



Subject: Preliminary Funding Discussion

Project Name: Tribal Trail Connector EA

Location: MS Teams Meeting

Date/Time: May 7, 2020, 2:30 – 3:30 PM.

Participants:

Heather Overholser – Teton County
Amy Ramage – Teton County
Jazmine Watson – Teton County
Keith Compton - WYDOT
Darin Kaufman – WYDOT
Bob Hammond – WYDOT
Nick Hines – WYDOT
Matt Oolman – WYDOT
Kevin Stogsdill – WYDOT
Randy Bomar – Morrison Maierle
Tom Eastwood – Morrison Maierle
Tim Brugger – Morrison Maierle
Steve Lowman – Morrison Maierle
Jim Clarke – Jacobs
Whitney Wimer – Jacobs

Copies to: Randy Merritt - WYDOT

Meeting Summary Notes:

Action Items found in these notes are **underlined in bold**. Group decisions are **highlighted**. The notes presented below are summary notes.

Meeting Purpose and Goal: Develop response to the Teton County Board of County Commissions (BCC) questions from the May 4, 2020 Workshop Meeting

Summary

Heather provided a recap of Monday, May 4th BCC meeting. County staff has decided to have two separate votes for the project:

1. Does the project move forward? Will be voted on June 2.
2. Preferred alternative. Date to be determined.

County wants to manage the process with the commission. Staffs' understanding is the commission can vote and approve an alternative but ultimately it is not the County's choice on what is built in the WYDOT ROW.

- WYDOT confirmed staffs understanding is correct.
- WYDOT will do their best to work with the County to build the alternative the County prefers. However, WYDOT will be "good stewards" of the tax payer's dollars and support an economical solution that meets the desired solution.

- WYDOT will require an operational analysis.
- If the operational analysis shows that both alternatives, interchange and at-grade, function the same WYDOT would select the cheaper of the two options.

Does WYDOT have a maximum amount they want to spend in the ROW?

- STIP currently includes \$1.5 million for this project.
- More money could be directed to this project, but the money would have to come from a different project.

If the County really wants to build the interchange, but WYDOT doesn't want to, what does that look like?

- There is an opportunity to do an Authority for Rendering Service Contract (ARS).
- County could then provide the additional funds.
- If the operational analysis shows that the interchange functions better, then it is possible that WYDOT may entertain providing more funds for the project.

If the BCC chooses to move forward with the project, is it possible that hybrid of N2a and N2b could be the final design?

- Yes, N2a and N2b are two extremes of the spectrum based on conceptual design. If the project progresses the design will be refined and likely end up as a combination of the two designs.

WYDOT recommends a comparison matrix that looks at:

- Construction costs
- Landscape impacts
- Safety
- Cost of crashes
- Impacts to WYO 22
- Modification costs

Jacobs and MMI will work on developing a comparison matrix.

Review of the Access Review Committee (ARC) steps:

- County submits a M-3A permit to District to review.
- District will either approve or reject application.
- If application is rejected County can elevate the review to the ARC.
- ARC will look at different safety aspects of the proposed change in access to determine if the change in access is allowed. The ARC will not determine which type of intersection works best.
- Darrin indicated a benefit cost ratio would be helpful.

Discussion on if both N2a and N2b should move forward in the EA?

- Concerns with the cost associated with this approach; more detailed design would be needed for the two options.
- County would prefer to not take 2 design options through the EA. Would prefer to work through the options with WYDOT to come up with a design medium that maybe lower in cost.
- Determined there needs to be a design check-in between the County and WYDOT to weigh the options on what solution to forward before the ARC or EA processes.

WYDOT is in a different role, a partner instead of just the regulator agency, on this project. County would like to like to set up a collaborative review of this access review

Commissioners want to know how much time does this project buy the Y intersection?

- A definitive answer can not be provided at this time, but we need to figure out how to respond to this question.

Commissioners wanted to know what is the best long-term solution?

- If the interchange alternative is selected, it would need to be built to accommodate a 4-lane WYO 22.
- Amy suggested looking at the at-grade signal at Tribal Trail then widen WYO 22 to the Y intersection. The added capacity may buy more time at the Y intersection.

Next Steps

- BCC meets on Tuesday, June 2 to vote on the continuation of the project.
- **After vote County will schedule follow-up meeting with WYDOT to discuss next steps.**
- **County requested Traffic Meeting with WYDOT; scheduled for Thursday May 14, 2:30 – 3:30 PM**
- MMI is moving forward with the Traffic Impact Study
 - County this can wait till after the vote.
 - **MMI to have offline discussion with County**