFIELD computer printouts with a narrative to the FAA. The following tasks will be completed:

- Determine appropriate data for pavement design.
- Evaluate existing pavement and soils information from previous projects performed at JAC.
- Verify elevation of water table.
- Compile the current and future airport fleet mix (operations/ARFF).
- Input data into FAARFIELD.
- Run pavement design scenarios.
- Analyze output from FAARFIELD.
- Select preferred pavement section.
- Compare pavement section to FAA Advisory Circular (AC) 150/5320-6 (Current Edition), *Airport Pavement Design and Evaluation*.
- Verify frost design method.
- Verify over excavation requirements (if needed).

3.04 Prepare Preliminary Drainage Analysis and Storm Drainage Design. This task includes verifying the existing storm drainage and/or subsurface drainage systems. Surface drainage will be evaluated and designed to ensure accordance with standard engineering practices, local requirements and FAA AC 150/5320-5 (Current Edition), *Airport Drainage Design*.

3.05 Calculate Estimated Preliminary Quantities. This task includes calculating all necessary quantities for the various work items to develop a preliminary conceptual cost estimate for each Alternative. Quantities must be consistent with acceptable quantity calculation practices.

3.06 Prepare Estimate of Preliminary ROM Costing. Using the preliminary evaluation quantities calculated following a preliminary cost estimate will be developed. A subconsultant will develop the preliminary conceptual cost estimate with the Engineer providing conceptual estimated quantities, a review, and input on the preliminary costs. The purpose of the preliminary costing is to provide a general budgeting number for the Sponsor and to assist with funding/cash flow evaluation of the project. The Project Manager will also review the preliminary costs utilizing its company expertise, precedent bid tabulations for similar projects, and a cost database to evaluate high-level construction costs for each Alternative.

The preliminary costing of each alternative will use the following parameters:

- Buildings costed on a \$/sf basis
- Proposed Pavement Section
- Earthwork and Drainage Costs
- Percentage Cost of Project for utility impacts
- Percentage Cost of Project for Soft Costs (Engineering, Planning, Environmental, Permitting, etc.)

Work to refine these estimates will be ongoing throughout the project.

3.07 Prepare Preliminary Estimate of AIP Eligibility for New Facility. An evaluation of AIP eligible building costs will be performed for the new facility based upon allowable costs within the AIP Handbook. Coordination for allowable costs will be performed with the FAA to ensure understanding and agreement on eligible costs within the AIP Handbook. It is anticipated that there will be up to three virtual meetings with the FAA to verify AIP eligible costs in order to develop an accurate preliminary estimate.

3.08 Prepare Conceptual Planning and Preliminary Evaluation Report. At the completion of the conceptual planning and preliminary evaluation process, a final report will be prepared. The report will include a description of the work, summary of the programming document, opportunities and constraints analysis, any potential Modifications of Standards, planning considerations, schedule, design considerations, meeting minutes, cost estimates, evaluation of the alternatives, and recommended alternative. The refined Recommended Alternative and associated documents will also be included. One copy of the final Conceptual Planning and Preliminary Evaluation Report will be sent to the Sponsor, FAA and WYDOT Aeronautics.

DELIVERABLES: The following table provides a check list of project deliverable items to be provided under the Phase 3 – Preliminary Evaluation:

PHASE 3 – PRELIMINARY EVALUATION	TO FAA and WYDOT	TO SPONSOR
3.01 Preliminary Evaluation	✓	✓
3.02 Building Height and Airspace Evaluation	✓	✓
3.03 Conceptual Pavement Design Analysis	✓	✓
3.06 Estimate of Preliminary ROM Costing	✓	✓
3.07 Preliminary Estimate of AIP Eligible Facility Costs	✓	✓
3.08 Conceptual Planning and Preliminary Evaluation Report	✓	✓

PHASE 4 - MEETINGS AND ENGAGEMENT

4.01 Meetings

This proposal is based on the following Meetings/Site Visit Schedule and estimated durations indicated for this scope. Project delays and changes during the project may affect these estimated durations and will be addressed as Additional Services if required.

Concept Alternatives Workshops. This task includes conducting six on-site and virtual workshops with the Sponsor to develop the concept alternatives which will be analyzed further for viability and cost. This task includes the preparation of alternatives based on building shape, size, location, and interior/program options. An opportunities and constraints list will be prepared for each concept alternative. Preliminary ROM cost estimates will be completed for each concept alternative remaining after the critical flaw review. An assessment of concept alternative's ability to meet the program requirements will also be performed. The Project Manager will work with the Sponsor to select a recommended concept alternative and present the recommended concept alternative to the Sponsor representatives for final approval.

Initial Project Verification Technical Staff Meeting. This task includes conducting a virtual meeting with the Sponsor, FAA, and GTNP to verify the conclusions and recommendations from the 2019 ARFF/Operations Study. The meeting will include: 1) A review of the recommendation for a combined ARFF/Operations/maintenance facility at JAC based upon the multi-disciplined staff that will be utilizing the facility; and 2) A review and verification of the evaluation of a new ARFF/Operations facility within the Development Sub-Zone and consideration of evaluating potential site locations outside of the Development Sub-Zone.

Meetings. A variety of meetings will be routinely conducted over the course of the project to ensure timely and open communication with the Sponsor, GTNP, and other key team members. Internal team meetings will be held on a more frequent basis to ensure adherence to project schedule and deliverables.

In addition, this phase includes effort for engagement of stakeholders and the community to ensure that those who may be directly affected by or have interest in activities at the airport have access to pertinent project information. It is understood that the Sponsor will host and facilitate stakeholder meetings associated with the project. The Project Manager will take the lead in producing presentations and development of exhibits, drawings, renderings, technical data, or other material for the presentations and meetings.

Community Meetings. It is important for the community surrounding JAC to learn about the project and provide input. At the discretion of the Airport, up to three community meetings may be held in addition to the presentations to the JAC Board. The community meeting(s) will be advertised, will be held in a community meeting/workshop format, and will include presentations and display materials to provide information about JAC and the project. The Project Manager will coordinate with the Sponsor regarding event logistics.

4.02 Educational and Outreach Materials

The Project Manager will provide project specific information in a variety of ways to be utilized by the Sponsor. This effort may be expanded or contracted with the development of the Project Communication Plan. The materials may include:

- Website content
- Social media content
- Media communications
- Display Ad content
- Presentation materials and graphics
- Project summary report
- Project Video graphics

All materials produced by the Project Manager will be reviewed and approved by the Sponsor with input from GTNP, including release timelines.

Below, the PM has defined the specifics of the meeting; who will attend; location; and anticipated travel requirements for each item below. Assume 3 days for each on site meeting (2 for travel days and 1 day for meeting, includes meeting setup/prep and any pre-meeting edits/changes to meeting material, and meeting summaries). It should be assumed that meeting preparation and summary notes will be in addition to the meeting length listed below for each meeting.

WORKSHOPS

WORKSHOP 1: Goal setting and project definition

WORKSHOP 2: Review of the planning assessment and outcomes analyzing the potential sites (narrowing)

WORKSHOP 3: Review of the initial architectural diagrams for the remaining potential sites

WORKSHOP 4: Review of the initial Civil site layouts for the remaining potential sites

WORKSHOP 5: Preliminary review of narrowed alternatives, all disciplines documents

WORKSHOP 6: Detailed review of the recommended alternative

MEETINGS

MEETING 1: Initial Technical Staff Meeting to verify recommendations and conclusions from 2019 ARFF/Operations Study

MEETING 2: Scoping meetings with Sponsor, Sponsor and FAA and Sponsor and GTNP; 3 meetings

MEETING 3: Monthly Project Briefings with Sponsor; 10 meetings

MEETING 4: Monthly Project Briefings with Sponsor/FAA/WYDOT/GTNP; 10 meetings

MEETING 5: Quarterly JAC Board Briefings; 4 meetings

MEETING 6: Meetings with key stakeholders and other local agencies; 12 anticipated

MEETING 7: Monthly meetings with JAC Communications staff; 10 meetings

MEETING 8: Internal team meetings including subconsultants; 46 meetings

COMMUNITY MEETINGS

COMMUNITY MEETING 1: Community Meeting conveying project, scope, and process

COMMUNITY MEETING 2: Community Meeting to convey project progress and preliminary analysis

COMMUNITY MEETING 3: Community Meeting to convey analysis of alternatives and recommendations

Meeting	Program Director	Eng. Project Manager	Const. Mgr./ Engineer	Architect Project Manager(s)	Planner(s)	Structural (1 Workshop)	Project Coord
WORKSHOPS (6)							
LOCATION: On Site	✓	✓	✓	✓	✓	✓	✓
MEETING LENGTH/EACH	4	4	4	4	4	4	4
LODGING	✓	✓		✓	✓	✓	✓
MEALS (PER DIEM)	✓	✓		✓	✓	✓	✓
AIRFARE	✓	✓		✓	✓	✓	✓
GROUND TRANSPORTATION	✓	✓					
MEETINGS: Initial Technical Staff (1)							
LOCATION: Virtual	✓	✓	✓	✓			✓
MEETING LENGTH/EACH	2	2	2	2			2
MEETINGS: Scoping (3)							
LOCATION: Virtual	✓	✓	✓	✓	✓		✓
MEETING LENGTH/EACH	2	2	2	2	2		2
LODGING							
MEALS (PER DIEM)							
AIRFARE							
GROUND TRANSPORTATION							

MEETINGS: Sponsor Briefings (10)							
LOCATION: Virtual	✓	✓	✓	✓	✓		✓
MEETING LENGTH/EACH	2	2	2	2	2		2
HOTEL							
MEALS (PER DIEM)							
AIRFARE							
GROUND TRANSPORTATION							
MEETINGS: Sponsor & Stakeholder Briefings (10)							
LOCATION: Virtual	✓	✓	✓	✓	✓		
MEETING LENGTH/EACHCH	2	2	2	2	2		
HOTEL							
MEALS (PER DIEM)							
AIRFARE							
GROUND TRANSPORTATION							
MEETINGS: Quarterly JAC Board Briefings (4)							
LOCATION: Virtual	✓	✓	✓	✓			
MEETING LENGTH/EACH	2	2	2	2			
HOTEL							
MEALS (PER DIEM)							
AIRFARE							
GROUND TRANSPORTATION							
MEETINGS: Stakeholder Meetings (12)							
LOCATION: Virtual	✓	✓	✓	✓			
MEETING LENGTH/EACH	2	2	2	2			
MEALS (PER DIEM)							
HOTEL							
AIRFARE							
GROUND TRANSPORTATION							

MEETINGS: JAC Communications Staff (10)							
LOCATION: Virtual	✓						✓
MEETING LENGTH/EACH	1						1
HOTEL							
MEALS (PER DIEM)							
AIRFARE							
GROUND TRANSPORTATION							
MEETINGS: Internal Team (46)							
LOCATION: Virtual	✓	✓	✓	✓	✓	✓	✓
MEETING LENGTH/EACH	1	1	1	1	1	1	1
HOTEL							
MEALS (PER DIEM)							
AIRFARE							
GROUND TRANSPORTATION							
COMMUNITY MEETINGS (3)							
LOCATION: On Site	✓	✓	✓	✓	✓		✓
MEETING LENGTH/EACH	3	3	3	3	3		3
HOTEL	✓	✓		✓	✓		✓
MEALS (PER DIEM)	✓	✓		✓	✓		✓
AIRFARE	✓	✓		✓	✓		✓
GROUND TRANSPORTATION	✓	✓					

DELIVERABLES: The following table provides a check list of project deliverable items to be provided under the Phase 4 – Meetings and Engagement:

PHASE 4 – MEETINGS AND ENGAGEMENT	TO FAA, GTNP, and WYDOT	TO SPONSOR
4.01 Meeting Minutes	✓	✓
4.02 Educational Materials	✓	✓

PHASE 5 - SUBCONSULTANTS

Special Considerations

The following special considerations are required for this project but will be completed by subconsultants to the Engineer. The cost for this work will be included in the engineering contract agreement with the Sponsor and the costs are in addition to the engineering fees outlined above.

Structural Engineering. This will include utilizing a licensed structural engineer to evaluate the required structural elements of the project area. This includes the following:

- Existing Condition Verification (for existing facility locations)
- Preliminary Foundation Design
- Structural Systems Evaluation
- Preliminary Structural Calculations

Cost Estimating. Cost Estimating will be required in order to complete the evaluation of the narrowed alternatives. Cost Estimates will include the following:

- Preliminary ROM Cost Estimates of each Preliminary Evaluation Concept

PHASE 6 – OPTIONAL TASKS (NOT INCLUDED IN CURRENT PROJECT AND FEE)

The following items are optional tasks that may be added to the project, if required, to provide additional clarity and understanding for the concepts within the Conceptual Planning and Preliminary Evaluation Phases. Inclusion of these optional tasks into the project will require justification from Project Manager and approval of the Sponsor and the FAA. The cost to perform these optional tasks will be incorporated into the project through a future fee amendment and will include review through the IFE process, if required. Not all costs associated with the optional tasks are AIP eligible and the Sponsor would be responsible for non-eligible costs associated with the optional tasks.

6.01 Coordinate Building Systems Engineering (MEP - Mechanical/Electrical/Plumbing and Life Safety/Fire Protection). This task includes preparing the requirements for the various building systems scope of the project. Negotiating with multiple building systems engineer subconsultant firms for a cost to perform the work and executing the subcontract is also included in this task.

6.02 Coordinate Energy Efficiency Consultant. This task includes preparing the requirements for the Energy Efficiency Consultant to evaluate energy efficiency opportunities for the project. Negotiating with the subconsultant firm for a cost to perform the work and executing the subcontract is also included in this task.

6.03 Energy Efficiency Planning (Provided by Subconsultant). This planning will include understanding minimum energy efficiency benchmarks through discussions with the Airport and stakeholders. Minimum standards could include U.S. Green Building Council LEED rating system. Coordination with the GTNP and other stakeholders will be included in this task.

6.04 Building Systems (Provided by Subconsultants).

Building Systems Planning:

- Preliminary evaluation of the programming document and the opportunities and constraints of each Alternative layout to ensure realistic planning metrics are utilized.

6.05 Energy Efficiency Evaluation (Provided by Subconsultant). This will include the coordination effort with the Energy Efficiency Consultant to perform a preliminary evaluation of the opportunities and constraints for energy efficient development at each of the remaining Alternative sites. This will include discussion on key considerations for high efficiency building systems to reduce utility and maintenance costs with the goal to reduce the life-cycle costs and impacts of the alternatives.

6.06 MEP Preliminary Evaluation (Provided by Subconsultant). This will include a preliminary evaluation of plumbing, sanitary, HVAC, venting and gas distributions systems to understand potential impacts of building size/footprint, functionality, and cost.

6.07 Life Safety/Fire Protection. This will include a preliminary evaluation of life safety features of the facility, including emergency ingress/egress and fire alarm/sprinkler considerations in order to understand potential impacts on building size/footprint, functionality, and cost.

General Conditions

The scope of services described previously, and the associated fees, are based on the following rates and assumed responsibilities of the Project Manager and Sponsor.

1. For the purposes of estimating the amount of reimbursable expenses which will be incurred by the Concept Planning and Preliminary Evaluation Team, per diem and lodging are calculated in accordance with applicable, current GSA rates. The actual amounts to be invoiced for per diem and lodging will be in accordance with the applicable, published GSA rates at the time of service and may vary from the rates used in the fee estimate. Lodging will be invoiced as an actual expense incurred.
2. It is anticipated there will be a minimum number of trips and site visits to the airport to facilitate the completion of the various phases listed in this scope. The number of trips, as well as the anticipated lengths and details of the trips, are included at the end of each phase above.
3. Dimensional criteria will be in accordance with FAA AC 150/5300-13 (Current Edition), *Airport Design*, and related circulars. Project planning and preliminary evaluation will further conform to all applicable standards, including all applicable current FAA Advisory Circulars and Orders required for use in AIP-funded projects and other national, state, or local regulations and standards, as identified and relevant to an airfield project.
4. The PM will utilize the following standards for exhibit and concept development of the project:
 - Exhibits and Reports will be prepared using the PM's standards, unless the Sponsor provides its own standards upon Notice to Proceed.
 - Elevations will be vertical datum NAVD 88 derived from the existing control network.
 - Coordinates will be based on horizontal datum NAD 83/2011 State Plane Coordinates derived from the existing control network.
5. Because the PM has no control over the cost of construction-related labor, materials, or equipment, the PM's opinions of preliminary ROM costs will be made on the basis of experience and qualifications as a practitioner of his/her profession. The PM does not guarantee that actual future construction costs will not vary from the preliminary ROM estimates developed during this project.
6. Approvals from the Client, Utility providers, Authorities having jurisdiction (AHJ), WYDOT Aeronautics and the FAA could impact the project schedule and final deliverable. The Project Manager is not liable

for any decisions made by these organizations that could impact the project effort or scheduling but will work with each agency to minimize impacts.

7. The Sponsor will provide timely feedback on Conceptual Planning and Preliminary Evaluation. The Project Manager is not responsible for delays by the Sponsor or other Agencies.
8. All parties must agree in writing with the final plan scope, limits and schedule. Should they be different than agreed to by the Project Manager at the time of our fee proposal, the Sponsor will be notified in writing at the earliest possible date of conflicts and remediation options.
9. Redesign or additional planning of the concept developments as a result of incomplete information or due to changed conditions after previous; alternate direction or additional alternatives; or revising previously approved studies, plans, reports, design documents, or drawings; shall be considered additional services and would be made by an amendment on an Hourly Not to Exceed basis using the hourly rates of this agreement.
10. Additional alterations or alternative considerations requested by the Sponsor to the conceptual planning and preliminary evaluation documents beyond the conceptual level may require additional fee to cover additional planning/evaluation costs and additional time extension.
11. Land acquisition or easement acquisition services are not provided herein.
12. Legal, Surety, or Insurance support, coordination, and representation are not provided herein.
13. The Project Manager will maintain records of preliminary evaluation and calculations consistent with typical industry standards, for a period of three years after the project is closed.
14. Reimbursable expenses are direct expenses, billed separately from the above fees, and include but are limited to the following:
 - Travel (mileage) to client meetings
 - Per diem for meals
 - Lodging for required overnight travel
 - Ground Transportation
 - Shipping/overnight delivery
 - Presentation boards
 - Prints (by Reproduction Company)
 - Additional services as approved by the Sponsor

Additional Services

Extra Work will be as directed by the Sponsor in writing for an additional fee as agreed upon by the Sponsor and the PM. The following items are not included under this agreement but will be considered as extra work:

- Redesign for the Sponsor's convenience or due to changed conditions after previous alternate direction and/or approval.
- If a project audit occurs, the PM is prepared to assist the Sponsor in gathering and preparing the required materials for the audit.
- Serving as an expert witness for the Owner in any litigation, surety claim, or other proceeding involving the project.
- Legal, surety, or insurance support, coordination, and representation.
- Value Engineering studies to reduce project cost.
- Legal Lease Description of the Property.

AIRPORT: Jackson Hole Airport
AIP/PROJ. NO.: AIP Project No. 3-56-0014-085-2025
PROJECT NAME: Aviation Safety Facility Conceptual Planning Study
DATE: May 1, 2025

Exhibit B



FEE BREAKDOWN

Labor Category	Total Hours	Billing Rate	Total Cost
1.0 Project Management			
Prgmr Dir I	18 hrs.	x \$ 325.00 /hr = \$	5,850.00
Prgmr Dir II	198 hrs.	x \$ 325.00 /hr = \$	64,350.00
Arch Project Mgr IV	136 hrs.	x \$ 305.00 /hr = \$	41,480.00
Engineer Project Mgr IV	222 hrs.	x \$ 305.00 /hr = \$	67,710.00
Engineer Project Mgr IV	34 hrs.	x \$ 305.00 /hr = \$	10,370.00
Planner Project Mgr IV	98 hrs.	x \$ 305.00 /hr = \$	29,890.00
Planner III	16 hrs.	x \$ 280.00 /hr = \$	4,480.00
Quality Control Manager	68 hrs.	x \$ 285.00 /hr = \$	19,380.00
Construction Mgr IV	86 hrs.	x \$ 255.00 /hr = \$	21,930.00
Project Financial Analyst	22 hrs.	x \$ 170.00 /hr = \$	3,740.00
Contracts Administrator I	20 hrs.	x \$ 165.00 /hr = \$	3,300.00
Project Coordinator I	116 hrs.	x \$ 130.00 /hr = \$	15,080.00
SUBTOTAL	1034 hrs.	SUBTOTAL \$	287,560.00
Reimbursables			
Auto Rental	1 Day	x \$ 130.00 /Day= \$	130.00
Lodging + Tax & Fees	2 Day	x \$ 475.00 /Day= \$	950.00
Per Diem	22 Day	x \$ 92.00 /Day= \$	2,024.00
Travel & Airline Costs	1 Trip	x \$ 1,000.00 /Trip= \$	1,000.00
		SUBTOTAL \$	4,104.00
PHASE SUBTOTAL		\$	291,664.00

LABOR HOUR BREAKDOWN

TASK			LABOR CATEGORY																
Start Date:	5/15/2025	End Date:	3/15/2026	Prgm Dir II	Prgm Dir II	Arch Project Mgr IV	Engineer Project Mgr IV	Engineer Project Mgr IV	Planner Project Mgr IV	Planner III	Quality Control Manager	Construction Mgr IV	Project Financial Analyst	Contracts Administrator I	Project Coordinator I				Phase Item Costs
I.0	Project Management			John Ingram	Hilary Fletcher	Andrew Remstad	Paul Fiore	Zachary Ambariantz	James Miklas	Morgan Einspahr	Chris Giessing	Stuart Schiff	Pam Brun	Marisa Fluhr	Emily Yea				
I.01	Coordinate and Attend Project Discovery Meeting with Sponsor, FAA, and GTNP			16			24			16		24							\$ 23,120.00
I.02	Coordinate and Attend Meetings with the Sponsor, FAA, and WYDOT Aeronautics, and/or GTNP				24	12	16	2	2			12			8				\$ 21,660.00
I.03	Prepare Project Scope of Work and Contract			2	8	8	24							4	8				\$ 14,710.00
I.04	Coordinate Structural Engineering					4							1						\$ 1,390.00
I.05	Coordinate Cost Estimating Consultant						4						1						\$ 1,390.00
I.06	Coordinate Utility Service Lines with Local Utility Companies					2	4	16											\$ 6,710.00
I.07	Provide Project Coordination				80	60	100		20		4	12	20	16	60				\$ 98,940.00
I.08	Existing Information Collection				12	16	16	16	16			16							\$ 27,500.00
I.09	Manage BlackCat Files					2	2					12			12				\$ 5,840.00
I.10	Prepare Federal Grant Application						2					2			4				\$ 1,640.00
I.11	Prepare Quarterly Performance Reports – Planning and Preliminary Evaluation				8		10								24				\$ 8,770.00
I.12	Program Definition				24	24	16		24			8							\$ 29,360.00
I.13	Provide In-House Quality Control				2				32		64								\$ 28,650.00
I.14	Project Communication Plan				40	8	4		4										\$ 17,880.00

2.0 Conceptual Planning	Total Hours	Billing Rate	Total Cost
Prgrm Dir II	152 hrs.	x \$ 325.00 /hr = \$	49,400.00
Arch Project Mgr IV	124 hrs.	x \$ 305.00 /hr = \$	37,820.00
Engineer Project Mgr IV	202 hrs.	x \$ 305.00 /hr = \$	61,610.00
Engineer Project Mgr IV	32 hrs.	x \$ 305.00 /hr = \$	9,760.00
Planner Project Mgr IV	44 hrs.	x \$ 305.00 /hr = \$	13,420.00
Planner III	16 hrs.	x \$ 280.00 /hr = \$	4,480.00
Arch Project Mgr III	176 hrs.	x \$ 260.00 /hr = \$	45,760.00
Construction Mgr IV	92 hrs.	x \$ 255.00 /hr = \$	23,460.00
Engineer Project Mgr II	32 hrs.	x \$ 210.00 /hr = \$	6,720.00
Eng Designer II	236 hrs.	x \$ 200.00 /hr = \$	47,200.00
Planner I	244 hrs.	x \$ 185.00 /hr = \$	45,140.00
Planner I	176 hrs.	x \$ 185.00 /hr = \$	32,560.00
Graphic Artist I	80 hrs.	x \$ 145.00 /hr = \$	11,600.00
Project Coordinator I	40 hrs.	x \$ 130.00 /hr = \$	5,200.00
SUBTOTAL	1646 hrs.	SUBTOTAL \$	394,130.00
Reimbursables			
Auto Rental	Day	x \$ 130.00 /Day=	
Lodging + Tax & Fees	Day	x \$ 475.00 /Day=	
Per Diem	Day	x \$ 92.00 /Day=	
Travel & Airline Costs	Trip	x \$ 1,000.00 /Trip=	
	SUBTOTAL	\$	-
PHASE SUBTOTAL		\$	394,130.00

[illegible]

Labor Category	Total Hours	Billing Rate	Total Cost
3.0 Preliminary Evaluation			
Prgmr Dir II	58 hrs. x	\$ 325.00 /hr =	18,850.00
Arch Project Mgr IV	88 hrs. x	\$ 305.00 /hr =	26,840.00
Engineer Project Mgr IV	304 hrs. x	\$ 305.00 /hr =	92,720.00
Engineer Project Mgr IV	72 hrs. x	\$ 305.00 /hr =	21,960.00
Planner Project Mgr IV	64 hrs. x	\$ 305.00 /hr =	19,520.00
Planner III	20 hrs. x	\$ 280.00 /hr =	5,600.00
Arch Project Mgr III	340 hrs. x	\$ 260.00 /hr =	62,400.00
Construction Mgr IV	184 hrs. x	\$ 255.00 /hr =	46,920.00
Engineer Project Mgr II	172 hrs. x	\$ 210.00 /hr =	36,120.00
Eng Designer II	472 hrs. x	\$ 200.00 /hr =	94,400.00
Planner I	74 hrs. x	\$ 185.00 /hr =	13,690.00
Planner I	356 hrs. x	\$ 185.00 /hr =	65,860.00
Graphic Artist I	80 hrs. x	\$ 145.00 /hr =	11,600.00
Technical Writer I	80 hrs. x	\$ 145.00 /hr =	11,600.00
Project Coordinator I	40 hrs. x	\$ 130.00 /hr =	5,200.00
SUBTOTAL	2304 hrs.	SUBTOTAL \$	533,280.00
Reimbursables			
Auto Rental	0 Day x	\$ 130.00 /Day=	
Lodging + Tax & Fees	0 Day x	\$ 475.00 /Day=	
Per Diem	0 Day x	\$ 92.00 /Day=	
Travel & Airline Costs	0 Trip x	\$ 1,000.00 /Trip=	
	SUBTOTAL	\$	-
PHASE SUBTOTAL			\$ 533,280.00

[illegible]

**Jackson Hole Airport Board
Standard Terms and Conditions for Services Performed at
Jackson Hole Airport**

Owner/Customer: Jackson Hole Airport Board
1250 East Airport Road
P.O. Box 159
Jackson, Wyoming 83001

Contractor: HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

- 1 **Services.** Contractor shall perform the Services as set forth in Contractor's bid package and accompanying purchase order(s) or work order(s) ("Companion Writing") attached hereto as Exhibit A.
- 2 **Relationship to Companion Writing.** This Standard Terms and Conditions ("Standard Terms") is intended to supplement the Companion Writing and set forth the terms and conditions required for all contractors performing work and providing services on behalf of the Airport Board. In the event of a conflict, the Standard Terms shall control.
- 3 **Project-Specific Scope of Services.** The Services shall include, without limitation, the following:
 - A. Storage of furniture and other goods until delivery and installation at the Airport
 - B. Unloading, uncrating and installation of all furniture and other goods
 - C. Removal of all packaging from the Airport after installation
 - D. Post-installation customer support and troubleshooting
 - E. Delivery of all documentation, including cut sheets, specifications, manufacturers' instructions, and warranty information
 - F. Availability to reorder furniture and other goods within twenty-four (24) months of contract execution, subject to manufacturer availability
- 4 **Delivery and Term.** Contractor shall complete the Services in accordance with any and all deadlines set forth in the Companion Writing. In no event shall furniture and goods be delivered and installed later than the substantial completion date of the Administration Building and FBO Terminal, which date currently is estimated to be December 10, 2025, subject to any adjustment mutually agreed to by the Airport Executive Director and authorized representative of Contractor prior to ordering of furniture and other goods from the manufacturer(s). The parties agree that damages for delay are difficult to quantify and that liquidated damages shall be assessed against Contractor in the amount of \$1,000 for each day of delay caused by Contractor.
- 5 **Maximum Contract Liability.** The Airport Board shall pay Contractor for goods and services in accordance with the Companion Writing; provided however that the maximum contract liability shall be no more than the total aggregate price identified in Contractor's bid package.

- 6 **Payment Terms.** The Airport Board will pay Contractor in accordance with Wyoming Statute Section 16-6-602, including within the time limits specified therein.
- 7 **No Interference.** Contractor acknowledges that the Airport serves as critical transportation infrastructure and provides commercial passenger services seven days per week each day of the year and must remain open for aeronautical use at all times. Contractor must avoid interrupting or interfering with the safe, secure and efficient operation of the Airport and shall schedule and arrange the Services to minimize disruption, in cooperation and consultation with the Airport Board. Interference with Airport operations that has not been pre-approved by the Airport Board is grounds for termination of the Services. Contractor shall be responsible for physical damage to the Airport, including structures, vehicles, equipment and personal property, caused by Contractor's principals, employees, subcontractors and agents.
- 8 **Compliance with Laws.** For all Services performed on the Airport, Contractor shall educate itself and its principals, officers, employees, agents and subcontractors to ensure strict compliance with all safety, security, environmental and other regulations and directives applicable to the Airport.
- 9 **Performance Standard.** Contractor shall perform the Services in accordance with the standards of professionalism and workmanship for similar contractors performing similar services in similar environments.
- 10 **Punch List.** Unless an alternate approach is explicitly set forth in the Companion Writing, the Airport Board shall be responsible for providing one or more punch lists to Contractor identifying any and all deficiencies or defects in the Services, and Contractor shall be responsible for promptly remedying all punch list items. The Airport Board may withhold final payment until all punch list items have been addressed to the Airport Board's satisfaction.
- 11 **Termination.** Prior to Contractor ordering the furniture and other goods required hereunder, the Airport Board may terminate the Services, for cause or convenience, upon seven (7) days' written notice to the Contractor contact listed above. The Airport Board shall pay Contractor for all Services performed up to the date of termination, but Contractor shall not be entitled to any further termination payment. After Contractor orders the furniture and other goods required hereunder, but prior to delivery and installation, the Airport Board may terminate the Services for cause after providing written notice to Contractor and Contractor's failure to cure within a reasonable time period. The Airport Board shall pay Contractor all Services performed up to the date of termination and Contractor's expenses, including the cost of the furniture and any restocking fee, but Contractor shall not be entitled to costs for Services not performed or lost profits.
- 12 **Insurance.** Contractor represents and warrants that it carries and maintains insurance coverages which are consistent with best industry standards for professionals performing similar services in similar environments, and more specifically shall satisfy the requirements of Airport Board Resolution No. 2023-05, *Insurance Requirements*, available on the Airport website.
- 13 **Indemnity.** Contractor shall indemnify and hold harmless the Airport Board, its officers, members, agents, and employees from liability of any nature or kind, including costs and expenses, for or on account of all legal actions or claims of any character whatsoever resulting from injuries or damages sustained by any person(s) or property arising from Contractor's performance of the

Services hereunder. Notwithstanding anything in the Companion Writing to the contrary, the Airport Board is legally barred from indemnifying Contractor or limiting Contractor's liability in a manner that would require the Airport Board to assume the debts or other financial obligations of Contractor.

- 14 **Equipment.** Contractor understands and agrees that, as an inherent part of the Services, it may leave certain equipment at the Airport during the term hereof. The Airport Board assumes no liability for any loss or damage to Contractor's equipment, unless such loss or damage is caused by the willful misconduct of the Airport Board or one of the Airport Board's tenants or contractors at the Airport.
- 15 **Warranty.** All Services performed hereunder shall have a minimum of a one (1) year warranty on workmanship, and all furniture and other goods provided hereunder shall include a manufacturer's warranty of no less than one (1) year against manufacturer's defect.
- 16 **Licenses.** Contractor represents and warrants that it maintains in full force and effect all licenses required to perform the Services.
- 17 **Non-Discrimination.** In its performance of the Services, Contractor agrees to comply with the federal civil rights nondiscrimination requirements set forth in Exhibit B.
- 18 **Public Records.** Contractor acknowledges that the Airport Board is subject to the requirements of the Wyoming Public Records Act, Wyoming Statute 16-4-201 – 16-4-205. The Standard Terms and Companion Writing, as well as all materials, records, and information provided by Contractor to the Airport Board shall be presumed to be open to inspection and copying. Contractor agrees that any disclosure of information by the Airport Board consistent with the provisions of the Wyoming Public Records Act shall result in no liability of the Airport Board.
- 19 **Choice of Law.** This Agreement will be governed by and construed in accordance with the laws of the State of Wyoming. Venue for any action initiated hereunder shall be in a court having jurisdiction in and for Teton County, Wyoming.

Jackson Hole Airport Board

HB Sprague, LLC.

Rob Wallace, President

Name: _____

Title: _____

Ed Liebzeit, Secretary

Attest

Exhibit B
Civil Rights Nondiscrimination

- A. In all its activities within the scope of its airport program, Contractor agrees to comply with pertinent statutes, Executive Orders and such rules as identified in Title VI List of Pertinent Nondiscrimination Acts and Authorities to ensure that no person shall, on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability be excluded from participating in any activity conducted with or benefiting from Federal assistance. If Contractor transfers its obligation to another, the transferee is obligated in the same manner as Contractor. This provision obligates Contractor for the period during which the property is used or possessed by Contractor and the Airport remains obligated to the FAA. This provision is in addition to that required by Title VI of the Civil Rights Act of 1964.
- B. During the performance of this Agreement, Contractor for itself, its assignees, and successors in interest, agrees to comply with the following non-discrimination statutes and authorities:
- i. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 Stat. 252) (prohibits discrimination on the basis of race, color, national origin);
 - ii. 49 CFR part 21 (Non-discrimination in Federally-assisted programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964);
 - iii. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. § 4601 (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
 - iv. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794 *et seq.*) as amended (prohibiting discrimination on the basis of disability), and 49 CFR Part 27 (Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance);
 - v. The Age Discrimination Act of 1975, as amended (42 U.S.C. § 6101 *et seq.*) (prohibits discrimination on the basis of age);
 - vi. Airport and Airway Improvement Act of 1982 (49 U.S.C. § 47123), as amended (prohibits discrimination based on race, creed, color, national origin, or sex);
 - vii. The Civil Rights Restoration Act of 1987 (PL 100-259) (broadening the scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of terms “programs or activities” to include all of the

- programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- viii. Titles II and III of the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities) as implementing by U.S. Department of Transportation Regulations at 49 CFR Parts 37 and 38;
 - ix. The Federal Aviation Administration's Nondiscrimination statute (49 USC § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
 - x. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
 - xi. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficient (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs [70 Fed. Reg. at 74087 (2005)]; and
 - xii. Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 USC § 1681 et seq.).

C. Contractor, including personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree, as a covenant running with the land, that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that Contractor will use the premises in compliance with all other requirements imposed by or pursuant to the list of non-discrimination acts and authorities, as enumerated in the preceding subsection. In the event of breach of any of the above nondiscrimination covenants, the Airport Board will have the right to terminate this Agreement and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if the Agreement had never been made or issued.

D. During the performance of this Agreement, Contractor, for itself, its assignees, and successors in interest, agrees as follows:

- i. Compliance with Regulations: Contractor will comply with the Title VI List of Pertinent Nondiscrimination Acts and Authorities, as they may be amended from time to time, which are herein incorporated by reference and made a part of this Agreement.
- ii. Nondiscrimination: Contractor, with regard to the work performed by it during the Agreement, will not discriminate on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability in the selection and retention of subcontractors, including procurements of materials and leases of equipment. Contractor will not participate directly or indirectly in the discrimination prohibited by the Nondiscrimination Acts and Authorities, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR part 21.
- iii. Solicitations for Subcontracts, including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding or negotiation made by Contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by Contractor of contractor's obligations under this Agreement and the Nondiscrimination Acts and Authorities.
- iv. Information and Reports: Contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Airport Board or the FAA to be pertinent to ascertain compliance with such Nondiscrimination Acts and Authorities and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, Contractor will so certify to the Airport Board or the FAA, as appropriate, and will set forth what efforts it has made to obtain the information.
- v. Sanctions for Noncompliance: In the event of Contractor's noncompliance with the non-discrimination provisions of this Agreement, the Airport Board will impose such contract sanctions as it or the FAA may determine to be appropriate, including, but not limited to, cancelling, terminating, or suspending this Agreement, in whole or in part.
- vi. Incorporation of Provisions: Contractor will include the provisions of this subsection in every contract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations, and directives issued pursuant hereto. Contractor will take action with respect to any subcontract or procurement as the Airport Board or the FAA may direct as a means of enforcing such provisions including sanctions for

noncompliance. Provided, that if Contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, Contractor may request the Airport Board to enter into any litigation to protect the interests of the Airport Board. In addition, Contractor may request the United States to enter into the litigation to protect the interests of the United States.



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	123456
Date	05/21/2025
Customer PO No	
Customer Account	
Sales Associate	TRACY SPRAGUE
Project Number	
Page	1 of 1

HB SPRAGUE, LLC (HBSP) **TERMS AND CONDITIONS**

Legal Entity Name

HB Workplaces is an Assumed Business Name (ABN) of HB Sprague, LLC (HBSP).

Payment

Merchandise will be invoiced upon delivery. If there is to be more than one delivery of merchandise, an invoice will be issued upon each delivery. Buyer agrees to pay each invoice within thirty days of the invoice date. No payment shall be withheld on any invoice because of partial delivery of the entire order. In the event of a project delay, merchandise will be invoiced upon the delivery of product into storage. Any security deposit is non-refundable. If payments are in default, HBSP shall have the option of declaring the remaining unpaid purchase price due and payable and may elect to recover merchandise and take judgment for deficiency after public or private sale including interest, collection costs and attorney fees.

Security Interest

Buyer hereby grants HBSP a security interest in all merchandise sold under this order to secure full payment of the purchase price and all other obligations of Buyer under this agreement. A copy of this agreement may be filed as a financing statement. Buyer's signature hereon authorizes HBSP to execute such financing statements on Buyer's behalf as may be required by the State.

Installation Date

a) The installation date is agreed upon for the purpose of specifying delivery dates of merchandise ordered from manufacturers. Although HBSP will use its best efforts to expedite timely delivery, it cannot guarantee that merchandise will arrive from manufacturers as specified, and HBSP shall not be liable for ordered merchandise not arriving timely.

b) Buyer shall provide or pay for all storage of ordered merchandise necessary after the Installation Date, and for all costs of moving such merchandise to and from storage after the Installation Date.

Installation Terms

Delivery and Installation shall be made by HBSP personnel, or its subcontractor, during normal working hours or at other hours by special arrangement. Buyer shall pay additional labor costs resulting from off-hour or overtime work performed at Buyer's request or from required use of labor other than HBSP's personnel or its authorized subcontractor. Buyer shall provide, at Buyer's cost, electricity, heat, hoisting and elevator service as well as adequate facilities for off-loading, staging, moving and handling of merchandise. The job site shall be clean and free of obstruction for installation. Buyer shall pay any special packaging or handling costs not contained in the specifications.

Insurance and Risk of Loss

All risk of loss shall pass from HBSP to Buyer upon delivery of merchandise to Buyer or upon delivery of merchandise into storage for the account of Buyer after the installation date, whichever comes first. For the purposes of this paragraph 5 only, the term "merchandise" shall include any property owned by or under control of HBSP delivered to or for the benefit of Buyer, whether purchased by Buyer or delivered to Buyer on approval. Buyer shall carry fire and casualty insurance in an amount sufficient to insure the value of the merchandise at the delivery site or at the storage site.

Taxes and Freight

Prices do not include any applicable sales, use, excise, or other government-imposed taxes, duties, or tariffs, which may be added to the invoice if applicable. If any such charges apply, the Buyer will be responsible for payment. Buyers who are sales tax-exempt should provide a valid exemption certificate when entering into this agreement. Freight charges are F.O.B. Job site unless otherwise noted.

Cancellation and Changes

This agreement, once executed by HBSP and Buyer, cannot be canceled or modified unless done so in writing and signed by both parties. Changes made to the agreement which result in increased charges shall be for the account of the Buyer. Contract interior products are built to order and in many cases are either non-cancellable or require significant cancellation charges after an order is placed. The minimum cancellation fee will be equal to 25% of product cost plus any additional costs associated with each manufacturer. No wall, window or floor coverings, furniture or other specially ordered items can be canceled or returned after the manufacturer begins production. Prices and quantities of wall, window and floor coverings and other items measured from blueprints or otherwise estimated are subject to change upon field measurement at the expense of the Buyer.

Warranties and Claims

a) All product warranties are based on standard terms and conditions specified by the individual manufacturer. Individual manufacturer warranties are available upon request.

b) It is specifically agreed that the manufacturer's warranty is the exclusive and only warranty supplied with the product purchased under this agreement. HBSP does not make any express warranty concerning merchandise sold under this agreement and disclaims any warranty of merchantability or warranty of fitness with respect to the subject merchandise. HBSP will not be responsible or liable for any direct, indirect, consequential or incidental damages arising out of the use of, or inability to use, the merchandise sold under this agreement. Buyer shall inspect the merchandise upon delivery. Acceptance of delivery constitutes acceptance of the merchandise as delivered. Any warranty claims for latent defects not discoverable upon reasonable inspection must be made in writing within the warranty period.

c) Installation by HBSP: If within twelve (12) months from the completion of the installation work described on this proposal, defective workmanship is discovered and HBSP is notified thereof in writing within that period, HBSP shall, in its sole discretion, repair such workmanship or make a full refund of all charges made therefor. Except as expressly set forth above, there are no other warranties either expressed or implied, including any warranty of merchantability or fitness for a particular purpose.

Default, Interest and Fees

Buyer shall pay interest at the rate of 18% per annum on all invoices in default, and shall pay all reasonable costs, expenses and attorneys' fees incurred by HBSP in enforcing the terms of this agreement.

Entire Agreement; Controlling Law

This agreement constitutes the entire agreement between the parties. Buyer is relying solely upon the terms of this agreement, and not upon any oral or written statements, whether of HBSP, its officers, employees or agents, of any manufacturer, or any other person whatsoever on entering into this agreement. This agreement shall be interpreted and enforced under the laws of the State of Utah.

I have read and understand these terms and conditions: _____



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	1 of 49

T JACKSON HOLE AIRPORT
O 1250 EAST AIRPORT ROAD
JACKSON, WY 83001

ATTN: ANNA VALSING
Phone: 307-690-3619
ANNA.VALSING@JHAIRPORT.ORG

S JACKSON HOLE AIRPORT
H 1250 EAST AIRPORT ROAD
I JACKSON, WY 83001
P

T ATTN: ANNA VALSING
O Phone: 307-690-3619
ANNA.VALSING@JHAIRPORT.ORG

Prepared for : ANNA VALSING

Jackson Airport

*Confirm all fabric selections, finishes, and any custom design details included in the order.

QUOTE VALID FOR 30 DAYS

**

Account Manager: Gabriella Garcia | 208-914-6722 | ggarcia@hbworkplaces.com

Designer: Justin Jordan | 208-391-7610 | jjordan@hbworkplaces.com

Project Manager: Corey Hendrickson | 208-391-5776 | coreyh@hbworkplaces.com

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If tariffs are incurred, actual costs will be passed on at time of invoice.

Group	Description	Unit Price	Extended Amount
01	ANC-C-01	4,006.24	4,006.24

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
1	16.00 Each	KNOLL - FURNITURE 2SANXGL--4-ON MultiGeneration by Knoll stacking chair, fixed arms, glides OPTION: 4:FRAME- Silver OPTION: ON:SHELL- Onyx	250.39	4,006.24

Group	Description	Unit Price	Extended Amount
02	ANC-C-02	4,235.52	4,235.52

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
2	8.00 Each	HERMAN MILLER, INC PIA1B325HF--N2-BK-36506-C7-235-12 +Verus Wk Chair, Assembled,Interweave 2 suspension back,standard- height range,semi synchronous w/ tilt limiter,height-adjustable arms,fixed seat depth,not fire retardant OPTION: N2:+no additional support OPTION: BK:+black base/black frame OPTION: 36506:+shale OPTION: C7:+2 1/2" caster, black yoke, hard floors or carpet OPTION: 235:+tailored-Pr Cat 1 OPTION: 12:+tailored black	529.44	4,235.52

Group	Description	Unit Price	Extended Amount
03	ANC-C-03	1,640.02	1,640.02

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
3	2.00 Each	HERMAN MILLER, INC CQN51MA--G1-G1-HCC-845-01 +Setu Multipurpose Chair, Refresh,5-star base, standard-height range,intercept suspension seat & back,ribbon arms OPTION: G1:+graphite (CP)	820.01	1,640.02



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	2 of 49

		OPTION: G1:+graphite (CP) OPTION: HCC:+2 1/2" caster, low roll resistance, black yoke, hard floors or carpet OPTION: 845:+suspension material-Pr Cat 1 OPTION: 01:+suspension material graphite		
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Group	Description	Unit Price	Extended Amount
04	ANC-ST-01	1,838.49	1,838.49

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
4	3.00 Each	HERMAN MILLER, INC PIA7B315HF--N2-BK-36506-C7-235-12 +Verus Wk Stool,Interweave 2 suspension back,std stool ht,ht adj,height-adjustable arms,fixed seat depth,not fire retardant OPTION: N2:+no additional support OPTION: BK:+black base/black frame OPTION: 36506:+shale OPTION: C7:+2 1/2" caster, black yoke, hard floors or carpet OPTION: 235:+tailored-Pr Cat 1 OPTION: 12:+tailored black	612.83	1,838.49

Group	Description	Unit Price	Extended Amount
05	ANC-C-04	15,348.96	15,348.96

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
5	8.00 Each	KEILHAUER 72135 Keilhauer Origin Mid-Back Conference Chair	1,918.62	15,348.96

Group	Description	Unit Price	Extended Amount
06	ANC-C-05	22,518.00	22,518.00

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
6	10.00 Each	HICKORY BUSINESS FURNITURE - HB HST222-161 HBF Cadre High-Back - Channel Stitched	2,251.80	22,518.00

Group	Description	Unit Price	Extended Amount
07	ANC-C-06A	68,455.80	68,455.80

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
7	70.00 Each	ANDREU WORLD AMERICA SO1611 Andreu World Flex Corporate Stackable Chair -W/ Arms	928.12	64,968.40
8	70.00 Each	ANDREU WORLD AMERICA SO1611-Stitching Optional Parallel Stitching	49.82	3,487.40

Group	Description	Unit Price	Extended Amount
08	ANC-C-06B	22,955.40	22,955.40

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
9	30.00 Each	ANDREU WORLD AMERICA S11603	715.36	21,460.80



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	3 of 49

		Andreu World Flex Corporate Stackable Chair - No Arms		
10	30.00 Each	ANDREU WORLD AMERICA S11603-Stitching Optional Parallel Stitching	49.82	1,494.60

Group	Description	Unit Price	Extended Amount
09	ANC-TR-01	1,397.52	1,397.52

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
11	4.00 Each	ANDREU WORLD AMERICA CA5004 Metallic Trolley	349.38	1,397.52

Group	Description	Unit Price	Extended Amount
10	ANC-ST-02	3,960.00	3,960.00

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
12	8.00 Each	BLU DOT DESIGN AND MANUFACTURING BT1-BARSTL--Between Us Barstool - Material Option-Leather-CA Between Us Barstool OPTION: Between Us Barstool - Material Option:Material Option OPTION: Leather:Leather - Leather OPTION: CA:CA - Camel Leather	495.00	3,960.00

Group	Description	Unit Price	Extended Amount
11	ANC-ST-03	722.40	722.40

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
13	4.00 Each	INDUSTRY WEST Industry West Industry West Octane Bar Stool	180.60	722.40

Group	Description	Unit Price	Extended Amount
12	ANC-C-07	27,533.20	27,533.20

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
14	8.00 Each	SURYA, INC 1972-034L.191238 Surya Quote - Mitchell Gold + Bob Williams Bianco Leather Swivel Chair	3,441.65	27,533.20

Group	Description	Unit Price	Extended Amount
13	ANC-C-08A	34,852.68	34,852.68

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
15	6.00 Each	KNOLL - FURNITURE 1051P--~-(VO)-VO945 Charles Pfister Standard Lounge Chair OPTION: ~:OPT- Standard OPTION: (VO):LEA- Volo (U) OPTION: VO945:COL- Tan	5,808.78	34,852.68

Group	Description	Unit Price	Extended Amount
14	ANC-C-08B	11,617.56	11,617.56



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	4 of 49

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
16	2.00 Each	KNOLL - FURNITURE 1051P--~(VO)-VOBLK Charles Pfister Standard Lounge Chair OPTION: ~:OPT- Standard OPTION: (VO):LEA- Volo (U) OPTION: VOBLK:COL- Black	5,808.78	11,617.56

Group	Description	Unit Price	Extended Amount
15	ANC-C-09	3,657.12	3,657.12

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
17	4.00 Each	FOUR HANDS FH105572-006 Four Hands Bauer Chair	914.28	3,657.12

Group	Description	Unit Price	Extended Amount
16	ANC-C-10	12,708.36	12,708.36

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
18	41.00 Each	M.A.D MDDG42U MAD Furniture Sling Chair	309.96	12,708.36

Group	Description	Unit Price	Extended Amount
17	ANC-SF-1A	43,414.38	43,414.38

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
19	3.00 Each	KNOLL - FURNITURE 1053P--~(VO)-VO945 Charles Pfister Standard Sofa OPTION: ~:OPT- Standard OPTION: (VO):LEA- Volo (U) OPTION: VO945:COL- Tan	14,471.46	43,414.38

Group	Description	Unit Price	Extended Amount
18	ANC-SF-1B	28,942.92	28,942.92

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
20	2.00 Each	KNOLL - FURNITURE 1053P--~(VO)-VOBLK Charles Pfister Standard Sofa OPTION: ~:OPT- Standard OPTION: (VO):LEA- Volo (U) OPTION: VOBLK:COL- Black	14,471.46	28,942.92

Group	Description	Unit Price	Extended Amount
19	ANC-SF-2A	10,226.52	10,226.52

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
21	1.00 Each	KNOLL - FURNITURE 1052P--~(VO)-VO945 Charles Pfister Standard Settee OPTION: ~:OPT- Standard OPTION: (VO):LEA- Volo (U)	10,226.52	10,226.52

**Proposal****HB Sprague, LLC**
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	5 of 49

		OPTION: VO945:COL- Tan		
Group	Description		Unit Price	Extended Amount
20	ANC-SF-2B		30,679.56	30,679.56
Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
22	3.00 Each	KNOLL - FURNITURE 1052P--~(VO)-VO923 Charles Pfister Standard Settee OPTION: ~:OPT- Standard OPTION: (VO):LEA- Volo (U) OPTION: VO923:COL- Flint	10,226.52	30,679.56
Group	Description		Unit Price	Extended Amount
21	ANC-SF-3		12,153.24	12,153.24
Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
23	1.00 Each	KNOLL - FURNITURE 1053C-S--~(VO)-VO945 Charles Pfister Petite Sofa OPTION: ~:OPT- Standard OPTION: (VO):LEA- Volo (U) OPTION: VO945:COL- Tan	12,153.24	12,153.24
Group	Description		Unit Price	Extended Amount
22	ANC-R-1 & R-2		12,606.32	12,606.32
Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
24	4.00 Each	DESIGN WITHIN REACH - IDAHO UTAH 100136636 DWR Flight Recliner	3,151.58	12,606.32
Group	Description		Unit Price	Extended Amount
23	ANC-T-5		3,528.00	3,528.00
Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
25	12.00 Each	HERMAN MILLER, INC HRSTR1816--BLR-SBP @Rebar Side Table Round,17.72" dia x 15.94" h OPTION: BLR:@black marble OPTION: SBP:@soft black powder coated steel	294.00	3,528.00
Group	Description		Unit Price	Extended Amount
24	ANC-T-6		3,673.08	3,673.08
Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
26	2.00 Each	ANDREU WORLD AMERICA ME22609 Andreu World Reverse Occasional Table	1,836.54	3,673.08
Group	Description		Unit Price	Extended Amount
25	ANC-T-8		13,900.04	13,900.04
Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
27	4.00	AGATI, INC	2,922.03	11,688.12



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	6 of 49

	Each	Agati Gee Agati Gee Occasional Table with Power		
28	4.00 Each	AGATI, INC Agati Gee-Power Agati Gee-Power	364.88	1,459.52
29	4.00 Each	AGATI, INC Agati Gee-Custom Finish Agati Gee-Custom Finish	188.10	752.40

Group	Description	Unit Price	Extended Amount
26	ANC-T-9	806.86	806.86

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
30	2.00 Each	KNOLL - FURNITURE MRELST23--BLCK-BLCK Relate Side Table, 23.75H OPTION: BLCK:TOP- Black OPTION: BLCK:BASE- Black	403.43	806.86

Group	Description	Unit Price	Extended Amount
27	ANC-T-10	14,102.78	14,102.78

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
31	2.00 Each	HERMAN MILLER, INC NOSBN202--WLN-R00-WML-WOV @Sideboard Storage, Sled Base, 1600mm OPTION: WLN:@walnut OPTION: R00:+black RAL 9005 OPTION: WML:@white marble OPTION: WOV:@without vents	7,051.39	14,102.78

Group	Description	Unit Price	Extended Amount
28	ANC-T-11	6,098.78	6,098.78

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
32	1.00 Each	NUCRAFT FURNITURE CO. BJT-9648-V-HP---31--GL--PO--A44--~ Nucraft Baja Rectangle Conference Table, 96"L x 48"W, Veneer Top with Hardwood Crest Edge, Metal Hoop Leg OPTION: -31:VENEER- Otter Walnut OPTION: -GL:SHEEN- Gloss (recommended) OPTION: -PO:OPT- Standard Powder Coat Hoop Legs OPTION: -A44:METAL LEGS- Black Powder Coat OPTION: ~:No Grommet Option (spec power separate)	5,200.24	5,200.24
33	1.00 Each	NUCRAFT FURNITURE CO. BJCB-P---PO Baja, Wire Chase Column (Not intended as a center support) OPTION: -PO:METAL- Standard Powder Coat Center Column	572.90	572.90
34	1.00 Each	NUCRAFT FURNITURE CO. PUP-USB-AC---TN-1--~ Tech Node, Includes: (2) simplex receptacles, (1) USB-A & (1) USB-C, (1) voice/data openings	325.64	325.64



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	7 of 49

		OPTION: -TN-1:OPT- One at center OPTION: ~:No Field-Wired		
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Group	Description	Unit Price	Extended Amount
29	ANC-T-12	18,552.89	18,552.89

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
35	1.00 Each	KNOLL - FURNITURE KLSC72U2 Power Link Starter Cord, 72"	346.47	346.47
36	1.00 Each	KNOLL - FURNITURE KLJ12U2 Power Link Add On Jumper, 12"	68.55	68.55
37	1.00 Each	KNOLL - FURNITURE KE4202CC72--BK Power Module 2 power outlets/2 dual USB-A+C outlets, 72" cordset OPTION: BK:Black	400.42	400.42
38	4.00 Each	KNOLL - FURNITURE KE4202CL60U2--BK Power Module 2 power outlets/2 dual USB-A+C outlets, 60" for Pixel Link OPTION: BK:Black	472.60	1,890.40
39	5.00 Each	KNOLL - FURNITURE KCPW6024C--(VENEER)-AW-(WOOD)-AW-(Y)-Y-UBKT Pixel Rectangular C-Leg Table, 60Wx24Dx28.75H, Work Height, Flip Top, with Casters OPTION: (VENEER):TOP- Veneer OPTION: AW:VEN- American Walnut OPTION: (WOOD):EDGE- Wood OPTION: AW:EDGE- American Walnut OPTION: (Y):No Cutouts OPTION: Y:No Cutouts OPTION: UBKT:LEG- Ultra Black (textured) (CP)	3,169.41	15,847.05

Group	Description	Unit Price	Extended Amount
30	ANC-T-12A	858.11	858.11

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
40	1.00 Each	KNOLL - FURNITURE KP24--(VENEER)-AW-(WOOD)-AW-UBKT Pixel Corner Wedge Top, 24Wx24D OPTION: (VENEER):TOP- Veneer OPTION: AW:VEN- American Walnut OPTION: (WOOD):EDGE- Wood OPTION: AW:EDGE- American Walnut OPTION: UBKT:PAINT- Ultra Black Textured (textured) (CP)	858.11	858.11

Group	Description	Unit Price	Extended Amount
31	ANC-T-13	48,102.20	48,102.20

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
41	20.00 Each	KNOLL - FURNITURE KCPW6024C--(VENEER)-AW-(WOOD)-AW-(Y)-Y-UBKT	2,405.11	48,102.20



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	8 of 49

		Pixel Rectangular C-Leg Table, 60Wx24Dx28.75H, Work Height, Flip Top, with Casters OPTION: (VENEER):TOP- Veneer OPTION: AW:VEN- American Walnut OPTION: (WOOD):EDGE- Wood OPTION: AW:EDGE- American Walnut OPTION: (Y):No Cutouts OPTION: Y:No Cutouts OPTION: UBKT:LEG- Ultra Black (textured) (CP)		
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Group	Description	Unit Price	Extended Amount
32	ANC-T-14	24,849.60	24,849.60

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
42	10.00 Each	VERSTEEL Versteel Table Versteel 60" Round Table, flip top	2,484.96	24,849.60

Group	Description	Unit Price	Extended Amount
33	ANC-L-1	1,142.86	1,142.86

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
43	2.00 Each	FOUR HANDS FH Lamp Four Hands Lamp	571.43	1,142.86

Group	Description	Unit Price	Extended Amount
34	ANC-D-18	544.19	544.19

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
44	1.00 Each	KNOLL - FURNITURE LVACBK--UBK Lev Adjustable Width Crossbeam Kit OPTION: UBK:PAINT- Ultra Black (CP)	16.90	16.90
45	1.00 Each	KNOLL - FURNITURE LVBCEN24GD--UBK Lev Height-Adjustable Table Base, C Leg, Standard Height Range, No Crossbeam, 24D, Glides, Digital Switch OPTION: UBK:PAINT- Ultra Black (CP)	387.49	387.49
46	1.00 Each	KNOLL - FURNITURE LVTDR4623N--(CORE)-127-127 Lev, Dividends Worksurface, Rectangular, 46Wx23D OPTION: (CORE):Core Laminates OPTION: 127:LAM- Walnut (CP) OPTION: 127:EDGE- Walnut (CP)	139.80	139.80

Group	Description	Unit Price	Extended Amount
35	ANC-CM-1	3,510.00	3,510.00

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
47	1.00 Each	MARSHALL FURNITURE 04173 Marshall Prairie Monitor Cart W/ gas shock cover option	3,510.00	3,510.00



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	9 of 49

Group	Description	Unit Price	Extended Amount
36	ANC-M-1	70.23	70.23

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
48	1.00 Each	WAYFAIR.COM EBNM2173 Anjolina Mirror	70.23	70.23

Group	Description	Unit Price	Extended Amount
37	ANC-T-4	25,920.00	25,920.00

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
49	1.00 Each	Existential Woodworks CUSTOM HIGHTOP TABLE CUSTOM HIGHTOP TABLE - WITH POWER, POWER, WITH JH LOGO	25,920.00	25,920.00

Group	Description	Unit Price	Extended Amount
38	T2.24	19,120.85	19,120.85

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
50	1.00 Each	TUOHY FURNITURE CORPORATION DZE999--W1-TBD-TBD-2-TBD-BL Danza LH Ht Adj L-Shaped Runoff, 78w 30d x 66w 24d x 29.9-48h, 1.5"th Top to overhang 18" on LH end , Mitered Plinth Bases, includes partial modesty on visitors side to rise with top, wall side has a removeable modesty panel between plinths.Plinth bases and modesty on wall side to be 23.9"h. OPTION: ~:Wood Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 2:(2) Grommets OPTION: TBD:Grommet Color- TBD OPTION: BL:Black Ht Adj Legs	5,594.86	5,594.86
51	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2418--SS--W1-TBD Danza Rectangular Wood Top, 18w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	591.90	591.90
52	1.00 Each	TUOHY FURNITURE CORPORATION DZFC--W1-TBD-TBD-1-R18-900-- Danza Pedestal, 18w 24d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: R18:(R18) 18w Box/File OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,109.05	1,109.05
53	1.00	TUOHY FURNITURE CORPORATION	2,290.00	2,290.00



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	10 of 49

	Each	DZT84B--W1-TBD-TBD-CL18-LD-900 Danza Tower, 18w 24d 84.5h, No Toekick, Unfinished Back, Unfinished Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: CL18:(CL18) 18w LH Cabinet OPTION: LD:Includes Door/Cabinet Locks OPTION: 900:900 Resin Stainless Pulls		
54	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2030--SS--W1-TBD Danza Rectangular Wood Top, 30w 20d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	615.24	615.24
55	1.00 Each	TUOHY FURNITURE CORPORATION DZFB--W1-TBD-TBD-1-C30--900-- Danza Pedestal, 30w 20d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: C30:(C30) 30w DBL Cabinet OPTION: ~:No Extended End OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,161.43	1,161.43
56	1.00 Each	TUOHY FURNITURE CORPORATION DZM999 Danza Custom Wall Panel, 96w 60.6h, Low Credenza to 84.5" Installed, includes 6"d top cap w/ LED lighting, panel configured L-R: 18"w Veneer panel, 48"w Painted panel, 30"w Veneer panel w/ (3) Black metal shelves. 1.5"th Metal Edge Finish is (MRB) Resin Black on Three Sides, Includes Wall-Mounted Hardware	4,758.09	4,758.09
57	3.00 Each	TUOHY FURNITURE CORPORATION DZM30 Danza Metal Shelf, 30w 12d 0.25th, (MRB) Resin Black, Weight Limit of 40 lbs. Per Linear Foot w/ a 0.25 Inch Drop	600.48	1,801.44
58	1.00 Each	MAGNUSON GROUP 6-300-200-9011 Drop-10-SO Textured Black RAL9011/DROPNE	336.31	336.31
59	2.00 Each	HOWE US INC M21TB--B M2.1 Monitor arm configuration with angled link/dynamic link arm style and two-piece clamp mount base OPTION: B:Black	197.65	395.30
60	1.00 Each	HUMANSIZE NV3EB--NV-3-E-B-B Desktop Base	336.32	336.32



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	11 of 49

		OPTION: NV:Nova Task Light OPTION: 3:3000K OPTION: E:North America OPTION: B:Desktop Base OPTION: B:Jet Black, Matte		
61	1.00 Each	HOWE US INC NH1NAPPCA--B NeatHub, Includes 2 AC power outlets, 1 USB-C outlet and 1 USB-A outlet OPTION: B:Black	130.91	130.91

Group	Description	Unit Price	Extended Amount
39	T2.25	19,120.85	19,120.85

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
62	1.00 Each	TUOHY FURNITURE CORPORATION DZE999--~W1-TBD-TBD-2-TBD-BL Danza LH Ht Adj L-Shaped Runoff, 78w 30d x 66w 24d x 29.9-48h, 1.5"th Top to overhang 18" on LH end , Mitered Plinth Bases, includes partial modesty on visitors side to rise with top, wall side has a removeable modesty panel between plinths.Plinth bases and modesty on wall side to be 23.9"h. OPTION: ~:Wood Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 2:(2) Grommets OPTION: TBD:Grommet Color- TBD OPTION: BL:Black Ht Adj Legs	5,594.86	5,594.86
63	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2418--SS--~W1-TBD Danza Rectangular Wood Top, 18w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	591.90	591.90
64	1.00 Each	TUOHY FURNITURE CORPORATION DZFC--~W1-TBD-TBD-1-R18-900~ Danza Pedestal, 18w 24d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: R18:(R18) 18w Box/File OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,109.05	1,109.05
65	1.00 Each	TUOHY FURNITURE CORPORATION DZT84B--W1-TBD-TBD-CL18-LD-900 Danza Tower, 18w 24d 84.5h, No Toekick, Unfinished Back, Unfinished Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD	2,290.00	2,290.00



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	12 of 49

		OPTION: TBD:Grain Direction- TBD OPTION: CL18:(CL18) 18w LH Cabinet OPTION: LD:Includes Door/Cabinet Locks OPTION: 900:900 Resin Stainless Pulls		
66	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2030--SS--W1-TBD Danza Rectangular Wood Top, 30w 20d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	615.24	615.24
67	1.00 Each	TUOHY FURNITURE CORPORATION DZFB--W1-TBD-TBD-1-C30--900-- Danza Pedestal, 30w 20d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: C30:(C30) 30w DBL Cabinet OPTION: ~:No Extended End OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,161.43	1,161.43
68	1.00 Each	TUOHY FURNITURE CORPORATION DZM999 Danza Custom Wall Panel, 96w 60.6h, Low Credenza to 84.5" Installed, includes 6"d top cap w/ LED lighting, panel configured L-R: 18"w Veneer panel, 48"w Painted panel, 30"w Veneer panel w/ (3) Black metal shelves. 1.5"th Metal Edge Finish is (MRB) Resin Black on Three Sides, Includes Wall-Mounted Hardware	4,758.09	4,758.09
69	3.00 Each	TUOHY FURNITURE CORPORATION DZMSM30 Danza Metal Shelf, 30w 12d 0.25th, (MRB) Resin Black, Weight Limit of 40 lbs. Per Linear Foot w/ a 0.25 Inch Drop	600.48	1,801.44
70	1.00 Each	MAGNUSON GROUP 6-300-200-9011 Drop-10-SO Textured Black RAL9011/DROPNE	336.31	336.31
71	2.00 Each	HOWE US INC M21TB--B M2.1 Monitor arm configuration with angled link/dynamic link arm style and two-piece clamp mount base OPTION: B:Black	197.65	395.30
72	1.00 Each	HUMANSKALE NV3EB--NV-3-E-B-B Desktop Base OPTION: NV:Nova Task Light OPTION: 3:3000K OPTION: E:North America OPTION: B:Desktop Base OPTION: B:Jet Black, Matte	336.32	336.32



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	13 of 49

73	1.00 Each	HOWE US INC NH1NAPPCA--B NeatHub, Includes 2 AC power outlets, 1 USB-C outlet and 1 USB-A outlet OPTION: B:Black	130.91	130.91
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Group	Description	Unit Price	Extended Amount
40	T2.26	13,161.11	13,161.11

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
74	1.00 Each	TUOHY FURNITURE CORPORATION DZE999--~W1-TBD-TBD-2-TBD-BL Danza RH Ht Adj L-Shaped Runoff, 78w 30d x 66w 24d x 29.9-48h, 1.5"th Top to overhang 18" on RH end , Mitered Plinth Bases, includes partial modesty on visitors side to rise with top, wall side has a removeable modesty panel between plinths.Plinth bases and modesty on wall side to be 23.9"h. OPTION: ~:Wood Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 2:(2) Grommets OPTION: TBD:Grommet Color- TBD OPTION: BL:Black Ht Adj Legs	5,547.51	5,547.51
75	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2418--SS--~W1-TBD Danza Rectangular Wood Top, 18w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	591.90	591.90
76	1.00 Each	TUOHY FURNITURE CORPORATION DZFC--~W1-TBD-TBD-1-R18-900--~ Danza Pedestal, 18w 24d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: R18:(R18) 18w Box/File OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,109.05	1,109.05
77	1.00 Each	TUOHY FURNITURE CORPORATION DZT999--W1-TBD-TBD-CUSTHR18-LG-900 Danza Tower, 18w 24d 84.5h, No Toekick, Unfinished Back, Unfinished Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: CUSTHR18:(CustomHR18) 18w 2 High Open Cabinet Above File/ File OPTION: LG:Includes Drawer Locks OPTION: 900:900 Resin Stainless Pulls	2,937.14	2,937.14
78	1.00		615.24	



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	14 of 49

	Each	TUOHY FURNITURE CORPORATION DZJB2030--SS--W1-TBD Danza Rectangular Wood Top, 30w 20d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD		615.24
79	1.00 Each	TUOHY FURNITURE CORPORATION DZFB--W1-TBD-TBD-1-C30--900-- Danza Pedestal, 30w 20d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: C30:(C30) 30w DBL Cabinet OPTION: ~:No Extended End OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,161.43	1,161.43
80	1.00 Each	MAGNUSON GROUP 6-300-200-9011 Drop-10-SO Textured Black RAL9011/DROPNE	336.31	336.31
81	2.00 Each	HOWE US INC M21TB--B M2.1 Monitor arm configuration with angled link/dynamic link arm style and two-piece clamp mount base OPTION: B:Black	197.65	395.30
82	1.00 Each	HUMANSIZE NV3EB--NV-3-E-B-B Desktop Base OPTION: NV:Nova Task Light OPTION: 3:3000K OPTION: E:North America OPTION: B:Desktop Base OPTION: B:Jet Black, Matte	336.32	336.32
83	1.00 Each	HOWE US INC NH1NAPPCA--B NeatHub, Includes 2 AC power outlets, 1 USB-C outlet and 1 USB-A outlet OPTION: B:Black	130.91	130.91

Group	Description	Unit Price	Extended Amount
41	T2.27	12,564.98	12,564.98

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
84	1.00 Each	TUOHY FURNITURE CORPORATION DZE999--W1-TBD-TBD-2-TBD-BL Danza RH Ht Adj L-Shaped Runoff, 78w 30d x 66w 24d x 29.9-48h, 1.5"th Top to overhang 18" on RH end , Mitered Plinth Bases, includes partial modesty on visitors side to rise with top, wall side has a removeable modesty panel between plinths.Plinth bases and modesty on wall side to be 23.9"h. OPTION: ~:Wood Top	5,515.22	5,515.22



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	15 of 49

		OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 2:(2) Grommets OPTION: TBD:Grommet Color- TBD OPTION: BL:Black Ht Adj Legs		
85	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2418--SS--W1-TBD Danza Rectangular Wood Top, 18w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	591.90	591.90
86	1.00 Each	TUOHY FURNITURE CORPORATION DZFC--W1-TBD-TBD-1-R18-900~ Danza Pedestal, 18w 24d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: R18:(R18) 18w Box/File OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,109.05	1,109.05
87	1.00 Each	TUOHY FURNITURE CORPORATION DZT999--W1-TBD-TBD-CUSTGR18--LD-900 Danza Tower, 18w 24d 84.5h, No Toekick, Unfinished Back, Unfinished Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: CUSTGR18:(CustomGR18) 18w RH Garment w/ (2) adjustable shelves at the bottom OPTION: ~:No Mirror OPTION: LD:Includes Door/Cabinet Locks OPTION: 900:900 Resin Stainless Pulls	2,570.95	2,570.95
88	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2030--SS--W1-TBD Danza Rectangular Wood Top, 30w 20d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	615.24	615.24
89	1.00 Each	TUOHY FURNITURE CORPORATION DZFB--W1-TBD-TBD-1-C30--900~ Danza Pedestal, 30w 20d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: C30:(C30) 30w DBL Cabinet	1,161.43	1,161.43



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	16 of 49

		OPTION: ~:No Extended End OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks		
90	1.00 Each	MAGNUSON GROUP 6-300-200-9011 Drop-10-SO Textured Black RAL9011/DROPNE	336.31	336.31
91	1.00 Each	HOWE US INC M21TB--B M2.1 Monitor arm configuration with angled link/dynamic link arm style and two-piece clamp mount base OPTION: B:Black	197.65	197.65
92	1.00 Each	HUMANSIZE NV3EB--NV-3-E-B-B Desktop Base OPTION: NV:Nova Task Light OPTION: 3:3000K OPTION: E:North America OPTION: B:Desktop Base OPTION: B:Jet Black, Matte	336.32	336.32
93	1.00 Each	HOWE US INC NH1NAPPCA--B NeatHub, Includes 2 AC power outlets, 1 USB-C outlet and 1 USB-A outlet OPTION: B:Black	130.91	130.91

Group	Description	Unit Price	Extended Amount
42	T2.28	19,884.52	19,884.52

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
94	1.00 Each	TUOHY FURNITURE CORPORATION DZE999--~W1-TBD-TBD-2-TBD-BL Danza RH Ht Adj L-Shaped Runoff, 78w 30d x 66w 24d x 29.9-48h, 1.5"th Top to overhang 18" on RH end , Mitered Plinth Bases, includes partial modesty on visitors side to rise with top, wall side has a removeable modesty panel between plinths.Plinth bases and modesty on wall side to be 23.9"h. OPTION: ~:Wood Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 2:(2) Grommets OPTION: TBD:Grommet Color- TBD OPTION: BL:Black Ht Adj Legs	5,600.91	5,600.91
95	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2418--SS--W1-TBD Danza Rectangular Wood Top, 18w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	591.90	591.90
96	1.00 Each	TUOHY FURNITURE CORPORATION DZFC--~W1-TBD-TBD-1-R18-900--~	1,109.05	1,109.05



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	17 of 49

		Danza Pedestal, 18w 24d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: R18:(R18) 18w Box/File OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks		
97	1.00 Each	TUOHY FURNITURE CORPORATION DZT999--W1-TBD-TBD-CUSTHR18-LD-LG-900 Danza Tower, 18w 24d 84.5h, No Toekick, Unfinished Back, Unfinished Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: CUSTHR18:(CustomHR18) 18w 2 High RH Garment Above File/ File OPTION: LD-LG:Includes Door/Cabinet and Drawer Locks OPTION: 900:900 Resin Stainless Pulls	3,047.62	3,047.62
98	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2030--SS--W1-TBD Danza Rectangular Wood Top, 30w 20d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	615.24	615.24
99	1.00 Each	TUOHY FURNITURE CORPORATION DZFB--W1-TBD-TBD-1-C30--900-- Danza Pedestal, 30w 20d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: C30:(C30) 30w DBL Cabinet OPTION: ~:No Extended End OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,161.43	1,161.43
100	1.00 Each	TUOHY FURNITURE CORPORATION DZM999 Danza Custom Wall Panel, 96w 60.6h, Low Credenza to 84.5" Installed, includes 6"d top cap w/ LED lighting, panel configured L-R: 30"w Veneer panel w/ (3) Black metal shelves, 48"w Painted panel, 18"w Veneer panel 1.5"th Metal Edge Finish is (MRB) Resin Black on Three Sides, Includes Wall-Mounted Hardware	4,758.09	4,758.09
101	3.00 Each	TUOHY FURNITURE CORPORATION DZMSM30 Danza Metal Shelf, 30w 12d 0.25th, (MRB) Resin Black, Weight Limit of 40 lbs. Per Linear Foot w/ a 0.25 Inch Drop	600.48	1,801.44
102	1.00	MAGNUSON GROUP	336.31	336.31



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	18 of 49

	Each	6-300-200-9011 Drop-10-SO Textured Black RAL9011/DROPNE		
103	2.00 Each	HOWE US INC M21TB--B M2.1 Monitor arm configuration with angled link/dynamic link arm style and two-piece clamp mount base OPTION: B:Black	197.65	395.30
104	1.00 Each	HUMANSIZE NV3EB--NV-3-E-B-B Desktop Base OPTION: NV:Nova Task Light OPTION: 3:3000K OPTION: E:North America OPTION: B:Desktop Base OPTION: B:Jet Black, Matte	336.32	336.32
105	1.00 Each	HOWE US INC NH1NAPPCA--B NeatHub, Includes 2 AC power outlets, 1 USB-C outlet and 1 USB-A outlet OPTION: B:Black	130.91	130.91

Group	Description	Unit Price	Extended Amount
43	T2.29	22,390.08	22,390.08

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
106	1.00 Each	TUOHY FURNITURE CORPORATION DZE999--~W1-TBD-TBD-2-TBD-BL Danza RH Ht Adj L-Shaped Runoff, 78w 30d x 48w 24d x 29.9-48h, 1.5"th top, Mitered Plinth Bases, includes partial modesty on visitors side to rise with top, wall side has a removeable modesty panel between plinths. Plinth bases and modesty on wall side to be 23.9"h. OPTION: ~:Wood Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 2:(2) Grommets OPTION: TBD:Grommet Color- TBD OPTION: BL:Black Ht Adj Legs	5,578.38	5,578.38
107	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2430--SS--W1-TBD Danza Rectangular Wood Top, 30w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	630.48	630.48
108	1.00 Each	TUOHY FURNITURE CORPORATION DZFE--~W1-TBD-TBD-1-K30--900-- Danza Pedestal, 30w 24d 28.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal	1,357.62	1,357.62



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	19 of 49

		OPTION: K30:(K30) 30w File/File OPTION: ~:No Extended End OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks		
109	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2418--SS--W1-TBD Danza Rectangular Wood Top, 18w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	591.90	591.90
110	1.00 Each	TUOHY FURNITURE CORPORATION DZFC--W1-TBD-TBD-1-R18-900~ Danza Pedestal, 18w 24d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: R18:(R18) 18w Box/File OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,109.05	1,109.05
111	1.00 Each	TUOHY FURNITURE CORPORATION DZT84B--W1-TBD-TBD-CL18-LD-900 Danza Tower, 18w 24d 84.5h, No Toekick, Unfinished Back, Unfinished Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: CL18:(CL18) 18w LH Cabinet OPTION: LD:Includes Door/Cabinet Locks OPTION: 900:900 Resin Stainless Pulls	2,290.00	2,290.00
112	1.00 Each	TUOHY FURNITURE CORPORATION DZM999 Danza Custom Wall Panel, 96w 60.6/54.6h, Low Credenza to 84.5" Installed, includes 6"d top cap w/ LED lighting, panel configured L-R: 18"w 60.6"h Veneer panel, 48"w 60.6"h painted panel, 30"w 54.6"h Veneer panel w/ (3) Black metal shelves. 1.5"th Metal Edge Finish is (MRB) Resin Black on Three Sides, Includes Wall-Mounted Hardware	5,039.04	5,039.04
113	3.00 Each	TUOHY FURNITURE CORPORATION DZMSM30 Danza Metal Shelf, 30w 12d 0.25th, (MRB) Resin Black, Weight Limit of 40 lbs. Per Linear Foot w/ a 0.25 Inch Drop	600.48	1,801.44
114	1.00 Each	TUOHY FURNITURE CORPORATION DZJ999--SS--W1-TBD Danza Rectangular Wood Top, 48w 13d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	794.28	794.28
115	1.00		1,999.05	1,999.05



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	20 of 49

	Each	TUOHY FURNITURE CORPORATION DZF999--~W1-TBD-TBD-2-A24-A24--N/A-N/A Danza Pedestal, 48W 20d 28.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 2:(2) Pedestal Combo OPTION: A24:(A24) 24w Shelving OPTION: A24:(A24) 24w Shelving OPTION: ~:No Extended End OPTION: N/A:Pulls N/A OPTION: N/A:Locks N/A		
116	1.00 Each	MAGNUSON GROUP 6-300-200-9011 Drop-10-SO Textured Black RAL9011/DROPNE	336.31	336.31
117	2.00 Each	HOWE US INC M21TB--B M2.1 Monitor arm configuration with angled link/dynamic link arm style and two-piece clamp mount base OPTION: B:Black	197.65	395.30
118	1.00 Each	HUMANSIZE NV3EB--NV-3-E-B-B Desktop Base OPTION: NV:Nova Task Light OPTION: 3:3000K OPTION: E:North America OPTION: B:Desktop Base OPTION: B:Jet Black, Matte	336.32	336.32
119	1.00 Each	HOWE US INC NH1NAPPCA--B NeatHub, Includes 2 AC power outlets, 1 USB-C outlet and 1 USB-A outlet OPTION: B:Black	130.91	130.91

Group	Description	Unit Price	Extended Amount
44	T2.30	22,052.61	22,052.61

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
120	1.00 Each	TUOHY FURNITURE CORPORATION DZE999--~W1-TBD-TBD-2-TBD-BL Danza RH Ht Adj L-Shaped Runoff, 78w 30d x 48w 24d x 29.9-48h, 1.5"th top, Mitered Plinth Bases, includes partial modesty on visitors side to rise with top, wall side has a removeable modesty panel between plinths.Plinth bases and modesty on wall side to be 23.9"h. OPTION: ~:Wood Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 2:(2) Grommets OPTION: TBD:Grommet Color- TBD OPTION: BL:Black Ht Adj Legs	5,575.67	5,575.67
121	1.00	TUOHY FURNITURE CORPORATION	630.48	630.48



Proposal

HB Sprague, LLC
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Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	21 of 49

	Each	DZJB2430--SS--W1-TBD Danza Rectangular Wood Top, 30w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD		
122	1.00 Each	TUOHY FURNITURE CORPORATION DZFE--W1-TBD-TBD-1-K30--900-- Danza Pedestal, 30w 24d 28.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: K30:(K30) 30w File/File OPTION: ~:No Extended End OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,357.62	1,357.62
123	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2418--SS--W1-TBD Danza Rectangular Wood Top, 18w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	591.90	591.90
124	1.00 Each	TUOHY FURNITURE CORPORATION DZFC--W1-TBD-TBD-1-R18-900-- Danza Pedestal, 18w 24d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: R18:(R18) 18w Box/File OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,109.05	1,109.05
125	1.00 Each	TUOHY FURNITURE CORPORATION DZT999--W1-TBD-TBD-CUSTHL18-LD-LG-900 Danza Tower, 18w 24d 84.5h, No Toekick, Unfinished Back, Unfinished Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: CUSTHL18:(CustomHL18) 18w 2 High LH Garment Above File/ File OPTION: LD-LG:Includes Door/Cabinet and Drawer Locks OPTION: 900:900 Resin Stainless Pulls	3,047.62	3,047.62
126	1.00 Each	TUOHY FURNITURE CORPORATION DZM999 Danza Custom Wall Panel, 96w 60.6/54.6h, Low Credenza to 84.5" Installed, includes 6"d top cap w/ LED lighting, panel configured L-R: 18"w 60.6"h Veneer panel, 48"w 60.6"h Painted panel, 30"w 54.6"h Veneer	5,039.04	5,039.04



Proposal

HB Sprague, LLC
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Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	22 of 49

		panel w/ (3) Black metal shelves. 1.5"th Metal Edge Finish is (MRB) Resin Black on Three Sides, Includes Wall-Mounted Hardware		
127	3.00 Each	TUOHY FURNITURE CORPORATION DZMSM30 Danza Metal Shelf, 30w 12d 0.25th, (MRB) Resin Black, Weight Limit of 40 lbs. Per Linear Foot w/ a 0.25 Inch Drop	600.48	1,801.44
128	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2418--SS--W1-TBD Danza Rectangular Wood Top, 18w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	591.90	591.90
129	1.00 Each	TUOHY FURNITURE CORPORATION DZFC--W1-TBD-TBD-1-R18-900~ Danza Pedestal, 18w 24d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: R18:(R18) 18w Box/File OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,109.05	1,109.05
130	1.00 Each	MAGNUSON GROUP 6-300-200-9011 Drop-10-SO Textured Black RAL9011/DROPNE	336.31	336.31
131	2.00 Each	HOWE US INC M21TB--B M2.1 Monitor arm configuration with angled link/dynamic link arm style and two-piece clamp mount base OPTION: B:Black	197.65	395.30
132	1.00 Each	HUMANSIZE NV3EB--NV-3-E-B-B Desktop Base OPTION: NV:Nova Task Light OPTION: 3:3000K OPTION: E:North America OPTION: B:Desktop Base OPTION: B:Jet Black, Matte	336.32	336.32
133	1.00 Each	HOWE US INC NH1NAPPCA--B NeatHub, Includes 2 AC power outlets, 1 USB-C outlet and 1 USB-A outlet OPTION: B:Black	130.91	130.91

Group	Description	Unit Price	Extended Amount
45	T2.31	19,884.52	19,884.52

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
134	1.00 Each	TUOHY FURNITURE CORPORATION	5,600.91	5,600.91



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	23 of 49

		<p>DZE999--W1-TBD-TBD-2-TBD-BL Danza RH Ht Adj L-Shaped Runoff, 78w 30d x 66w 24d x 29.9-48h, 1.5"th Top to overhang 18" on RH end , Mitered Plinth Bases, includes partial modesty on visitors side to rise with top, wall side has a removeable modesty panel between plinths. Plinth bases and modesty on wall side to be 23.9"h. OPTION: ~:Wood Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 2:(2) Grommets OPTION: TBD:Grommet Color- TBD OPTION: BL:Black Ht Adj Legs</p>		
135	1.00 Each	<p>TUOHY FURNITURE CORPORATION DZJB2418--SS--W1-TBD Danza Rectangular Wood Top, 18w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD</p>	591.90	591.90
136	1.00 Each	<p>TUOHY FURNITURE CORPORATION DZFC--W1-TBD-TBD-1-R18-900-- Danza Pedestal, 18w 24d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: R18:(R18) 18w Box/File OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks</p>	1,109.05	1,109.05
137	1.00 Each	<p>TUOHY FURNITURE CORPORATION DZT999--W1-TBD-TBD-CUSTHR18-LD-LG-900 Danza Tower, 18w 24d 84.5h, No Toekick, Unfinished Back, Unfinished Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: CUSTHR18:(CustomHR18) 18w 2 High RH Garment Above File/ File OPTION: LD-LG:Includes Door/Cabinet and Drawer Locks OPTION: 900:900 Resin Stainless Pulls</p>	3,047.62	3,047.62
138	1.00 Each	<p>TUOHY FURNITURE CORPORATION DZJB2030--SS--W1-TBD Danza Rectangular Wood Top, 30w 20d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD</p>	615.24	615.24
139	1.00 Each	<p>TUOHY FURNITURE CORPORATION DZFB--W1-TBD-TBD-1-C30--900-- Danza Pedestal, 30w 20d 22.4h, No Toekick</p>	1,161.43	1,161.43



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	24 of 49

		OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: C30:(C30) 30w DBL Cabinet OPTION: ~:No Extended End OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks		
140	1.00 Each	TUOHY FURNITURE CORPORATION DZM999 Danza Custom Wall Panel, 96w 60.6h, Low Credenza to 84.5" Installed, includes 6"d top cap w/ LED lighting, panel configured L-R: 30"w Veneer panel w/ (3) Black metal shelves, 48"w Painted panel, 18"w Veneer panel 1.5"th Metal Edge Finish is (MRB) Resin Black on Three Sides, Includes Wall-Mounted Hardware	4,758.09	4,758.09
141	3.00 Each	TUOHY FURNITURE CORPORATION DZMSM30 Danza Metal Shelf, 30w 12d 0.25th, (MRB) Resin Black, Weight Limit of 40 lbs. Per Linear Foot w/ a 0.25 Inch Drop	600.48	1,801.44
142	1.00 Each	MAGNUSON GROUP 6-300-200-9011 Drop-10-SO Textured Black RAL9011/DROPNE	336.31	336.31
143	2.00 Each	HOWE US INC M21TB--B M2.1 Monitor arm configuration with angled link/dynamic link arm style and two-piece clamp mount base OPTION: B:Black	197.65	395.30
144	1.00 Each	HUMANSSCALE NV3EB--NV-3-E-B-B Desktop Base OPTION: NV:Nova Task Light OPTION: 3:3000K OPTION: E:North America OPTION: B:Desktop Base OPTION: B:Jet Black, Matte	336.32	336.32
145	1.00 Each	HOWE US INC NH1NAPPCA--B NeatHub, Includes 2 AC power outlets, 1 USB-C outlet and 1 USB-A outlet OPTION: B:Black	130.91	130.91

Group	Description	Unit Price	Extended Amount
46	T2.32	21,696.46	21,696.46

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
146	1.00 Each	TUOHY FURNITURE CORPORATION USS1WS2T Univers Square table, 36" square, 29.9" h, 1.5" square self edge, Spyda X-base finished MRB-resin black	1,811.43	1,811.43
147	1.00 Each	TUOHY FURNITURE CORPORATION	5,710.96	5,710.96



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	25 of 49

		DZE999--W1-TBD-TBD-2-TBD-BL Danza RH Ht Adj L-Shaped Runoff, 78w 30d x 78w 24d x 29.9-48h, 1.5"th Top to overhang 18" on RH end , Mitered Plinth Bases, includes partial modesty on visitors side to rise with top, wall side has a removeable modesty panel between plinths OPTION: ~:Wood Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 2:(2) Grommets OPTION: TBD:Grommet Color- TBD OPTION: BL:Black Ht Adj Legs		
148	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2418--SS--W1-TBD Danza Rectangular Wood Top, 18w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	591.90	591.90
149	1.00 Each	TUOHY FURNITURE CORPORATION DZFC--W1-TBD-TBD-1-R18-900~ Danza Pedestal, 18w 24d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: R18:(R18) 18w Box/File OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,109.05	1,109.05
150	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2460--SS--W1-TBD Danza Rectangular Wood Top, 60w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	726.19	726.19
151	1.00 Each	TUOHY FURNITURE CORPORATION DZFC--W1-TBD-TBD-2-C36-R24-900~ Danza Pedestal, 60w 24d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 2:(2) Pedestal Combo OPTION: C36:(C36) 36w DBL Cabinet OPTION: R24:(R24) 24w Box/File OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	2,452.85	2,452.85
152	1.00 Each	TUOHY FURNITURE CORPORATION DZT999--W1-TBD-TBD-CUSTGR18--LD-900 Danza Tower, 18w 24d 84.5h, No Toekick, Unfinished Back, Unfinished	2,570.95	2,570.95



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	26 of 49

		Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: CUSTGR18:(CustomGR18) 18w RH Garment w/ (2) adjustable shelves at the bottom OPTION: ~:No Mirror OPTION: LD:Includes Door/Cabinet Locks OPTION: 900:900 Resin Stainless Pulls		
153	1.00 Each	TUOHY FURNITURE CORPORATION DZM999 Danza Custom Wall Panel, 60w 60.6h, Low Credenza to 84.5" Installed, includes 6"d top cap w/ LED lighting, panel configured L-R: 30"w Veneer panel w/ (3) Black metal shelves, 24"w Painted panel,,1.5"th Metal Edge Finish is (MRB) Resin Black on Three Sides, Includes Wall-Mounted Hardware	3,722.85	3,722.85
154	3.00 Each	TUOHY FURNITURE CORPORATION DZMSM30 Danza Metal Shelf, 30w 12d 0.25th, (MRB) Resin Black, Weight Limit of 40 lbs. Per Linear Foot w/ a 0.25 Inch Drop	600.48	1,801.44
155	1.00 Each	MAGNUSON GROUP 6-300-200-9011 Drop-10-SO Textured Black RAL9011/DROPNE	336.31	336.31
156	2.00 Each	HOWE US INC M21TB--B M2.1 Monitor arm configuration with angled link/dynamic link arm style and two-piece clamp mount base OPTION: B:Black	197.65	395.30
157	1.00 Each	HUMANSSCALE NV3EB--NV-3-E-B-B Desktop Base OPTION: NV:Nova Task Light OPTION: 3:3000K OPTION: E:North America OPTION: B:Desktop Base OPTION: B:Jet Black, Matte	336.32	336.32
158	1.00 Each	HOWE US INC NH1NAPPCA--B NeatHub, Includes 2 AC power outlets, 1 USB-C outlet and 1 USB-A outlet OPTION: B:Black	130.91	130.91

Group	Description	Unit Price	Extended Amount
47	T2.33	21,402.75	21,402.75

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
159	1.00 Each	TUOHY FURNITURE CORPORATION DZE999--~W1-TBD-TBD-2-TBD-BL Danza LH Ht Adj L-Shaped Runoff, 90w 36d x 66w 24d x 29.9-48h, 1.5"th Top Mitered Plinth Bases, includes partial modesty on visitors side to rise with top, wall side has a removeable modesty panel between plinths.Plinth bases and modesty on wall side to be 23.9"h.	6,727.21	6,727.21



Proposal

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Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	27 of 49

		OPTION: ~:Wood Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 2:(2) Grommets OPTION: TBD:Grommet Color- TBD OPTION: BL:Black Ht Adj Legs		
160	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2430--SS--W1-TBD Danza Rectangular Wood Top, 30w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	630.48	630.48
161	1.00 Each	TUOHY FURNITURE CORPORATION DZFE--W1-TBD-TBD-1-K30--900-- Danza Pedestal, 30w 24d 28.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: K30:(K30) 30w File/File OPTION: ~:No Extended End OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,357.62	1,357.62
162	1.00 Each	TUOHY FURNITURE CORPORATION DZM999 Danza Custom Wall Panel, 96w 60.6/54.6h, Low Credenza to 84.5" Installed, includes 6"d top cap w/ LED lighting, panel configured L-R: 30"w 54.6"h Veneer panel w/ (3) Black metal shelves. 66"w 60.6"h Painted panel, 1.5"th Metal Edge Finish is (MRB) Resin Black on Three Sides, Includes Wall-Mounted Hardware	5,039.04	5,039.04
163	3.00 Each	TUOHY FURNITURE CORPORATION DZMSM30 Danza Metal Shelf, 30w 12d 0.25th, (MRB) Resin Black, Weight Limit of 40 lbs. Per Linear Foot w/ a 0.25 Inch Drop	600.48	1,801.44
164	1.00 Each	TUOHY FURNITURE CORPORATION DZT84B--W1-TBD-TBD-CL18-LD-900 Danza Tower, 18w 24d 84.5h, No Toekick, Unfinished Back, Unfinished Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: CL18:(CL18) 18w LH Cabinet OPTION: LD:Includes Door/Cabinet Locks OPTION: 900:900 Resin Stainless Pulls	2,290.00	2,290.00
165	1.00 Each	TUOHY FURNITURE CORPORATION DZT84B--W1-TBD-TBD-GR18--LD-900 Danza Tower, 24d 84.5h, No Toekick, Unfinished Back, Unfinished Top OPTION: W1:Wood1	2,160.47	2,160.47



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	28 of 49

		OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: GR18:(GR18) 18w RH Garment OPTION: ~:No Mirror OPTION: LD:Includes Door/Cabinet Locks OPTION: 900:900 Resin Stainless Pulls		
166	1.00 Each	MAGNUSON GROUP 6-300-200-9011 Drop-10-SO Textured Black RAL9011/DROPNE	336.31	336.31
167	3.00 Each	HOWE US INC M21TB--B M2.1 Monitor arm configuration with angled link/dynamic link arm style and two-piece clamp mount base OPTION: B:Black	197.65	592.95
168	1.00 Each	HUMANSKALE NV3EB--NV-3-E-B-B Desktop Base OPTION: NV:Nova Task Light OPTION: 3:3000K OPTION: E:North America OPTION: B:Desktop Base OPTION: B:Jet Black, Matte	336.32	336.32
169	1.00 Each	HOWE US INC NH1NAPPCA--B NeatHub, Includes 2 AC power outlets, 1 USB-C outlet and 1 USB-A outlet OPTION: B:Black	130.91	130.91

Group	Description	Unit Price	Extended Amount
48	T2.34	28,189.86	28,189.86

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
170	1.00 Each	TUOHY FURNITURE CORPORATION USS1WS2T Univers Square table, 36" square, 29.9" h, 1.5" square self edge, Spyda X-base finished MRB-resin black	1,811.43	1,811.43
171	1.00 Each	TUOHY FURNITURE CORPORATION DZE999--W1-TBD-TBD-2-TBD-BL Danza LH Ht Adj L-Shaped Runoff, 90w 36d x 84w 24d x 29.9-48h, 1.5"th Top to overhang 18" on LH end , Mitered Plinth Bases, includes partial modesty on visitors side to rise with top, wall side has a removeable modesty panel between plinths.Plinth bases and modesty on wall side to be 23.9"h. OPTION: ~:Wood Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 2:(2) Grommets OPTION: TBD:Grommet Color- TBD OPTION: BL:Black Ht Adj Legs	7,269.16	7,269.16
172	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2418--SS--W1-TBD	591.90	591.90



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	29 of 49

		Danza Rectangular Wood Top, 18w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD		
173	1.00 Each	TUOHY FURNITURE CORPORATION DZFC--~W1-TBD-TBD-1-R18-900~ Danza Pedestal, 18w 24d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: R18:(R18) 18w Box/File OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,109.05	1,109.05
174	1.00 Each	TUOHY FURNITURE CORPORATION DZJB20120--SS--~W1-TBD Danza Rectangular Wood Top, 120w 20d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	853.81	853.81
175	1.00 Each	TUOHY FURNITURE CORPORATION DZFB--~W1-TBD-TBD-4-R24-C36-C36-R24--~900~ Danza Pedestal, 120w 20d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 4:(4) Pedestals Combo OPTION: R24:(R24) 24w Box/File OPTION: C36:(C36) 36w DBL Cabinet OPTION: C36:(C36) 36w DBL Cabinet OPTION: R24:(R24) 24w Box/File OPTION: ~:No Extended End OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	4,743.80	4,743.80
176	2.00 Each	TUOHY FURNITURE CORPORATION DZ999--~W1-TBD-TBD Danza custom Hutch, 24w 15d 60.4h, 84.5h Installed Full Height Double Cabinet w/ Glass Doors, Veneer shelves, 900 pulls at bottom OPTION: ~:Atheneum Pulls- TBD OPTION: ~:No Quarter-Sawn Border OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD	3,531.43	7,062.86
177	1.00 Each	TUOHY FURNITURE CORPORATION DZM999 Danza Custom Wall Panel, 72w 60.6h, Low Credenza to 84.5" Installed, includes 6"d top cap w/ LED lighting, panel configured 72"w 60.6"h Veneer panel . 1.5"th Metal Edge Finish is (MRB) Resin Black on Three Sides,	3,746.66	3,746.66



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	30 of 49

		Includes Wall-Mounted Hardware, Includes cutout for TV mount bracket provided by others		
178	1.00 Each	MAGNUSON GROUP 6-300-200-9011 Drop-10-SO Textured Black RAL9011/DROPNE	336.31	336.31
179	1.00 Each	HOWE US INC M21TB--B M2.1 Monitor arm configuration with angled link/dynamic link arm style and two-piece clamp mount base OPTION: B:Black	197.65	197.65
180	1.00 Each	HUMANSIZE NV3EB--NV-3-E-B-B Desktop Base OPTION: NV:Nova Task Light OPTION: 3:3000K OPTION: E:North America OPTION: B:Desktop Base OPTION: B:Jet Black, Matte	336.32	336.32
181	1.00 Each	HOWE US INC NH1NAPPCA--B NeatHub, Includes 2 AC power outlets, 1 USB-C outlet and 1 USB-A outlet OPTION: B:Black	130.91	130.91

Group	Description	Unit Price	Extended Amount
49	T2.35	20,341.95	20,341.95

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
182	1.00 Each	TUOHY FURNITURE CORPORATION DZE999--~W1-TBD-TBD-2-TBD-BL Danza LH Ht Adj L-Shaped Runoff, 90w 36d x 72w 24d x 29.9-48h, 1.5"th Top to overhang 18" on LH end , Mitered Plinth Bases, includes partial modesty on visitors side to rise with top, wall side has a removeable modesty panel between plinths.Plinth bases and modesty on wall side to be 23.9"h. OPTION: ~:Wood Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 2:(2) Grommets OPTION: TBD:Grommet Color- TBD OPTION: BL:Black Ht Adj Legs	6,691.20	6,691.20
183	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2418--SS--W1-TBD Danza Rectangular Wood Top, 18w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	591.90	591.90
184	1.00 Each	TUOHY FURNITURE CORPORATION DZFC--~W1-TBD-TBD-1-R18-900~ Danza Pedestal, 18w 24d 22.4h, No Toekick	1,109.05	1,109.05



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	31 of 49

		OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: R18:(R18) 18w Box/File OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks		
185	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2030--SS--W1-TBD Danza Rectangular Wood Top, 30w 20d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	615.24	615.24
186	1.00 Each	TUOHY FURNITURE CORPORATION DZFB--W1-TBD-TBD-1-C30--900-- Danza Pedestal, 30w 20d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: C30:(C30) 30w DBL Cabinet OPTION: ~:No Extended End OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,161.43	1,161.43
187	1.00 Each	TUOHY FURNITURE CORPORATION DZT84B--W1-TBD-TBD-CL18-LD-900 Danza Tower, 18w 24d 84.5h, No Toekick, Unfinished Back, Unfinished Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: CL18:(CL18) 18w LH Cabinet OPTION: LD:Includes Door/Cabinet Locks OPTION: 900:900 Resin Stainless Pulls	2,290.00	2,290.00
188	1.00 Each	TUOHY FURNITURE CORPORATION DZM999 Danza Custom Wall Panel, 102w 60.6h, Low Credenza to 84.5" Installed, includes 6"d top cap w/ LED lighting, panel configured L-R: 18"w Veneer panel , 54"w Painted panel, 30"w Veneer panel w/ (3) Black metal shelves, 1.5"th Metal Edge Finish is (MRB) Resin Black on Three Sides, Includes Wall-Mounted Hardware	4,882.85	4,882.85
189	3.00 Each	TUOHY FURNITURE CORPORATION DZMSM30 Danza Metal Shelf, 30w 12d 0.25th, (MRB) Resin Black, Weight Limit of 40 lbs. Per Linear Foot w/ a 0.25 Inch Drop	600.48	1,801.44
190	1.00 Each	MAGNUSON GROUP 6-300-200-9011 Drop-10-SO Textured Black RAL9011/DROPNE	336.31	336.31

**Proposal****HB Sprague, LLC**
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	32 of 49

191	2.00 Each	HOWE US INC M21TB--B M2.1 Monitor arm configuration with angled link/dynamic link arm style and two-piece clamp mount base OPTION: B:Black	197.65	395.30
192	1.00 Each	HUMANSIZE NV3EB--NV-3-E-B-B Desktop Base OPTION: NV:Nova Task Light OPTION: 3:3000K OPTION: E:North America OPTION: B:Desktop Base OPTION: B:Jet Black, Matte	336.32	336.32
193	1.00 Each	HOWE US INC NH1NAPPCA--B NeatHub, Includes 2 AC power outlets, 1 USB-C outlet and 1 USB-A outlet OPTION: B:Black	130.91	130.91

Group	Description	Unit Price	Extended Amount
50	T2.36	21,425.81	21,425.81

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
194	1.00 Each	TUOHY FURNITURE CORPORATION DZE999--~W1-TBD-TBD-2-TBD-BL Danza RH Ht Adj L-Shaped Runoff, 90w 36d x 66w 24d x 29.9-48h, 1.5"th Top Mitered Plinth Bases, includes partial modesty on visitors side to rise with top, wall side has a removeable modesty panel between plinths. Plinth bases and modesty on wall side to be 23.9"h. OPTION: ~:Wood Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 2:(2) Grommets OPTION: TBD:Grommet Color- TBD OPTION: BL:Black Ht Adj Legs	6,699.83	6,699.83
195	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2430--SS--W1-TBD Danza Rectangular Wood Top, 30w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	630.48	630.48
196	1.00 Each	TUOHY FURNITURE CORPORATION DZFE--~W1-TBD-TBD-1-K30--900-- Danza Pedestal, 30w 24d 28.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: K30:(K30) 30w File/File OPTION: ~:No Extended End	1,357.62	1,357.62



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	33 of 49

		OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks		
197	1.00 Each	TUOHY FURNITURE CORPORATION DZM999 Danza Custom Wall Panel, 108w 84h, Floor to 84.5" Installed, includes 6"d top cap w/ LED lighting, panel configured L-R: 36"w Veneer panel, 54"w Painted panel, 18"w Veneer panel . 1.5"th Metal Edge Finish is (MRB) Resin Black on Three Sides, Includes Wall-Mounted Hardware,	7,001.90	7,001.90
198	1.00 Each	TUOHY FURNITURE CORPORATION DZT999--W1-TBD-TBD-CUSTGR18--LD-900 Danza Tower, 18w 24d 84.5h, No Toekick, Unfinished Back, Unfinished Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: CUSTGR18:(CustomGR18) 18w RH Garment w/ (2) adjustable shelves at the bottom OPTION: ~:No Mirror OPTION: LD:Includes Door/Cabinet Locks OPTION: 900:900 Resin Stainless Pulls	2,570.95	2,570.95
199	1.00 Each	TUOHY FURNITURE CORPORATION DZF999--W1-TBD-TBD-1-CUSTOM Danza Pedestal w/ 1.5"th top, 18w 22.4d 23.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: CUSTOM:(Custom) Corner open shelving, open on LH end, 1.5"th top RH end panel and shelf.	1,966.19	1,966.19
200	1.00 Each	MAGNUSON GROUP 6-300-200-9011 Drop-10-SO Textured Black RAL9011/DROPNE	336.31	336.31
201	2.00 Each	HOWE US INC M21TB--B M2.1 Monitor arm configuration with angled link/dynamic link arm style and two-piece clamp mount base OPTION: B:Black	197.65	395.30
202	1.00 Each	HUMANSIZE NV3EB--NV-3-E-B-B Desktop Base OPTION: NV:Nova Task Light OPTION: 3:3000K OPTION: E:North America OPTION: B:Desktop Base OPTION: B:Jet Black, Matte	336.32	336.32
203	1.00 Each	HOWE US INC NH1NAPPCA--B NeatHub, Includes 2 AC power outlets, 1 USB-C outlet and 1 USB-A outlet OPTION: B:Black	130.91	130.91



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	34 of 49

Group	Description	Unit Price	Extended Amount
51	T2.37	18,984.45	18,984.45

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
204	1.00 Each	TUOHY FURNITURE CORPORATION DZE999--W1-TBD-TBD-2-TBD-BL Danza LH Ht Adj L-Shaped Runoff, 90w 36d x 72w 24d x 29.9-48h, 1.5"th Top to overhang 18" on LH end , Mitered Plinth Bases, includes partial modesty on visitors side to rise with top, wall side has a removeable modesty panel between plinths. Plinth bases and modesty on wall side to be 23.9"h. OPTION: ~:Wood Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 2:(2) Grommets OPTION: TBD:Grommet Color- TBD OPTION: BL:Black Ht Adj Legs	6,680.39	6,680.39
205	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2418--SS--W1-TBD Danza Rectangular Wood Top, 18w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	591.90	591.90
206	1.00 Each	TUOHY FURNITURE CORPORATION DZFC--W1-TBD-TBD-1-R18-900-- Danza Pedestal, 18w 24d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: R18:(R18) 18w Box/File OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,109.05	1,109.05
207	1.00 Each	TUOHY FURNITURE CORPORATION DZT999--W1-TBD-TBD-CUSTGL18--LD-900 Danza Tower, 18w 24d 84.5h, No Toekick, Unfinished Back, Unfinished Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: CUSTGL18:(CustomGL18) 18w LH Garment w/ (2) adjustable shelves at the bottom OPTION: ~:No Mirror OPTION: LD:Includes Door/Cabinet Locks OPTION: 900:900 Resin Stainless Pulls	2,570.95	2,570.95
208	1.00 Each	TUOHY FURNITURE CORPORATION DZT84B--W1-TBD-TBD-C36-LD-900 Danza Tower, 24d 84.5h, No Toekick, Unfinished Back, Unfinished Top OPTION: W1:Wood1	2,799.04	2,799.04



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	35 of 49

		OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: C36:(C36) 36w Double Cabinet OPTION: LD:Includes Door/Cabinet Locks OPTION: 900:900 Resin Stainless Pulls		
209	1.00 Each	TUOHY FURNITURE CORPORATION DZM999 Danza Custom Wall Panel, 72w 60.6h, Low Credenza to 84.5" Installed, includes 6"d top cap w/ LED lighting, panel configured L-R: 18"w Veneer panel , 54"w Painted panel, 1.5"th Metal Edge Finish is (MRB) Resin Black on Three Sides, Includes Wall-Mounted Hardware	4,034.28	4,034.28
210	1.00 Each	MAGNUSON GROUP 6-300-200-9011 Drop-10-SO Textured Black RAL9011/DROPNE	336.31	336.31
211	2.00 Each	HOWE US INC M21TB--B M2.1 Monitor arm configuration with angled link/dynamic link arm style and two-piece clamp mount base OPTION: B:Black	197.65	395.30
212	1.00 Each	HUMANSIZE NV3EB--NV-3-E-B-B Desktop Base OPTION: NV:Nova Task Light OPTION: 3:3000K OPTION: E:North America OPTION: B:Desktop Base OPTION: B:Jet Black, Matte	336.32	336.32
213	1.00 Each	HOWE US INC NH1NAPPCA--B NeatHub, Includes 2 AC power outlets, 1 USB-C outlet and 1 USB-A outlet OPTION: B:Black	130.91	130.91

Group	Description	Unit Price	Extended Amount
52	T2.39	19,403.97	19,403.97

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
214	1.00 Each	TUOHY FURNITURE CORPORATION DZE999---W1-TBD-TBD-2-TBD-BL Danza RH Ht Adj L-Shaped Runoff, 78w 30d x 66w 24d x 29.9-48h, 1.5"th Top to overhang 18" on RH end , Mitered Plinth Bases, includes partial modesty on visitors side to rise with top, wall side has a removeable modesty panel between plinths.Plinth bases and modesty on wall side to be 23.9"h. OPTION: ~:Wood Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 2:(2) Grommets OPTION: TBD:Grommet Color- TBD OPTION: BL:Black Ht Adj Legs	5,597.03	5,597.03
215	1.00	TUOHY FURNITURE CORPORATION	591.90	591.90



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	36 of 49

	Each	DZJB2418--SS--W1-TBD Danza Rectangular Wood Top, 18w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD		
216	1.00 Each	TUOHY FURNITURE CORPORATION DZFC--W1-TBD-TBD-1-R18-900-- Danza Pedestal, 18w 24d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: R18:(R18) 18w Box/File OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,109.05	1,109.05
217	1.00 Each	TUOHY FURNITURE CORPORATION DZT999--W1-TBD-TBD-CUSTGR18--LD-900 Danza Tower, 18w 24d 84.5h, No Toekick, Unfinished Back, Unfinished Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: CUSTGR18:(CustomGR18) 18w RH Garment w/ (2) adjustable shelves at the bottom OPTION: ~:No Mirror OPTION: LD:Includes Door/Cabinet Locks OPTION: 900:900 Resin Stainless Pulls	2,570.95	2,570.95
218	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2030--SS--W1-TBD Danza Rectangular Wood Top, 30w 20d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	615.24	615.24
219	1.00 Each	TUOHY FURNITURE CORPORATION DZFB--W1-TBD-TBD-1-C30--900-- Danza Pedestal, 30w 20d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: C30:(C30) 30w DBL Cabinet OPTION: ~:No Extended End OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,161.43	1,161.43
220	1.00 Each	TUOHY FURNITURE CORPORATION DZM999 Danza Custom Wall Panel, 96w 60.6h, Low Credenza to 84.5" Installed, includes 6"d top cap w/ LED lighting, panel configured L-R: 30"w Veneer	4,758.09	4,758.09

**Proposal****HB Sprague, LLC**
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	37 of 49

		panel w/ (3) Black metal shelves, 48"w Painted panel, 18"w Veneer panel 1.5"th Metal Edge Finish is (MRB) Resin Black on Three Sides, Includes Wall-Mounted Hardware		
221	3.00 Each	TUOHY FURNITURE CORPORATION DZMSM30 Danza Metal Shelf, 30w 12d 0.25th, (MRB) Resin Black, Weight Limit of 40 lbs. Per Linear Foot w/ a 0.25 Inch Drop	600.48	1,801.44
222	1.00 Each	MAGNUSON GROUP 6-300-200-9011 Drop-10-SO Textured Black RAL9011/DROPNE	336.31	336.31
223	2.00 Each	HOWE US INC M21TB--B M2.1 Monitor arm configuration with angled link/dynamic link arm style and two-piece clamp mount base OPTION: B:Black	197.65	395.30
224	1.00 Each	HUMANSIZE NV3EB--NV-3-E-B-B Desktop Base OPTION: NV:Nova Task Light OPTION: 3:3000K OPTION: E:North America OPTION: B:Desktop Base OPTION: B:Jet Black, Matte	336.32	336.32
225	1.00 Each	HOWE US INC NH1NAPPCA--B NeatHub, Includes 2 AC power outlets, 1 USB-C outlet and 1 USB-A outlet OPTION: B:Black	130.91	130.91

Group	Description	Unit Price	Extended Amount
53	T2.45	19,403.97	19,403.97

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
226	1.00 Each	TUOHY FURNITURE CORPORATION DZE999--~W1-TBD-TBD-2-TBD-BL Danza LH Ht Adj L-Shaped Runoff, 78w 30d x 66w 24d x 29.9-48h, 1.5"th Top to overhang 18" on LH end , Mitered Plinth Bases, includes partial modesty on visitors side to rise with top, wall side has a removeable modesty panel between plinths.Plinth bases and modesty on wall side to be 23.9"h. OPTION: ~:Wood Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 2:(2) Grommets OPTION: TBD:Grommet Color- TBD OPTION: BL:Black Ht Adj Legs	5,597.03	5,597.03
227	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2418--SS--~W1-TBD Danza Rectangular Wood Top, 18w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet	591.90	591.90



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	38 of 49

		OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD		
228	1.00 Each	TUOHY FURNITURE CORPORATION DZFC--W1-TBD-TBD-1-R18-900~ Danza Pedestal, 18w 24d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: R18:(R18) 18w Box/File OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,109.05	1,109.05
229	1.00 Each	TUOHY FURNITURE CORPORATION DZT999--W1-TBD-TBD-CUSTGL18--LD-900 Danza Tower, 18w 24d 84.5h, No Toekick, Unfinished Back, Unfinished Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: CUSTGL18:(CustomGL18) 18w LH Garment w/ (2) adjustable shelves at the bottom OPTION: ~:No Mirror OPTION: LD:Includes Door/Cabinet Locks OPTION: 900:900 Resin Stainless Pulls	2,570.95	2,570.95
230	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2030--SS--W1-TBD Danza Rectangular Wood Top, 30w 20d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	615.24	615.24
231	1.00 Each	TUOHY FURNITURE CORPORATION DZFB--W1-TBD-TBD-1-C30--900~ Danza Pedestal, 30w 20d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: C30:(C30) 30w DBL Cabinet OPTION: ~:No Extended End OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,161.43	1,161.43
232	1.00 Each	TUOHY FURNITURE CORPORATION DZM999 Danza Custom Wall Panel, 96w 60.6h, Low Credenza to 84.5" Installed, includes 6"d top cap w/ LED lighting, panel configured L-R: 18"w Veneer panel, 48"w Painted panel, 30"w Veneer panel w/ (3) Black metal shelves. 1.5"th Metal Edge Finish is (MRB) Resin Black on Three Sides, Includes Wall-Mounted Hardware	4,758.09	4,758.09



Proposal

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Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	39 of 49

233	3.00 Each	TUOHY FURNITURE CORPORATION DZMSM30 Danza Metal Shelf, 30w 12d 0.25th, (MRB) Resin Black, Weight Limit of 40 lbs. Per Linear Foot w/ a 0.25 Inch Drop	600.48	1,801.44
234	1.00 Each	MAGNUSON GROUP 6-300-200-9011 Drop-10-SO Textured Black RAL9011/DROPNE	336.31	336.31
235	2.00 Each	HOWE US INC M21TB--B M2.1 Monitor arm configuration with angled link/dynamic link arm style and two-piece clamp mount base OPTION: B:Black	197.65	395.30
236	1.00 Each	HUMANSIZE NV3EB--NV-3-E-B-B Desktop Base OPTION: NV:Nova Task Light OPTION: 3:3000K OPTION: E:North America OPTION: B:Desktop Base OPTION: B:Jet Black, Matte	336.32	336.32
237	1.00 Each	HOWE US INC NH1NAPPCA--B NeatHub, Includes 2 AC power outlets, 1 USB-C outlet and 1 USB-A outlet OPTION: B:Black	130.91	130.91

Group	Description	Unit Price	Extended Amount
54	T2.46	19,403.97	19,403.97

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
238	1.00 Each	TUOHY FURNITURE CORPORATION DZE999--~W1-TBD-TBD-2-TBD-BL Danza LH Ht Adj L-Shaped Runoff, 78w 30d x 66w 24d x 29.9-48h, 1.5"th Top to overhang 18" on LH end , Mitered Plinth Bases, includes partial modesty on visitors side to rise with top, wall side has a removeable modesty panel between plinths.Plinth bases and modesty on wall side to be 23.9"h. OPTION: ~:Wood Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 2:(2) Grommets OPTION: TBD:Grommet Color- TBD OPTION: BL:Black Ht Adj Legs	5,597.03	5,597.03
239	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2418--SS--~W1-TBD Danza Rectangular Wood Top, 18w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	591.90	591.90
240	1.00	TUOHY FURNITURE CORPORATION	1,109.05	1,109.05



Proposal

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Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	40 of 49

	Each	DZFC---W1-TBD-TBD-1-R18-900-- Danza Pedestal, 18w 24d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: R18:(R18) 18w Box/File OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks		
241	1.00 Each	TUOHY FURNITURE CORPORATION DZT999--W1-TBD-TBD-CUSTGL18--LD-900 Danza Tower, 18w 24d 84.5h, No Toekick, Unfinished Back, Unfinished Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: CUSTGL18:(CustomGL18) 18w LH Garment w/ (2) adjustable shelves at the bottom OPTION: ~:No Mirror OPTION: LD:Includes Door/Cabinet Locks OPTION: 900:900 Resin Stainless Pulls	2,570.95	2,570.95
242	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2030--SS--W1-TBD Danza Rectangular Wood Top, 30w 20d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	615.24	615.24
243	1.00 Each	TUOHY FURNITURE CORPORATION DZFB---W1-TBD-TBD-1-C30--900-- Danza Pedestal, 30w 20d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: C30:(C30) 30w DBL Cabinet OPTION: ~:No Extended End OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,161.43	1,161.43
244	1.00 Each	TUOHY FURNITURE CORPORATION DZM999 Danza Custom Wall Panel, 96w 60.6h, Low Credenza to 84.5" Installed, includes 6"d top cap w/ LED lighting, panel configured L-R: 18"w Veneer panel, 48"w Painted panel, 30"w Veneer panel w/ (3) Black metal shelves. 1.5"th Metal Edge Finish is (MRB) Resin Black on Three Sides, Includes Wall-Mounted Hardware	4,758.09	4,758.09
245	3.00 Each	TUOHY FURNITURE CORPORATION DZMSM30 Danza Metal Shelf, 30w 12d 0.25th, (MRB) Resin Black, Weight Limit of 40 lbs. Per Linear Foot w/ a 0.25 Inch Drop	600.48	1,801.44

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Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	41 of 49

246	1.00 Each	MAGNUSON GROUP 6-300-200-9011 Drop-10-SO Textured Black RAL9011/DROPNE	336.31	336.31
247	2.00 Each	HOWE US INC M21TB--B M2.1 Monitor arm configuration with angled link/dynamic link arm style and two-piece clamp mount base OPTION: B:Black	197.65	395.30
248	1.00 Each	HUMANSIZE NV3EB--NV-3-E-B-B Desktop Base OPTION: NV:Nova Task Light OPTION: 3:3000K OPTION: E:North America OPTION: B:Desktop Base OPTION: B:Jet Black, Matte	336.32	336.32
249	1.00 Each	HOWE US INC NH1NAPPCA--B NeatHub, Includes 2 AC power outlets, 1 USB-C outlet and 1 USB-A outlet OPTION: B:Black	130.91	130.91

Group	Description	Unit Price	Extended Amount
55	T1.21	19,342.62	19,342.62

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
250	1.00 Each	TUOHY FURNITURE CORPORATION DZE999---W1-TBD-TBD-2-TBD-BL Danza RH Ht Adj L-Shaped Runoff, 78w 30d x 72w 24d x 29.9-48h, 1.5"th Top to overhang 18" on RH end , Mitered Plinth Bases, includes partial modesty on visitors side to rise with top, wall side has a removeable modesty panel between plinths.Plinth bases and modesty on wall side to be 23.9"h. OPTION: ~:Wood Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 2:(2) Grommets OPTION: TBD:Grommet Color- TBD OPTION: BL:Black Ht Adj Legs	6,139.96	6,139.96
251	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2418--SS--W1-TBD Danza Rectangular Wood Top, 18w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	591.90	591.90
252	1.00 Each	TUOHY FURNITURE CORPORATION DZFC---W1-TBD-TBD-1-R18-900-- Danza Pedestal, 18w 24d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD	1,109.05	1,109.05



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	42 of 49

		OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: R18:(R18) 18w Box/File OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks		
253	1.00 Each	TUOHY FURNITURE CORPORATION DZT999--W1-TBD-TBD-CUSTGR18--LD-900 Danza Tower, 18w 24d 84.5h, No Toekick, Unfinished Back, Unfinished Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: CUSTGR18:(CustomGR18) 18w RH Garment w/ (2) adjustable shelves at the bottom OPTION: ~:No Mirror OPTION: LD:Includes Door/Cabinet Locks OPTION: 900:900 Resin Stainless Pulls	2,570.95	2,570.95
254	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2036--SS--W1-TBD Danza Rectangular Wood Top, 36w 20d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	630.48	630.48
255	1.00 Each	TUOHY FURNITURE CORPORATION DZFB--W1-TBD-TBD-1-C36--900-- Danza Pedestal, 36w 20d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: C36:(C36) 36w DBL Cabinet OPTION: ~:No Extended End OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,256.67	1,256.67
256	1.00 Each	TUOHY FURNITURE CORPORATION DZM999 Danza Custom Wall Panel, 108w 60.6h, Low Credenza to 84.5" Installed, panel configured L-R: 36"w Veneer panel w/ (3) Black metal shelves, 54"w Painted panel, 18"w Veneer panel 1.5"th Metal Edge Finish is (MRB) Resin Black on Three Sides, Includes Wall-Mounted Hardware	3,923.33	3,923.33
257	3.00 Each	TUOHY FURNITURE CORPORATION DZMSM36 Danza Metal Shelf, 36w 12d 0.25th, (MRBAS) Resin Brushed Aluminum w/ Steel Tint, Weight Limit of 40 lbs. Per Linear Foot w/ a 0.25 Inch Drop	640.48	1,921.44
258	1.00 Each	MAGNUSON GROUP 6-300-200-9011 Drop-10-SO Textured Black RAL9011/DROPNE	336.31	336.31
259	2.00 Each	HOWE US INC	197.65	395.30

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Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	43 of 49

		M21TB--B M2.1 Monitor arm configuration with angled link/dynamic link arm style and two-piece clamp mount base OPTION: B:Black		
260	1.00 Each	HUMANSIZE NV3EB--NV-3-E-B-B Desktop Base OPTION: NV:Nova Task Light OPTION: 3:3000K OPTION: E:North America OPTION: B:Desktop Base OPTION: B:Jet Black, Matte	336.32	336.32
261	1.00 Each	HOWE US INC NH1NAPPCA--B NeatHub, Includes 2 AC power outlets, 1 USB-C outlet and 1 USB-A outlet OPTION: B:Black	130.91	130.91

Group	Description	Unit Price	Extended Amount
56	T1.22	27,984.98	27,984.98

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
262	1.00 Each	TUOHY FURNITURE CORPORATION DZE999---W1-TBD-TBD-2-TBD-BL Danza LH Ht Adj L-Shaped Runoff, 78w 30d x 66w 24d x 29.9-48h, 1.5"th Top to overhang 18" on LH end , Mitered Plinth Bases, includes partial modesty on visitors side to rise with top, wall side has a removeable modesty panel between plinths.Plinth bases and modesty on wall side to be 23.9"h. OPTION: ~:Wood Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 2:(2) Grommets OPTION: TBD:Grommet Color- TBD OPTION: BL:Black Ht Adj Legs	5,675.41	5,675.41
263	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2418--SS--W1-TBD Danza Rectangular Wood Top, 18w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	591.90	591.90
264	1.00 Each	TUOHY FURNITURE CORPORATION DZFC---W1-TBD-TBD-1-R18-900-- Danza Pedestal, 18w 24d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: R18:(R18) 18w Box/File OPTION: 900:900 Resin Stainless Pulls	1,109.05	1,109.05



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	44 of 49

		OPTION: ~:Includes Locks		
265	1.00 Each	TUOHY FURNITURE CORPORATION DZE999--~W1-TBD-TBD-2-TBD-BL Danza RH Ht Adj L-Shaped Runoff, 78w 30d x 66w 24d x 29.9-48h, 1.5"th Top to overhang 18" on RH end , Mitered Plinth Bases, includes partial modesty on visitors side to rise with top, wall side has a removeable modesty panel between plinths. Plinth bases and modesty on wall side to be 23.9"h. OPTION: ~:Wood Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 2:(2) Grommets OPTION: TBD:Grommet Color- TBD OPTION: BL:Black Ht Adj Legs	5,432.85	5,432.85
266	1.00 Each	TUOHY FURNITURE CORPORATION DZJB2418--SS--~W1-TBD Danza Rectangular Wood Top, 18w 24d, 1.5"th Square Self-Edge OPTION: SS:Square Self Edge OPTION: ~:No Grommet OPTION: W1:Wood1 Top OPTION: TBD:Wood1- TBD	591.90	591.90
267	1.00 Each	TUOHY FURNITURE CORPORATION DZFC--~W1-TBD-TBD-1-R18-900~ Danza Pedestal, 18w 24d 22.4h, No Toekick OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 1:(1) Pedestal OPTION: R18:(R18) 18w Box/File OPTION: 900:900 Resin Stainless Pulls OPTION: ~:Includes Locks	1,109.05	1,109.05
268	1.00 Each	TUOHY FURNITURE CORPORATION DZT84B--W1-TBD-TBD-HL18-LD-LG-900 Danza Tower, 18w 24d 84.5h, No Toekick, Unfinished Back, Unfinished Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: HL18:(HL18) 18w 2 High LH Cabinet Above File/File OPTION: LD-LG:Includes Door/Cabinet and Drawer Locks OPTION: 900:900 Resin Stainless Pulls	2,792.38	2,792.38
269	1.00 Each	TUOHY FURNITURE CORPORATION DZT84B--W1-TBD-TBD-HR18-LD-LG-900 Danza Tower, 18w 24d 84.5h, No Toekick, Unfinished Back, Unfinished Top OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: HR18:(HR18) 18w 2 High RH Cabinet Above File/File OPTION: LD-LG:Includes Door/Cabinet and Drawer Locks	2,792.38	2,792.38



Proposal

HB Sprague, LLC
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Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	45 of 49

		OPTION: 900:900 Resin Stainless Pulls		
270	1.00 Each	TUOHY FURNITURE CORPORATION DZM999 Danza Custom Wall Panel, 66w 60.6h, Low Credenza to 84.5" Installed, panel configured L-R: 18"w Veneer panel , 48"w OcuWrite Black Back- Painted Glass, 1.5"th Metal Edge Finish is (MRB) Resin Black on Three Sides, Includes Wall-Mounted Hardware	2,746.19	2,746.19
271	1.00 Each	TUOHY FURNITURE CORPORATION DZM999 Danza Custom Wall Panel, 66w 60.6h, Low Credenza to 84.5" Installed, panel configured L-R: 48"w OcuWrite Black Back-Painted Glass, 18"w Veneer panel. 1.5"th Metal Edge Finish is (MRB) Resin Black on Three Sides, Includes Wall-Mounted Hardware	2,746.19	2,746.19
272	2.00 Each	MAGNUSON GROUP 6-300-200-9011 Drop-10-SO Textured Black RAL9011/DROPNE	336.31	672.62
273	4.00 Each	HOWE US INC M21TB--B M2.1 Monitor arm configuration with angled link/dynamic link arm style and two-piece clamp mount base OPTION: B:Black	197.65	790.60
274	2.00 Each	HUMANSIZE NV3EB--NV-3-E-B-B Desktop Base OPTION: NV:Nova Task Light OPTION: 3:3000K OPTION: E:North America OPTION: B:Desktop Base OPTION: B:Jet Black, Matte	336.32	672.64
275	2.00 Each	HOWE US INC NH1NAPPCA--B NeatHub, Includes 2 AC power outlets, 1 USB-C outlet and 1 USB-A outlet OPTION: B:Black	130.91	261.82

Group	Description	Unit Price	Extended Amount
57	T1.31	9,694.07	9,694.07

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
276	1.00 Each	TUOHY FURNITURE CORPORATION RARW12036X--W1-TBD-TBD Arrive RH Desk, 120w 36d 42.4h, Wood1 1.5th Privacy Panel w/36" ADA Recessed 4.5" from Visitor Side, For Use w/ Runoff or Bridge OPTION: ~:No Grommet OPTION: W1:Wood1 Top, Privacy Panel & End Panels OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD	3,974.55	3,974.55
277	1.00 Each	TUOHY FURNITURE CORPORATION RD999--W1-TBD-TBD Arrive RH Runoff Shell, 60w 24d 42.4h, Wood1 1.5th Privacy Panel Recessed 2"	2,637.62	2,637.62



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	46 of 49

		OPTION: ~:No Grommet OPTION: W1:Wood1 Top, Privacy Panel & End Panels OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD		
278	1.00 Each	TUOHY FURNITURE CORPORATION RJC18--~W1-TBD-TBD-2-F30-CR18-FL-900-~ Arrive Pedestals, 48w 18d OPTION: ~:Unfinished Back OPTION: W1:Wood1 OPTION: TBD:Wood1- TBD OPTION: TBD:Grain Direction- TBD OPTION: 2:(2) Pedestal Combo OPTION: F30:(F30) 30"Drawer- 2File OPTION: CR18:(CR18) 18"RH Cabinet- Shelves OPTION: FL:Finished Left Side OPTION: 900:900 Resin Stainless Steel Pull OPTION: ~:Includes Locks	3,081.90	3,081.90

Group	Description	Unit Price	Extended Amount
ZZ	Misc Fees & Installation	102,089.70	102,089.70

Line	Quantity	Catalog Number/Description	Unit Price	Extended Amount
279	1.00 Each	TUOHY FURNITURE CORPORATION FREIGHT FREIGHT FEE	18,417.92	18,417.92
280	1.00 Each	MAGNUSON GROUP FREIGHT FREIGHT FEE	726.19	726.19
281	1.00 Each	KNOLL - FURNITURE FREIGHT FREIGHT FEE	8.01	8.01
282	1.00 Each	HICKORY BUSINESS FURNITURE - HB FREIGHT FREIGHT FEE	3,096.17	3,096.17
283	1.00 Each	VERSTEEL FREIGHT FREIGHT FEE	2,465.23	2,465.23
284	1.00 Each	NUCRAFT FURNITURE CO. NUCRAFT MATERIAL SURCHARGE MATERIAL SURCHARGE	181.51	181.51
285	1.00 Each	AGATI, INC FREIGHT FREIGHT FEE	2,177.37	2,177.37
286	4.00 Each	DESIGN WITHIN REACH - IDAHO UTAH FREIGHT FREIGHT FEE	115.67	462.68
287	1.00 Each	WAYFAIR.COM FREIGHT FREIGHT FEE	0.00	0.00



Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
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Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	47 of 49

288	1.00 Each	MARSHALL FURNITURE FREIGHT FREIGHT FEE	458.33	458.33
289	1.00 Each	M.A.D FREIGHT FREIGHT FEE	1,545.23	1,545.23
290	1.00 Each	FOUR HANDS FREIGHT FREIGHT FEE	1,031.99	1,031.99
291	1.00 Each	SURYA, INC FREIGHT FREIGHT FEE	2,753.32	2,753.32
292	1.00 Each	INDUSTRY WEST FREIGHT FREIGHT FEE	153.57	153.57
293	1.00 Each	BLU DOT DESIGN AND MANUFACTURING FREIGHT FREIGHT FEE	523.81	523.81
294	1.00 Each	ANDREU WORLD AMERICA FREIGHT FREIGHT FEE	9,232.90	9,232.90
295	1.00 Each	KEILHAUER FREIGHT FREIGHT FEE	1,240.47	1,240.47
296	1.00 Job	OFR, INC DELIVERY & INSTALL Receive, deliver, and install during regular business hours - Private Offices and Ancillary	57,615.00	57,615.00

Bank Details: Key Bank
4910 Tiedeman Rd, Brooklyn OH 44144
Bank Account:.....449681086236
Routing Number....124000737
SWIFT Code.....KEYBUS33
Please send remittance statement to:
AR@HBWorkplaces.com

SUB TOTAL: \$1,038,673.91
SALES TAX: 0.00
GRAND TOTAL: **1,038,673.91**
Required Deposit 50.00%: \$519,336.96

Installation is an estimate based on the following assumptions (any variable not being met will increase the installation price):

1. Installation area must be free and clear of all other trades
2. Access to loading dock
3. Access to freight elevator
4. Standard installation schedule
5. Reasonable push from loading dock to elevator and/or installation area
6. Regular hour installation (Monday through Friday 8 am to 5 pm)
7. Single handling of product

HB Workplaces does not provide building power connection to systems furniture. All hardwire electrical connections and disconnects must be performed by a licensed electrician to be hired by Client.



WORKPLACES
SPRAGUE STUDIOS

Proposal

HB Sprague, LLC
1100 W Idaho St, Ste 100
Boise, ID 83702

Quote/Order No	138005
Date	05/30/2025
Customer PO No	
Customer Account	JACKSON_HOLE_AIRPORT
Sales Associate	GABRIELLA GARCIA
Project Number	
Page	48 of 49

Buyer agrees to purchase the goods and services described on this and all preceding pages, in accordance with the TERMS AND CONDITIONS on the following page, including but not limited to the "Payment" and "Default, Interest and Fees" provisions. HB Sprague, LLC's terms and conditions are null and void for State Contract purchases. State contract terms and conditions prevail for State purchases. This proposal is only an offer to purchase and is not binding upon HB Sprague, LLC until accepted by the HB Sprague, LLC in writing. This proposal is valid for 30 days unless noted otherwise. HB SPRAGUE, LLC SHALL NOT BE LIABLE FOR ANY CONSEQUENTIAL DAMAGES.

SIGNATURE:_____

DATE:_____

PRINT NAME:_____

TITLE:_____

Jackson Hole Airport

Jackson, WY

HB WORKPLACES
SPRAGUE STUDIOS

MillerKnoll
CERTIFIED DEALER



Updated Specifications

Product Solutions

C-1 | Side Chair | Location: T0.16 Breakroom | Qty. 16

Manufacturer: Knoll, MultiGeneration Chair

Dimensions: 25.6"W | 21.4"D | 33.6"H

Arms: Black

Frame: Chrome

Seat and Back Materials: Polymer

Glide: Plastic Glide



C-1 Note: Image shown for reference only

Product Solutions

C-2 | Task Chair | Location: T1.33, T1.25, T1.24, T1.31 | Qty. 8

Manufacturer: Herman Miller, Verus Work Chair

Dimensions: 25.6"W | 21.4"D | 33.6"H

Arms: Black

Frame: Black

Seat and Back Materials: Fabric, Black

Casters: Soft Casters



C-2 Note: Image shown for reference only

Product Solutions

C-3 | Task Chair | Location: T1.06, T1.05 | Qty. 2

Manufacturer: Herman Miller, Setu Chair

Dimensions: 25 1/8"W | 15"D | 37 1/8"H

Arms: Ribbon Arms

Frame: Graphite

Seat and Back Materials: Lyris 2" suspension

Casters: 2 1/2" caster, low roll resistance, black yoke, hard floors or carpet



Basis of Design

C-3 Note: Image shown for reference only

Product Solutions

ST-1 | Stool | Location: T1.33 | Qty. 3

Manufacturer: Herman Miller, Verus Work Stool

Dimensions: 26.3-28"W | 25.3"D | 45.5-55"H

Arms: Black

Frame: Black

Seat and Back Materials: Black

Casters: Soft Casters



ST-1 Note: Image shown for reference only

Product Solutions

C-4 | Conference Chair | Location: T2.42 | Qty. 8

Manufacturer: Keilhauer Origin

Dimensions: 24.75"W | 23.25"D | 36-40.5"H

Arms: Aluminum

Frame: Black

Seat and Back Materials: Leather, Black

Base: Aluminum



C-4 Note: Image shown for reference only

Product Solutions

C-5 | Executive Chair | Location: T2.10 | Qty. 10

Manufacturer: HBF

Dimensions: 41.5"-44.5"H | 26"D | 24"W

Arms: Black

Base: Five Prong Black Metal Base

Seat and Back Materials: Leather, Black

Casters: Standard



C-5 Note: Image shown for reference only

Product Solutions

C-6A | Stacking Chair w/Arms | Location: T2.10 | Qty. 70

Manufacturer: Andreu World

Dimensions: 26"W | 21.26"D | 33"H

Arms: Black

Base: 4 Tubular Steel Legs

Seat and Back Materials: Faux Leather, Caramel Color

Glides: Standard



C-6A Note: Image shown for reference only

Product Solutions

C-6B | Stacking Chair without Arms | Location: T2.10 | Qty. 30

Manufacturer: Andreu World

Dimensions: 22.83"W | 21.26"D | 33.07"H

Arms: No Arms

Base: 4 Tubular Steel Legs

Seat and Back Materials: Faux Leather, Caramel Color

Glides: Standard



C-6B Note: Image shown for reference only

Product Solutions

TR-1 | Chair Trolley | Location: T2.10 | Qty. 4

Manufacturer: Andreu World

Item: Metallic Trolley



TR-1 Note: Image shown for reference only

Product Solutions

ST-2 | Stool | Location: T1.31 | Qty. 8

Manufacturer: Blu Dot

Dimensions: 17"W | 19"D | 41"H

Arms: No Arms

Base: Black Metal

Seat and Back Materials: Camel Leather



ST-2 Note: Image shown for reference only

Product Solutions

ST-3 | Stool | Location: T1.23 | Qty. 4

Manufacturer: Industry West

Color: Black

Size: Bar Stool

Seat and Back Materials: Leather Seat



ST-3 Note: Image shown for reference only

Product Solutions

C-7 | Swivel Lounge Chair | Location: T1.30, T1.05 | Qty. 8

Manufacturer: Mitchell Gold + Bob Williams

Dimensions: 30"W | 30"D | 29"H

Base: Black Wood

Seat Materials: Eco Luxe Poly



C-7 Note: Image shown for reference only

Product Solutions

C-8A | Lounge Chair | Location: T1.30 | Qty. 6

Manufacturer: Knoll

Dimensions: 33.5"W | 33"D | 26"H

Fabric: Volo Leather, Tan

Glides: Nylon, Adjustable

Cushion Fill: Polyester Wrap



C-8A Note: Image shown for reference only

Product Solutions

C-8B | Lounge Chair | Location: T2.20, T2.01 | Qty. 2

Manufacturer: Knoll

Dimensions: 33.5"W | 33"D | 26"H

Fabric: Volo Leather, Black

Glides: Nylon, Adjustable

Cushion Fill: Polyester Wrap



C-8B Note: Image shown for reference only

Product Solutions

C-9 | Lounge Chair | Location: T1.30 | Qty. 4

Manufacturer: Four Hands

Dimensions: 27"W | 35"D | 29"H

Fabric: COL Gray

Wood: Birch



Basis of Design

C-9 Note: Image shown for reference only

Product Solutions

C-10 | Office Guest Chairs | Location: Private Offices | Qty. 41

Manufacturer: m.a.d.

Dimensions: 19"W | 20"D | 30"H

Fabric: Graded In Leather- Black

Legs: Black Metal



C-10 Note: Image shown for reference only

Product Solutions

SF-1A | Standard Sofa | Location: T1.30, T1.05 | Qty. 3

Manufacturer: Knoll

Dimensions: 87"W | 33"D | 26"H

Fabric: Volo Leather, Tan

Glides: Nylon, Adjustable

Cushion Fill: Polyester Wrap



Basis of Design

SF-1A Note: Image shown for reference only

Product Solutions

SF-1B | Standard Sofa | Location: T2.01, T2.20 | Qty. 2

Manufacturer: Knoll

Dimensions: 87"W | 33"D | 26"H

Fabric: Volo Leather, Black

Glides: Nylon, Adjustable

Cushion Fill: Polyester Wrap



Basis of Design

SF-1B Note: Image shown for reference only

Product Solutions

SF-2A | Standard Settee | Location: T1.05 | Qty. 1

Manufacturer: Knoll

Dimensions: 60.5"W | 33"D | 26"H

Fabric: Volo Leather, Tan

Glides: Nylon, Adjustable

Cushion Fill: Polyester Wrap



Basis of Design

SF-2A Note: Image shown for reference only

Product Solutions

SF-2B | Standard Settee | Location: T1.03 | Qty. 3

Manufacturer: Knoll

Dimensions: 60.5"W | 33"D | 26"H

Fabric: COL Gray

Glides: Nylon, Adjustable

Cushion Fill: Polyester Wrap



Basis of Design

SF-2B Note: Image shown for reference only

Product Solutions

SF-3 | Petite Sofa | Location: T2.34 | Qty. 1

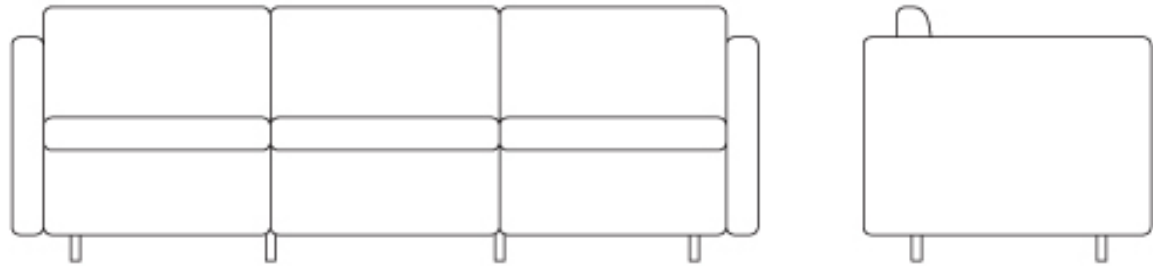
Manufacturer: Knoll

Dimensions: 76.5"W | 29.5"D | 26"H

Fabric: Volo Leather, Tan

Glides: Nylon, Adjustable

Cushion Fill: Polyester Wrap



Basis of Design

SF-3 Note: Image shown for reference only

Product Solutions

R-2 | Recliner | Location: T1.12, T1.05 | Qty. 4

Manufacturer: Design Within Reach

Size: Standard

Fabric: Pebble Weave, Cinder

Base Finish: Black Metal Sled Base



Basis of Design

R-2 Note: Image shown for reference only

Product Solutions

T-5 | Side Table | Location: Throughout | Qty. 12

Manufacturer: Rebar Side Table

Size: 17.8W" | 17.8"D | 16"H

Frame: Black Metal

Top: Marble



T-5 Note: Image shown for reference only

Product Solutions

T-6 | Coffee Table | Location: T1.30 | Qty. 2

Manufacturer: Andreu World Reverse Occasional Table

Size: 35W" | 35"D | 14"H

Base: Black

Top: Marble



T-6 Note: Image shown for reference only

Product Solutions

T-8 | Side Table | Location: T1.05, T2.34 | Qty. 4

Manufacturer: Agati Gee

Size: 8"W | 26"L

Base Finish: Black Metal Legs

Power: USB and USBC Chargers



T-8 Note: Image shown for reference only

Product Solutions

T-9 | Pull Up Table | Location: T1.05 | Qty. 2

Manufacturer: Muuto, Relate Side Table

Size: 13.4"W | 22.1"L | 23.8"H

Finish: Black



T-9 Note: Image shown for reference only

Product Solutions

T-10 | Storage Credenza | Location: T1.05, T2.42 | Qty. 2

Manufacturer: Herman Miller, Sideboard Storage

Size: 79"W | 19.5"D | 29.5H

Base Style: Sled

Door: Walnut Veneer

Number of Doors: 4



T-10 Note: Image shown for reference only

Product Solutions

T-11 | Conference Table | Location: T2.42 | Qty. 1

Manufacturer: Nucraft Baja Table

Top Shape: Rectangle

Top Surface Material: Standard Veneer

Top Size: 48"x96"

Base Style and Finish: Hoop Base

Power/AV Option: Tabletop Tech Node



Basis of Design

T-11 Note: Image shown for reference only

Product Solutions

T-12, T-12A | Powered Training Table, Connecting Top| Location: T2.10| Qty. 6

Manufacturer: Knoll, Pixel Table

Top Type: (5) Rectangular Tops, (1)

Size: 60"W | 24"D

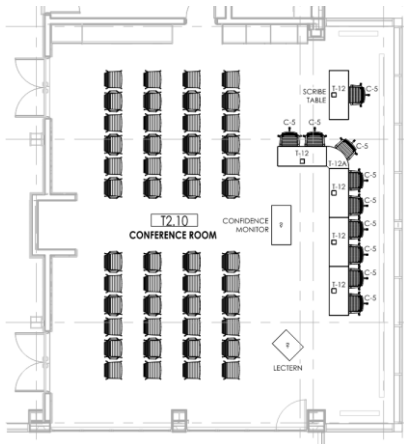
Leg Type: C-Legs

Table Type: Flip Top

Modesty Panel: None

Feet: Locking Casters

Connectors: Ganging Connectors



Basis of Design



T-12, T-12A Note: Image shown for reference only

Product Solutions

T-13| Non-Powered Tables| Location: T2.10| Qty. 20

Manufacturer: Knoll, Pixel Table

Top Type: Rectangular Tops

Size: 60"W | 24"D

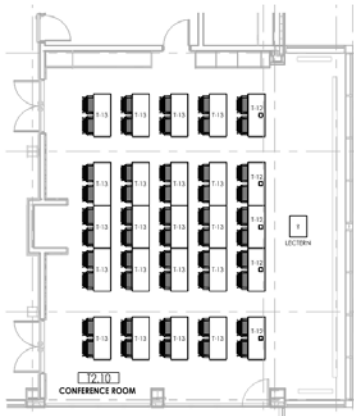
Leg Type: C-Legs

Table Type: Flip Top

Modesty Panel: None

Feet: Locking Casters

Connectors: Ganging Connectors



Basis of Design



T-13 Note: Image shown for reference only

Product Solutions

T-14 | Round Banquet Tables | Location: T2.10| Qty. 10

Manufacturer: Versteel Round Flip Top Tables

Top Type: Round Tops

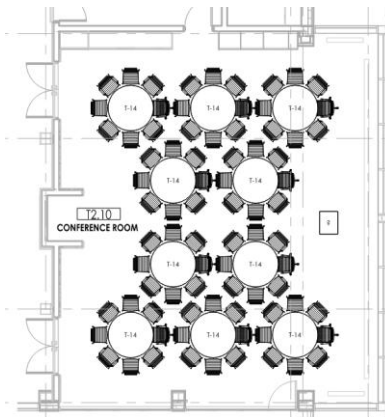
Size: 60" Diameter

Leg Type: Black Metal Legs

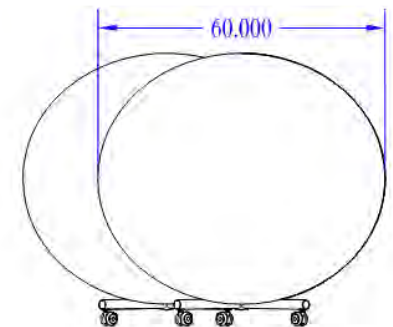
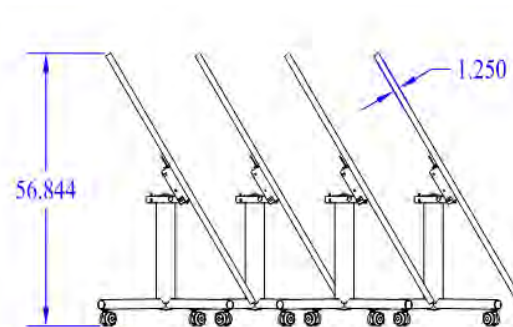
Table Type: Nesting

Feet: Locking Casters

Worksurface Material: Veneer



Basis of Design



T-14 Note: Image shown for reference only

Product Solutions

L-1 | Floor Lamp | Location: T1.30| Qty. 2

Manufacturer: Four Hands

Size: 20"W | 20"D | 55.75"H

Base Color: Ombre Stainless Steel

Cord: Black

Shade: Thermoplastic



Basis of Design

L-1 Note: Image shown for reference only

Product Solutions

D-18 | Height Adjustable Desk | Location: T2.44| Qty. 1

Manufacturer: Knoll

Size: 50"W | 24"D | (48" x 23" nominal)

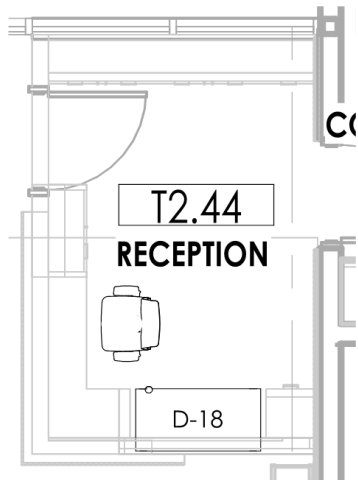
Leg Type: C Legs

Standard Electric Base: H:27.6-46.1"

Metal Leg: Jet Black

Switch Display: Digital

Cable Management: Under Desk



Basis of Design



D-18 Note: Image shown for reference only

Product Solutions

CM-1 | Confidence Monitor| Location: T2.10| Qty. 1

Manufacturer: Marshall Prairie

Size: 55"W | 35"H | 26"D

Casters: Heavy Duty



Basis of Design

CM-1 Note: Image shown for reference only

Product Solutions

M-1 | Mirror | Location: T0.26A | Qty. 1

Manufacturer: Anjolina

Size: 12"W | 48"H

Frame Finish: Black



Basis of Design

M-1 Note: Image shown for reference only

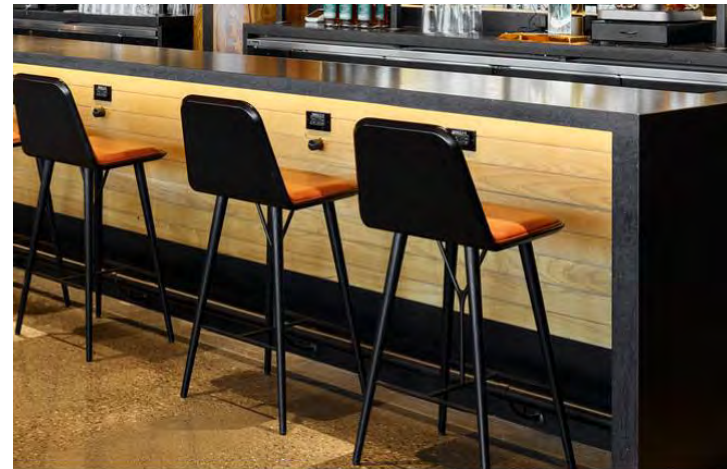
Product Solutions

T-4 | Custom high-Top Table | Location: T1.31| Qty. 1

Custom: 120"L x 36"Dx 42"H

Finish: Wood and Black Metal

Power Module Finish: Black



Basis of Design

SF-1A Note: Image shown for reference only, Example of Branding

Product Solutions

T2.24 | Private Office | Location: T2.24 | Qty. 1

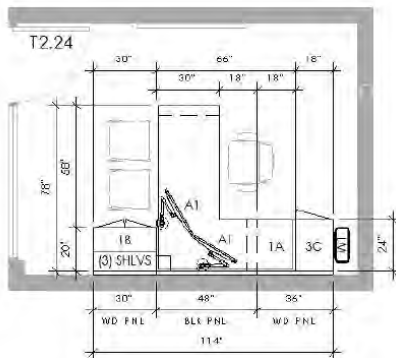
Worksurface: Veneer L-Shape Adjustable Height Worksurface with Modesty Panel

Storage: File Cabinet, Storage Cabinet, Wardrobe Cabinet

Open Shelving: Black Metal

Monitor Arms: Clamp Mounted

Waste Basket: Steel



Basis of Design



T2.24 Note: Image shown for reference only

Product Solutions

T2.25 | Private Office | Location: T2.25 | Qty. 1

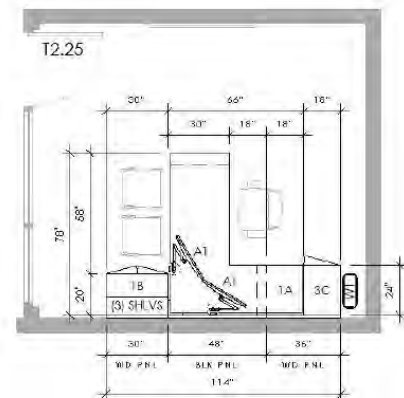
Worksurface: Veneer L-Shape Adjustable Height Worksurface with Modesty Panel

Storage: File Cabinet, Storage Cabinet, Wardrobe Cabinet

Open Shelving: Black Metal

Monitor Arms: Clamp Mounted

Waste Basket: Steel



Basis of Design



T2.25 Note: Image shown for reference only

Product Solutions

T2.26 | Private Office | Location: T2.26 | Qty. 1

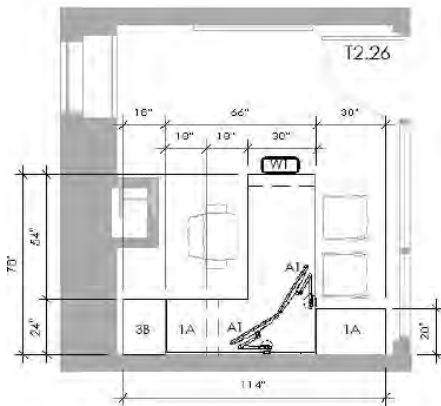
Worksurface: Veneer L-Shape Adjustable Height Worksurface with Modesty Panel

Storage: File Cabinet, Wardrobe Cabinet

Open Shelving: Black Metal

Monitor Arms: Clamp Mounted

Waste Basket: Steel



Basis of Design



T2.26 Note: Image shown for reference only

Product Solutions

T2.27 | Private Office | Location: T2.27 | Qty. 1

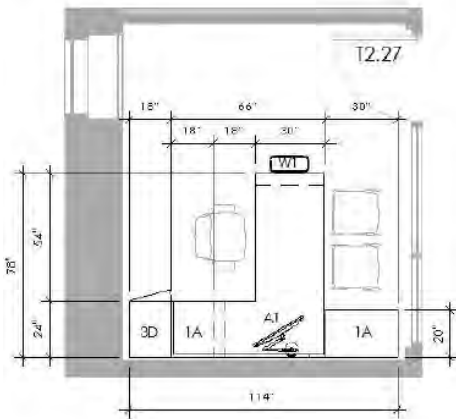
Worksurface: Veneer L-Shape Adjustable Height Worksurface with Modesty Panel

Storage: File Cabinet, Wardrobe Cabinet

Open Shelving: Black Metal

Monitor Arms: Clamp Mounted

Waste Basket: Steel



Basis of Design



T2.27 Note: Image shown for reference only

Product Solutions

T2.28 | Private Office | Location: T2.28 | Qty. 1

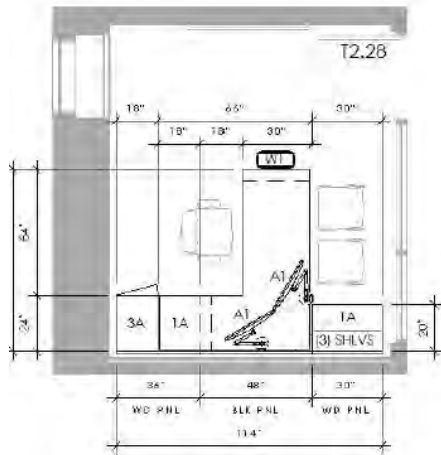
Worksurface: Veneer L-Shape Adjustable Height Worksurface with Modesty Panel

Storage: File Cabinet, Wardrobe Cabinet

Open Shelving: Black Metal

Monitor Arms: Clamp Mounted

Waste Basket: Steel



Basis of Design



T2.28 Note: Image shown for reference only

Product Solutions

T2.29 | Private Office | Location: T2.29 | Qty. 1

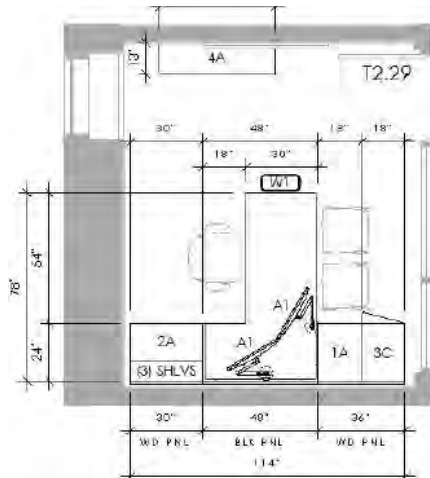
Worksurface: Veneer L-Shape Adjustable Height Worksurface with Modesty Panel

Storage: File Cabinet, Wardrobe Cabinet

Open Shelving: Black Metal

Monitor Arms: Clamp Mounted

Waste Basket: Steel



Basis of Design



T2.29 Note: Image shown for reference only

Product Solutions

T2.30 | Private Office | Location: T2.30 | Qty. 1

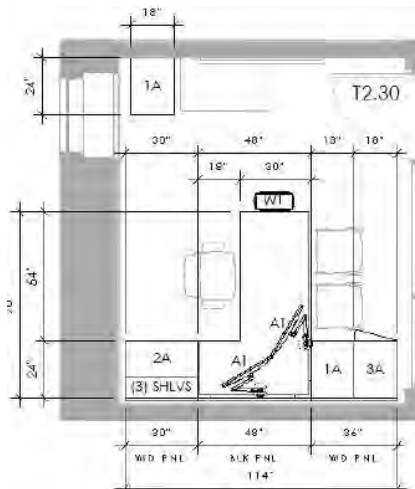
Worksurface: Veneer L-Shape Adjustable Height Worksurface with Modesty Panel

Storage: File Cabinet, Wardrobe Cabinet

Open Shelving: Black Metal

Monitor Arms: Clamp Mounted

Waste Basket: Steel



Basis of Design



T2.30 Note: Image shown for reference only

Product Solutions

T2.31 | Private Office | Location: T2.31 | Qty. 1

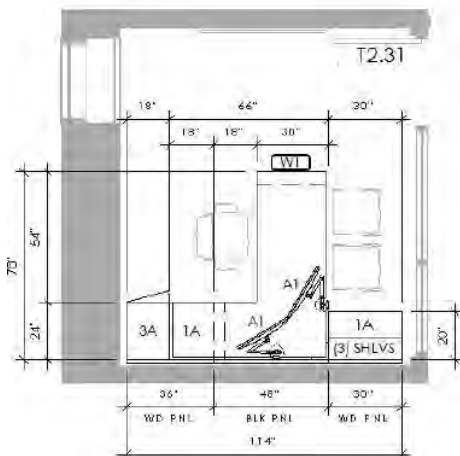
Worksurface: Veneer L-Shape Adjustable Height Worksurface with Modesty Panel

Storage: File Cabinet, Wardrobe Cabinet

Open Shelving: Black Metal

Monitor Arms: Clamp Mounted

Waste Basket: Steel



Basis of Design



T2.31 Note: Image shown for reference only

Product Solutions

T2.32 | Private Office | Location: T2.32 | Qty. 1

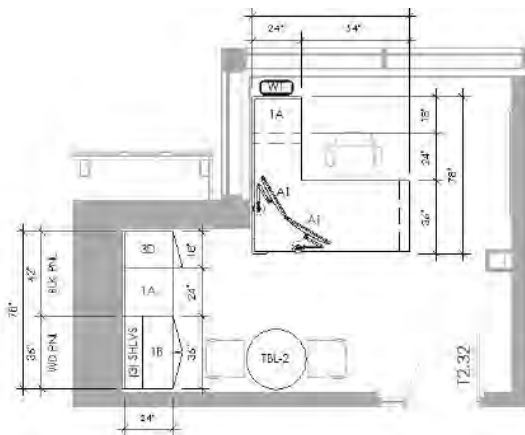
Worksurface: Veneer L-Shape Adjustable Height Worksurface with Modesty Panel

Storage: File Cabinet, Wardrobe Cabinet, Round Table

Open Shelving: Black Metal

Monitor Arms: Clamp Mounted

Waste Basket: Steel



Basis of Design



T2.32 Note: Image shown for reference only

Product Solutions

T2.33 | Private Office | Location: T2.33 | Qty. 1

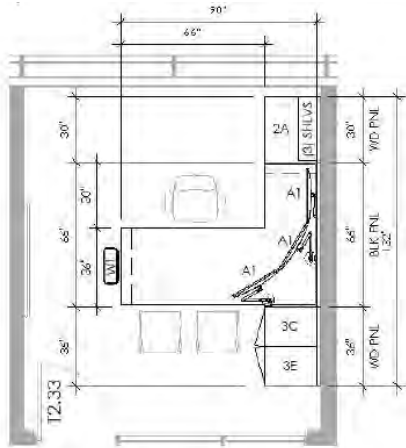
Worksurface: Veneer L-Shape Adjustable Height Worksurface with Modesty Panel

Storage: File Cabinet, Wardrobe Cabinet

Open Shelving: Black Metal

Monitor Arms: Clamp Mounted

Waste Basket: Steel



Basis of Design



T2.33 Note: Image shown for reference only

Product Solutions

T2.34 | Private Office | Location: T2.34 | Qty. 1

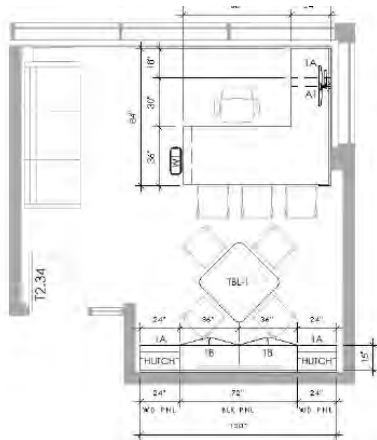
Worksurface: Veneer L-Shape Adjustable Height Worksurface with Modesty Panel

Storage: File Cabinet, Wardrobe Cabinet, Square Table

Open Shelving: Black Metal

Monitor Arms: Clamp Mounted

Waste Basket: Steel



Basis of Design



T2.34 Note: Image shown for reference only

Product Solutions

T2.35 | Private Office | Location: T2.35 | Qty. 1

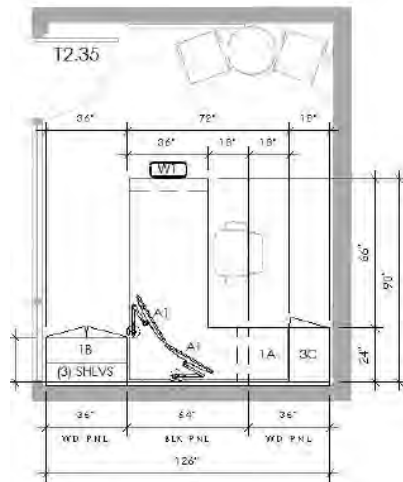
Worksurface: Veneer L-Shape Adjustable Height Worksurface with Modesty Panel

Storage: File Cabinet, Wardrobe Cabinet, Round Table

Open Shelving: Black Metal

Monitor Arms: Clamp Mounted

Waste Basket: Steel



Basis of Design



T2.35 Note: Image shown for reference only

Product Solutions

T2.36 | Private Office | Location: T2.36 | Qty. 1

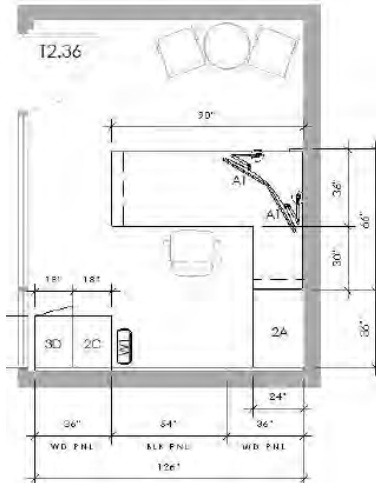
Worksurface: Veneer L-Shape Adjustable Height Worksurface with Modesty Panel

Storage: File Cabinet, Wardrobe Cabinet, Round Table

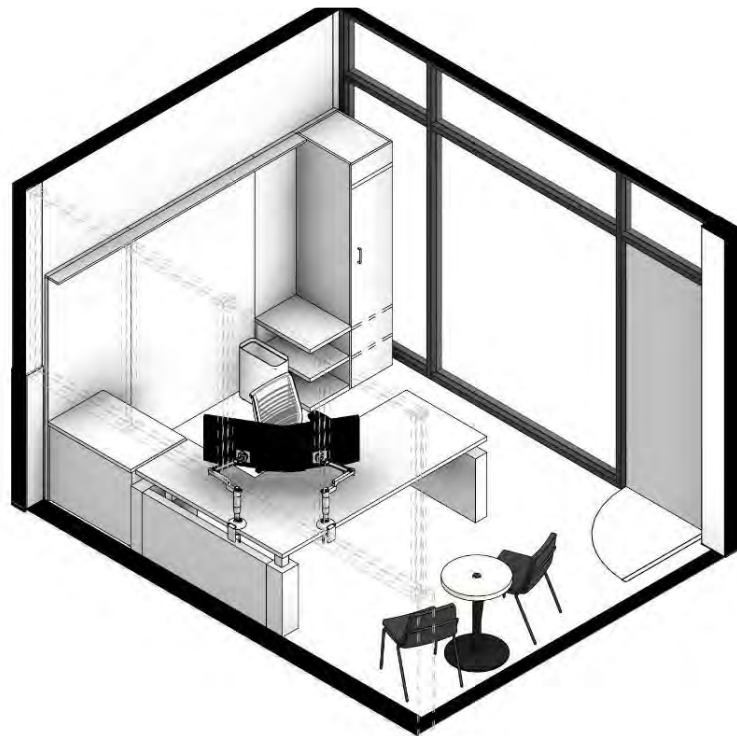
Open Shelving: Black Metal

Monitor Arms: Clamp Mounted

Waste Basket: Steel



Basis of Design



T2.36 Note: Image shown for reference only

Product Solutions

T2.37 | Private Office | Location: T2.37 | Qty. 1

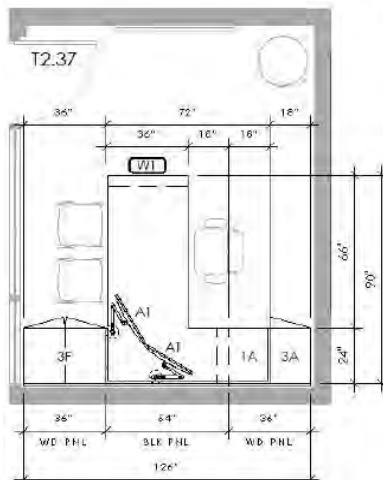
Worksurface: Veneer L-Shape Adjustable Height Worksurface with Modesty Panel

Storage: File Cabinet, Wardrobe Cabinet, Round Table

Open Shelving: Black Metal

Monitor Arms: Clamp Mounted

Waste Basket: Steel



Basis of Design



T2.37 Note: Image shown for reference only

Product Solutions

T2.39 | Private Office | Location: T2.39 | Qty. 1

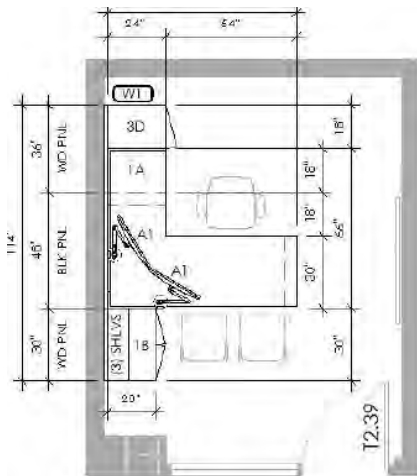
Worksurface: Veneer L-Shape Adjustable Height Worksurface with Modesty Panel

Storage: File Cabinet, Wardrobe Cabinet

Open Shelving: Black Metal

Monitor Arms: Clamp Mounted

Waste Basket: Steel



Basis of Design



T2.39 Note: Image shown for reference only

Product Solutions

T2.45 | Private Office | Location: T2.45 | Qty. 1

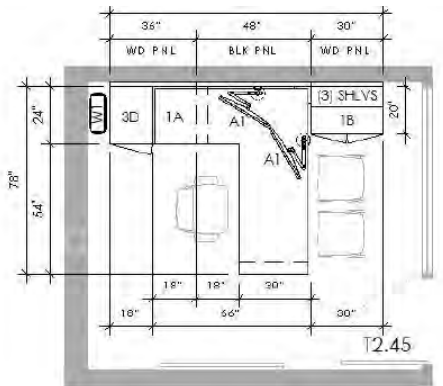
Worksurface: Veneer L-Shape Adjustable Height Worksurface with Modesty Panel

Storage: File Cabinet, Wardrobe Cabinet

Open Shelving: Black Metal

Monitor Arms: Clamp Mounted

Waste Basket: Steel



Basis of Design



T2.45 Note: Image shown for reference only

Product Solutions

T2.46 | Private Office | Location: T2.46 | Qty. 1

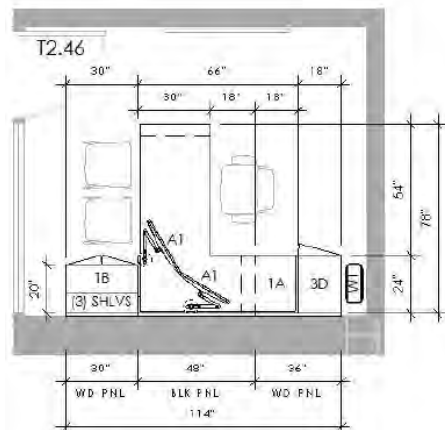
Worksurface: Veneer L-Shape Adjustable Height Worksurface with Modesty Panel

Storage: File Cabinet, Wardrobe Cabinet

Open Shelving: Black Metal

Monitor Arms: Clamp Mounted

Waste Basket: Steel



Basis of Design

T2.46 Note: Image shown for reference only

Product Solutions

T1.21 | General Manger | Location: T1.21 | Qty. 1

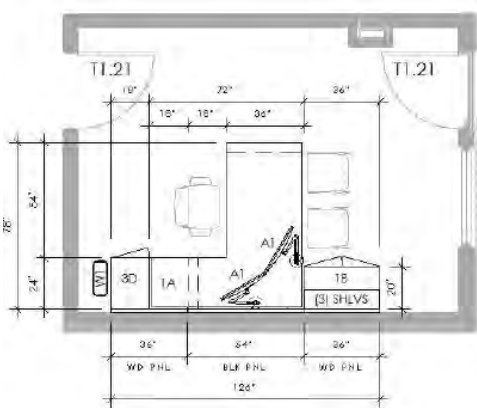
Worksurface: Veneer L-Shape Adjustable Height Worksurface with Modesty Panel

Storage: File Cabinet, Wardrobe Cabinet

Open Shelving: Black Metal

Monitor Arms: Clamp Mounted

Waste Basket: Steel



Basis of Design



T1.21 Note: Image shown for reference only

Product Solutions

T1.22 | Service Manger | Location: T1.22 | Qty. 1

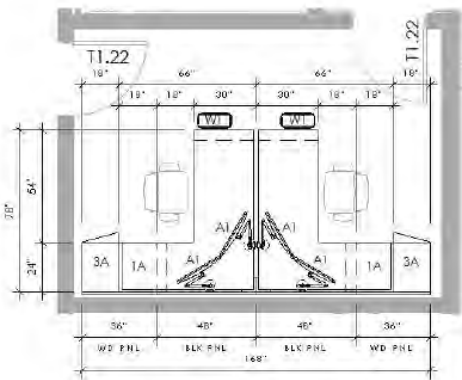
Worksurface: (2) Veneer L-Shape Adjustable Height Worksurface with Modesty Panel

Storage: File Cabinet, Wardrobe Cabinet

Open Shelving: Black Metal

Monitor Arms: Clamp Mounted

Waste Basket: Steel



Basis of Design



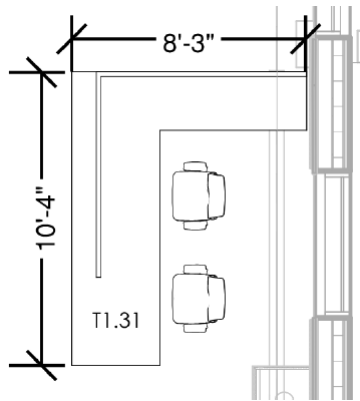
T1.22 Note: Image shown for reference only

Product Solutions

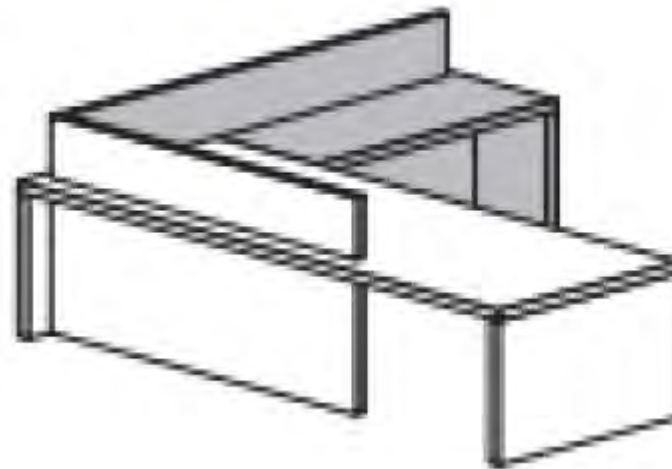
T1.31 | Rental Car Desk | Location: T1.30 | Qty. 1

Worksurface: Veneer Surface Counter

Storage: File Cabinet



Basis of Design



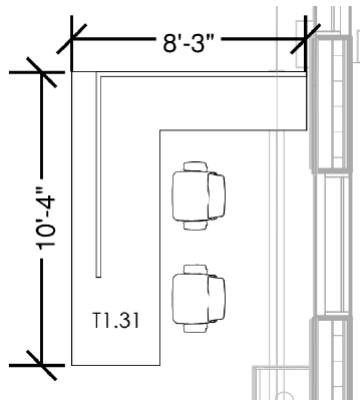
T1.31 Note: Image shown for reference only

Product Solutions

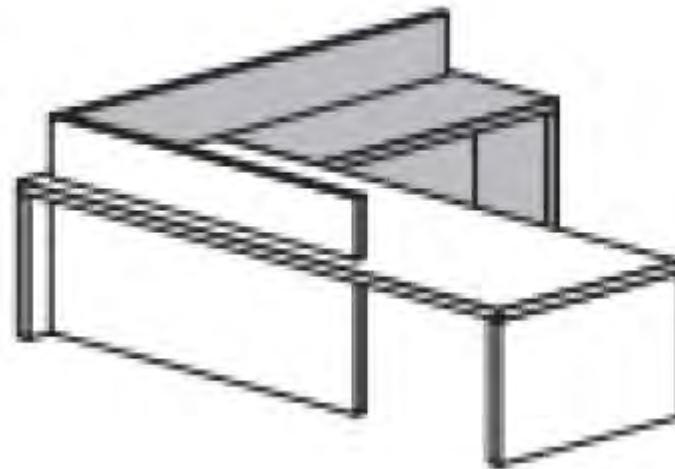
T1.31 | Rental Car Desk | Location: T1.30 | Qty. 1

Worksurface: Veneer Surface Counter

Storage: File Cabinet



Basis of Design



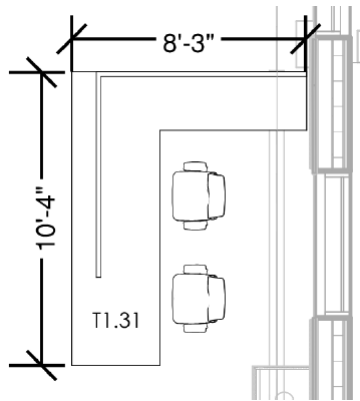
T1.31 Note: Image shown for reference only

Product Solutions

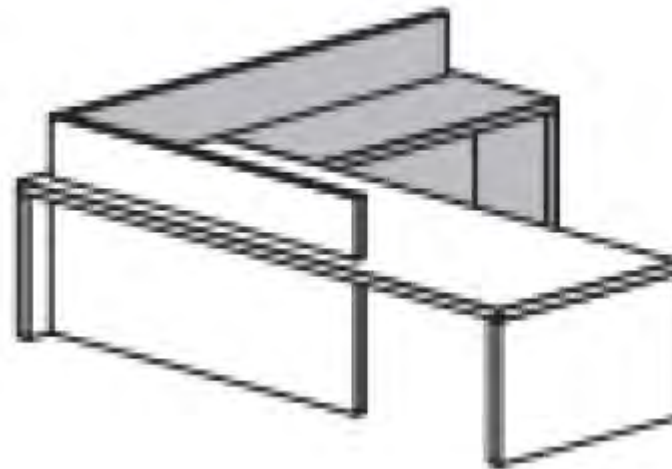
T1.31 | Rental Car Desk | Location: T1.30 | Qty. 1

Worksurface: Veneer Surface Counter

Storage: File Cabinet



Basis of Design



T1.31 Note: Image shown for reference only

LOAD FACTOR REPORT 2025															
			JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTALS
ALASKA (SkyWest)	ER7 76 PASSENGERS	ENPLANED	1,666	1,808	1,988	0									5,462
		FLIGHTS	42	38	43	0									123
		AVG. ENPL/FLT	39.67	47.58	46.23	-	-	-	-	-	-	-	-	-	44.41
		LOAD FACTOR	52%	63%	61%	-	-	-	-	-	-	-	-	-	58%
ALASKA	737-700 124 PASSENGERS	ENPLANED	0	0	0	0									0
		FLIGHTS	0	0	0	0									0
		AVG. ENPL/FLT	-	-	-	-	-	-	-	-	-	-	-	-	-
		LOAD FACTOR	-	-	-	-	-	-	-	-	-	-	-	-	-
ALASKA	737-800 147 PASSENGERS	ENPLANED	0	0	0	0									0
		FLIGHTS	0	0	0	0									0
		AVG. ENPL/FLT	-	-	-	-	-	-	-	-	-	-	-	-	-
		LOAD FACTOR	-	-	-	-	-	-	-	-	-	-	-	-	-
AMERICAN	319 128 PASSENGERS	ENPLANED	8,258	8,347	10,370	3,385									30,360
		FLIGHTS	86	79	91	36									292
		AVG. ENPL/FLT	96.02	105.66	113.96	94.03	-	-	-	-	-	-	-	-	103.97
		LOAD FACTOR	75%	83%	89%	73%	-	-	-	-	-	-	-	-	81%
DELTA	757-200 199 PASSENGERS	ENPLANED	2,882	3,211	4,365	0									10,458
		FLIGHTS	21	23	32	0									76
		AVG. ENPL/FLT	137.24	139.61	136.41	-	-	-	-	-	-	-	-	-	137.61
		LOAD FACTOR	69%	70%	69%	-	-	-	-	-	-	-	-	-	69%
DELTA	AIR BUS 319 132 PASSENGERS	ENPLANED	8,510	6,951	9,314	7,236									32,011
		FLIGHTS	78	65	94	90									327
		AVG. ENPL/FLT	109.10	106.94	99.09	80.40	-	-	-	-	-	-	-	-	97.89
		LOAD FACTOR	83%	81%	75%	61%	-	-	-	-	-	-	-	-	74%
UNITED (Skywest)	ER7 (E75)(E7T) 70 PASSENGERS	ENPLANED	792	1,165	2,698	1,901									6,556
		FLIGHTS	13	22	55	35									125
		AVG. ENPL/FLT	60.92	52.95	49.05	54.31	-	-	-	-	-	-	-	-	52.45
		LOAD FACTOR	87%	76%	70%	78%	-	-	-	-	-	-	-	-	75%
UNITED (Skywest)	ER7 76 PASSENGERS	ENPLANED	2,491	1,564	3,224	1,186									8,465
		FLIGHTS	50	30	53	27									160
		AVG. ENPL/FLT	49.82	52.13	60.83	43.93	-	-	-	-	-	-	-	-	52.91
		LOAD FACTOR	66%	69%	80%	58%	-	-	-	-	-	-	-	-	70%
DELTA (Skywest)	ER7 (ES4) 70 PASSENGERS	ENPLANED	1,437	1,803	1,135	0									4,375
		FLIGHTS	43	44	32	0									119
		AVG. ENPL/FLT	33.42	40.98	35.47	-	-	-	-	-	-	-	-	-	36.76
		LOAD FACTOR	48%	59%	51%	-	-	-	-	-	-	-	-	-	53%
DELTA (Skywest)	ER7 (ES5) 76 PASSENGERS	ENPLANED	71	89	215	0									375
		FLIGHTS	1	2	5	0									8
		AVG. ENPL/FLT	71.00	44.50	43.00	-	-	-	-	-	-	-	-	-	46.88
		LOAD FACTOR	93%	59%	57%	-	-	-	-	-	-	-	-	-	62%
AMERICAN (Skywest)	CRJ 700 65 PASSENGERS	ENPLANED	915	863	987	69									2,834
		FLIGHTS	23	22	26	2									73
		AVG. ENPL/FLT	39.78	39.23	37.96	34.50	-	-	-	-	-	-	-	-	38.82
		LOAD FACTOR	61%	60%	58%	53%	-	-	-	-	-	-	-	-	60%
UNITED AIRLINES	AIR BUS A319 126 PASSENGERS	ENPLANED	5,363	4,356	1,377	2,076									13,172
		FLIGHTS	63	45	14	26									148
		AVG. ENPL/FLT	85.13	96.80	98.36	79.85	-	-	-	-	-	-	-	-	89.00
		LOAD FACTOR	68%	77%	78%	63%	-	-	-	-	-	-	-	-	71%
UNITED AIRLINES	AIR BUS A320 150 PASSENGERS	ENPLANED	6,440	9,013	10,216	3,852									29,521
		FLIGHTS	66	78	84	34									262
		AVG. ENPL/FLT	97.58	115.55	121.62	113.29	-	-	-	-	-	-	-	-	112.68
		LOAD FACTOR	65%	77%	81%	76%	-	-	-	-	-	-	-	-	75%
UNITED AIRLINES	737-700 126 PASSENGERS	ENPLANED	8,655	8,331	6,917	226									24,129
		FLIGHTS	102	91	72	2									267
		AVG. ENPL/FLT	84.85	91.55	96.07	113.00	-	-	-	-	-	-	-	-	90.37
		LOAD FACTOR	67%	73%	76%	90%	-	-	-	-	-	-	-	-	72%
Total Enplanements			47,480	47,501	52,806	19,931									167,718
Total Seats			68,656	63,475	69,316	29,748									231,195
Total Flights			588	539	601	252									1980
Total Load Factor			69.16%	74.83%	76.18%	67.00%	-	-	-	-	-	-	-	-	72.54%

April 2025	PASSENGERS ENPLANED				PASSENGERS DEPLANED				AIRCRAFT LANDINGS			
	THIS MONTH 2025	THIS MONTH 2024	CURRENT YTD	PREVIOUS YTD	THIS MONTH 2025	THIS MONTH 2024	CURRENT YTD	PREVIOUS YTD	THIS MONTH 2025	THIS MONTH 2024	CURRENT YTD	PREVIOUS YTD
ALASKA	0	0	5,462	6,665	0	0	4,965	5,793	0	0	123	129
AMERICAN	3,454	3,475	33,194	33,671	3,241	3,143	29,898	28,725	38	36	365	373
DELTA	7,236	8,176	47,219	47,357	7,611	8,101	45,033	45,914	90	98	530	479
UNITED	9,241	9,812	81,843	79,350	9,471	9,603	75,355	75,764	124	111	962	847
TOTALS	19,931	21,463	167,718	167,043	20,323	20,847	155,251	156,196	252	245	1,980	1,828
PERCENT CHANGE	-7.14%		0.40%		-2.51%		-0.61%		2.86%		8.32%	

ENPLANEMENT/DEPLANEMENT SUMMARY

	2022		2023		2024		2025	
	ENP	DEP	ENP	DEP	ENP	DEP	ENP	DEP
JAN	44,543	40,365	46,543	40,922	46,988	41,203	47,480	42,583
FEB	45,055	45,793	45,735	46,390	47,027	48,833	47,501	48,011
MAR	53,990	47,033	50,621	45,361	51,565	45,313	52,806	44,334
APR	8,492	7,915	20,551	19,320	21,463	20,847	19,931	20,323
MAY	0	0	22,559	26,039	27,870	33,630	0	0
JUN	2,788	6,027	54,283	59,855	57,482	62,492	0	0
JUL	59,565	63,560	64,100	64,861	64,522	66,328	0	0
AUG	63,140	60,029	65,164	63,209	67,127	66,247	0	0
SEP	52,676	50,536	51,936	49,081	55,666	51,327	0	0
OCT	27,010	22,539	29,818	28,739	37,948	31,394	0	0
NOV	16,986	16,880	17,675	17,335	18,442	17,809	0	0
DEC	31,448	41,587	31,757	41,158	31,192	42,461	0	0
TOTAL	405,693	402,264	500,742	502,270	527,292	527,884	167,718	155,251

2025 Tower Operations

	COMMERCIAL	GENERAL AVIATION	MILITARY	TOWER TOTALS
JAN	1185	2008	27	3,220
FEB	1068	1788	12	2,868
MAR	1188	1620	20	2,828
APR	493	788	18	1,299
MAY				-
JUNE				-
JULY				-
AUG				-
SEPT				-
OCT				-
NOV				-
DEC				-
TOTALS	3934	6204	77	10215

*These numbers do not include aircraft prior to 0700 or after 2100.

JH Airport 2024 vs 2025 GA and Commercial Activity*

GA	2024	2025	%Change Month 2024	2024 YTD % Change	Commercial	2024	2025	%Change Month 2024	2024 YTD % Change	Overall	2024	2025	%Change Month 2024	2024 YTD % Change
JAN	1,757	2,035	15.8%	15.8%	JAN	1,066	1,185	11.2%	11.2%	JAN	2,823	3,220	14.1%	14.1%
FEB	1,667	1,800	7.98%	12.0%	FEB	1,034	1,068	3.29%	7.29%	FEB	2,701	2,868	6.2%	10.2%
MAR	1,604	1,640	2.24%	8.89%	MAR	1,004	1,188	18.3%	10.9%	MAR	2,608	2,828	8.4%	9.6%
APR	769	806	4.81%	8.35%	APR	460	493	7.2%	10.4%	APR	1,229	1,299	5.7%	9.1%
MAY	1,294	-			MAY	610	-			MAY	1,904	-		
JUNE	2,383	-			JUNE	1081	-			JUNE	3,464	-		
JULY	2,809	-			JULY	1240	-			JULY	4,049	-		
AUG	3,205	-			AUG	1270	-			AUG	4,475	-		
SEPT	2,363	-			SEPT	994	-			SEPT	3,357	-		
OCT	1,799	-			OCT	769	-			OCT	2,568	-		
NOV	933	-			NOV	456	-			NOV	1,389	-		
DEC	1,616	-			DEC	816	-			DEC	2,432	-		
TOTALS	22,199				TOTALS	10,800				TOTALS	32,999			

*These numbers do not include aircraft prior to 0700 or after 2100.