



August 20, 2010

Secretary Ray LaHood  
Department of Transportation

Dear Secretary LaHood,

The Community Transportation Association of Idaho (CTAI) is in full support of the TIGER II grant application from Teton County, Idaho, for improvements to the Grand Loop bicycle and pedestrian system, transit infrastructure and mobility access improvements.

CTAI's mission is to improve mobility services by working with stakeholders, community leaders, and local citizens while advocating for safe, cost-effective, accessible, integrated and affordable mobility services and systems throughout the state of Idaho. In our view, this application comes from a complete and representative consortium of stakeholders in the region. The proposal truly captures the needs of the citizens in these communities, and if approved, it would have a significant and measurable impact.

The transit infrastructure investment proposed in this grant application will allow residents to reach quality, living-wage jobs at Grand Targhee Resort, Jackson Hole, and at the Idaho National Lab. These improvements will link this rural area to the intercity bus network which would provide affordable access throughout the region, greatly increasing the livability of the community. The transit infrastructure would also complement existing multi-modal facilities in the community, increasing the value of those facilities to livability.

Access from this region to airports is difficult without a private automobile. The proposed transit improvements and connectivity with the intercity bus network will give access to regional airports, providing a link between air and ground transportation that is sorely lacking in the region. The proposed transit center in Rexburg would serve hundreds of employees at the Idaho National Laboratory and also thousands of BYU-Idaho students with improved mobility services.

The bicycle/pedestrian improvements address significant safety concerns for those traveling the many dangerous stretches of narrow-shouldered road. These improvements would likely attract cross-country bicyclists to this scenic region, since the route is part of a national scenic route system and increase tourism activity and benefit the region economically.

CTAI supports this grant application from Teton County because it will provide the outcomes you described for the US Bicycle Route System. "The USBRS will generate economic activity, reduce greenhouse gas emissions, and promote a healthier America. And because bicycle infrastructure is relatively inexpensive, the USBRS can achieve these benefits cost-effectively." This program is directly in line with the mission of our organization, and with the needs of the community it would benefit.

Thank you,

A handwritten signature in black ink, appearing to read 'Jeff Osgood', with a long, sweeping underline that extends to the right.

Jeff Osgood  
District 6 Mobility Manager  
Community Transportation Association of Idaho



**IDAHO TRANSPORTATION DEPARTMENT**

P.O. Box 7129  
Boise ID 83707-1129

(208) 334-8000  
itd.idaho.gov

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August 17, 2010

Secretary Ray LaHood  
US Department of Transportation  
1200 New Jersey Ave. SE  
Washington, DC, 20590

Dear Secretary LaHood,

The Idaho Transportation Department's Division of Public Transportation (ITD-PT) is in full support of the TIGER II grant application from Teton County, Idaho for improvements to the Grand Loop bicycle and pedestrian system, and well as for transit facility and access improvements.

Beginning in late 2008, ITD-PT began a collaborative effort across the state to develop the structure and processes to support mobility management and coordination planning at a grass-roots, local level.

The Teton Valley area took full advantage of these structures and processes - and coupled with their own aggressive approach towards improving their mobility choices – have made significant improvements in the quantity and quality of their mobility services and facilities.

This grass-roots mobility planning and coordination process identifies and documents mobility values, needs, service gaps, strategies and priorities, with a strong emphasis on local community involvement and buy-in. Teton County and the surrounding area have continued to incorporate solid community involvement in its planning and coordination efforts, with a resulting assurance that projects they propose are in alignment with the wishes of the community and the strategic interests of the region and state. Indeed, initiatives within their proposal address three of the highest prioritized strategies identified in their local mobility management plans.

Recognizing their commitment to locally driven mobility coordination and planning, I heartedly endorse and support their application for TIGER II funding.

Sincerely,

A handwritten signature in cursive script that reads "John J Krause".

John Krause  
Mobility Program Manager

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August 17, 2010

Secretary Ray LaHood  
Department of Transportation  
1200 New Jersey Avenue, SE  
Washington DC 20590

Re: Yellowstone-Teton Western Gateway project

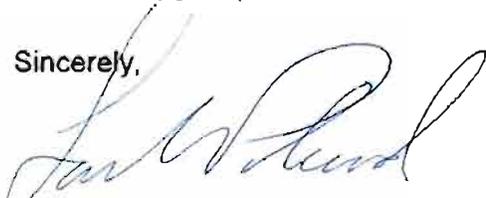
Dear Secretary LaHood,

The Idaho Department of Commerce would like to express our support for the Yellowstone-Teton Western Gateway project. This project will bring safety and sustainable economic development to both eastern Idaho and western Wyoming by improving the connectivity of residents and tourists to businesses, recreational opportunities and services like healthcare and education.

Of special interest to our department is the impact that this project will have on business recruiting and expansion in Idaho. Livable cities and their ability to attract and retain top notch talent is becoming a top consideration for businesses looking to relocate and expand. Transportation is the key to a community's "livability" which is why the Idaho Department of Commerce strongly supports this project.

In closing I would like to thank you for your time and consideration. Please feel free to call upon me if I can be of any help.

Sincerely,



Lane V. Packwood  
Administrator  
Economic Development



CITY OF  
**REXBURG**  
America's Family Community

August 17, 2010

Secretary Ray LaHood  
US Department of Transportation  
1200 New Jersey Ave. SE  
Washington DC, 20590

Dear Secretary LaHood,

The City of Rexburg, Idaho is in support of the application from Teton County, Idaho, for improvements to the Grand Loop bicycle and pedestrian system, and for the transit facility and access improvements.

The City of Rexburg, America's Family Community, is committed to excellence through leadership, balanced growth, and cooperation. These high standards will continue to make Rexburg a wonderful place to Live, Work, and Play. Teton and Madison counties are two of the fastest-growing rural counties in the country, and the increase in population and vehicles is rapidly reducing the safety of the rural highways in the region. Bikes and cars are forced to share narrow, hilly highways with poor sightlines, leading to conflicts. Most of the highways in the project have shoulders less than 4' wide, with many having shoulders less than 2' wide. Riding bikes on these roads simply isn't safe.

The improvement to bike paths and routes will greatly increase the safety along the highways and in towns by separating bike and vehicle traffic. The bus improvements will reduce congestion along the roads by providing other alternatives to vehicular travel. Park and Ride lots will give bus riders a safe place to park their cars, rather than parking them along the edges of residential neighborhoods where they clog streets and reduce visibility of pedestrians.

Overall, we believe that the improvements proposed in this project will increase the safety of travel in the area, and do so in a cost-effective and environmentally sound way.

Thank you,

Mayor Richard Woodland

# City of Ashton

PO Box 689  
714 Main Street  
Ashton, ID 83420



# Centennial

1906-2006

Office: 208-652-3987  
Fax: 208-652-3401  
Mayor: Theo R. Stronks  
Councilmembers: Linda Janssen  
Stacey Dexter  
Teresa Hansen  
Brett Pmcock

City Clerk: Cathy Stegelmeier  
Deputy Clerk: Jan Wamke

August 17, 2010

Secretary Ray LaHood  
Department of Transportation

Dear Secretary LaHood,

The City of Ashton is in full support of the application from Teton County, Idaho, for improvements to the Grand Loop bicycle and pedestrian system, and for transit facility and access improvements.

The City of Ashton believes that improving the bicycle facilities, such as the Ashton-Tetonia Rail Trail, will not only increase the safety of the bicycles and pedestrians, but will increase the economic competitiveness and the overall livability of our community. The transit infrastructure investment proposed in this grant application will also allow residents to reach higher paying jobs in the Rexburg and Jackson Micropolitan Areas, and at large regional employers such as the Idaho National Laboratory.

The bicycle/pedestrian improvements will increase tourism by making it easy visitors to travel around the region safely on foot or bike, away from dangerous stretches of narrow-shouldered road. They will provide a more enjoyable experience in a remarkably beautiful area, and do so without increasing vehicle emissions. These improvements will also attract cross-country bicyclists to this scenic region, since the route is part of the national bicycling system.

The bus improvements will also facilitate more winter visitors (those who otherwise avoid dangerous winter roads). This will provide more jobs and year-round economic stability.

Overall, we believe that the transit improvements and the bike improvements will provide the outcomes you described for the US Bicycle Route System. "The USBRS will generate economic activity, reduce greenhouse gas emissions, and promote a healthier America. And because bicycle infrastructure is relatively inexpensive, the USBRS can achieve these benefits cost-effectively."

Thank you,

A handwritten signature in blue ink that reads "Teddy Stronks". The signature is written in a cursive style.

Teddy Stronks  
Mayor

City of Victor  
P.O. Box 122  
32 Elm Street  
Victor, Idaho 83455



(208) 787-2940  
FAX (208) 787-2357  
craigs@victorcityidaho.com

18 August 2010

Secretary Ray LaHood  
Department of Transportation

Dear Secretary LaHood;

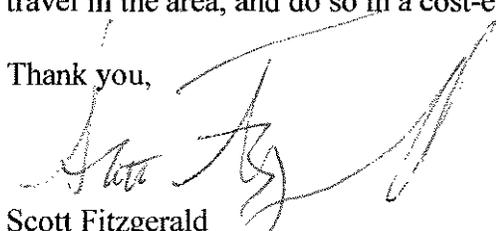
The City of Victor is in full support of the application from Teton County, Idaho for improvements to the Grand Loop bicycle and pedestrian system, and for transit facilities and access improvements.

Victor is part of the two fastest growing rural counties in the country, and the increase in population and vehicles is rapidly reducing the safety of the rural highways in the region. Bikes and cars are forced to share the narrow, hilly highways with poor sightlines, leading to conflicts. As shown in the Bicycle Route Analysis Tool, most of the highways in the project area have shoulders less than 4' wide, with many having shoulders less than 2' wide. Riding bikes on these roads, especially for visitors unfamiliar with the area, simply isn't safe.

The improvements to bike paths and routes will greatly increase the safety along the highways and in towns by separating bike and vehicle traffic. The bus improvements will reduce congestion along the roads by providing other alternatives to vehicular travel while the planned transit facilities will enhance rider usage by providing all-weather pick-up points. These transit facilities will further provide bus riders a safe place to park their cars, rather than parking them along the edges of residential neighborhoods where they clog the streets and reduce visibility of pedestrians.

Overall, we believe that the improvements proposed in this project will increase the safety of travel in the area, and do so in a cost-effective and environmentally sound way.

Thank you,



Scott Fitzgerald  
Mayor  
City of Victor



Inc. 1910

100 Years

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60 S Main St | PO Box 48 - Driggs, ID 83422 | Ph: 208-354-2362 | Fax: 208-354-8522 | [www.driggs.govoffice.com](http://www.driggs.govoffice.com)

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August 19, 2010

Secretary Ray LaHood  
Department of Transportation

Dear Secretary LaHood,

As an application partner, the City of Driggs is in full support of the grant request from Teton County, Idaho, for improvements to the Grand Loop bicycle and pedestrian system, and for transit facility and access improvements.

The City of Driggs believes that improving the bicycle facilities, such as the Ashton-Tetonia Rail Trail, will not only increase the safety of the bicycles and pedestrians, but will increase the economic competitiveness and the overall livability of our community in a sustainable manner. The transit infrastructure investment proposed in this grant application will also allow residents to reach higher paying jobs in the Rexburg and Jackson Micropolitan Areas, and at large regional employers such as the Idaho National Laboratory.

The bicycle/pedestrian improvements will increase tourism by making it easy for visitors to travel around the region safely on foot or bike, away from dangerous stretches of narrow-shouldered road. They will provide a more enjoyable experience in a remarkably beautiful area, and do so without increasing vehicle emissions. These improvements will also attract cross-country bicyclists to this scenic region, since the route is part of the national bicycling system.

The bus improvements will also facilitate more winter visitors (those who otherwise avoid dangerous winter roads) and expansion of Grand Targhee Resort, one of the largest area employers. This will provide more jobs and year-round economic stability.

Overall, we believe that the transit improvements and the bike improvements will provide the outcomes you described for the US Bicycle Route System. "The USBRS will generate economic activity, reduce greenhouse gas emissions, and promote a healthier America. And because bicycle infrastructure is relatively inexpensive, the USBRS can achieve these benefits cost-effectively."

Thank you,

Daniel J. Powers, Mayor  
City of Driggs, Idaho

August 17, 2010

Secretary Ray LaHood  
Department of Transportation

Dear Secretary LaHood,

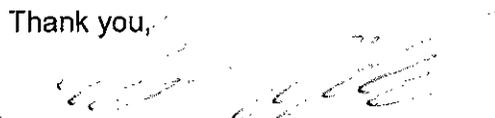
The Teton County Office of Emergency Management is in full support of the application from Teton County, Idaho, for improvements to the Grand Loop bicycle and pedestrian system, and for transit facility and access improvements.

Our agency oversees preparedness, planning, resolution and mitigation for all types of disasters and emergencies. Teton and Madison counties are two of the fastest-growing rural counties in the country, and the increase in population and vehicles is rapidly reducing the safety of the rural highways in the region. Bikes and cars are forced to share narrow, hilly highways with poor sightlines, leading to conflicts. As shown in the Bicycle Route Analysis Tool, most of the highways in the project area have shoulders less than 4' wide, with many having shoulders of less than 2' wide. Riding bikes on these roads, especially for visitors unfamiliar with the area, simply isn't safe.

The improvements to bike paths and routes will greatly increase the safety along the highways and in towns by separating bike and vehicle traffic. The bus improvements will reduce congestion along the roads by providing other alternatives to vehicular travel. Park and Ride lots will give bus riders a safe place to park their cars, rather than parking them along the edges of residential neighborhoods where they clog the streets and reduce visibility of pedestrians.

Overall, we believe that the improvements proposed in this project will increase the safety of travel in the area, and do so in a cost-effective and environmentally sound way.

Thank you,



Greg Adams  
Emergency Management Coordinator



Teton County Sheriff's Office  
Sheriff Tony Liford

OFFICE  
89 North Main Street  
Driggs, Idaho 83422

PHONE  
208-354-2323

FAX  
208-354-8028

EMAIL  
Tliford@co.teton.id.us

August 17, 2010

Secretary Ray LaHood  
Department of Transportation

Dear Secretary LaHood,

Teton County Sheriff is in full support of the application from Teton County, Idaho, for improvements to the Grand Loop bicycle and pedestrian system, and for transit facility and access improvements.

Teton and Madison counties are two of the fastest-growing rural counties in the country, and the increase in population and vehicles is rapidly reducing the safety of the rural highways in the region. Bikes and cars are forced to share narrow, hilly highways with poor sightlines, leading to conflicts. As shown in the Bicycle Route Analysis Tool, most of the highways in the project area have shoulders less than 4' wide, with many having shoulders of less than 2' wide. Riding bikes on these roads, especially for visitors unfamiliar with the area, simply isn't safe.

The improvements to bike paths and routes will greatly increase the safety along the highways and in towns by separating bike and vehicle traffic. The bus improvements will reduce congestion along the roads by providing other alternatives to vehicular travel. Park and Ride lots will give bus riders a safe place to park their cars, rather than parking them along the edges of residential neighborhoods where they clog the streets and reduce visibility of pedestrians.

Overall, we believe that the improvements proposed in this project will increase the safety of travel in the area, and do so in a cost-effective and environmentally sound way.

Thank you,

Tony Liford  
Sheriff



**Glenn Vitucci, Chairman  
Housing Authority Commission**

150 Court House DR. #212, Driggs, ID 83422  
208-354-3507 Telephone • 208-354-3508 Fax

August 17, 2010

Secretary Ray LaHood  
US Department of Transportation  
1200 New Jersey Ave. SE  
Washington, DC, 20590

Dear Secretary LaHood,

The Teton County Idaho Housing Authority Commission is in full support of the application from Teton County, Idaho, for improvements to the Grand Loop bicycle and pedestrian system, and for transit facility and access improvements.

Our organization serves the population of Teton County, Idaho, which includes young families, people with disabilities, immigrants, and seniors. As such an organization, we are aware of the growth challenges in Teton County and Madison County, the two areas most affected by this project. They often work in Jackson Hole or at Grand Targhee Resort and live in Victor or Driggs because of the lower cost of living. When START Transit began commuter service over Teton Pass, it was a huge economic relief for some of our residents. The transit infrastructure investment proposed in this grant application will help improve access to that existing service and will allow for improved service to Grand Targhee.

When people in the Teton Valley want to access major medical facilities, education, or significant shopping, they need to travel to the I-15/US 20 corridor to the west. The same facilities that allow access Grand Targhee and Jackson to east will also allow access to improved bus service to jobs and economic opportunities in Rexburg. Furthermore, it will connect them to the entire intercity bus network, greatly increasing the livability of the region. Finally, bus service between Victor and Driggs would complement the existing pathway that our residents regularly use, and the improved bicycle and pedestrian infrastructure proposed in this application.

The bicycle/pedestrian improvements will help our residents in traveling locally and regionally. It is important to get people on foot, bike, or wheelchair to work, or to help them exercise after work and weekends. We also understand that it could help build the economic base of the valley and region because of the tourism aspect. This is in line with the goals of the region to grow while maintaining the open space and air quality that makes the west side of the Tetons special.

Your blog described the benefits of the national program under which this would fall:

"The [US Bicycle Route System] USBRS is not just a bunch of bike paths; we're talking about a transportation system. It will facilitate travel between communities and to historic and cultural landmarks. It will give people living in more rural areas a way to travel into a nearby urban area by bicycle. Urban and suburban residents will have better access to rural recreation areas. And--like our interstate highway system--it will facilitate long-distance travel by bicycle, whether across one's state or across the country."

We couldn't agree more. Overall, we believe that the transit improvements and the bike improvements will provide the outcomes you described for the USBRS. "The USBRS will generate economic activity, reduce greenhouse gas emissions, and promote a healthier America. And because bicycle infrastructure is relatively inexpensive, the USBRS can achieve these benefits cost-effectively."

Thank you,

A handwritten signature in blue ink, appearing to read "Glenn Vitucci". The signature is fluid and cursive, with a large initial "G" and "V".

Glenn Vitucci, Chairman  
Teton County Idaho Housing Authority Commission



# TETON VALLEY

CHAMBER OF COMMERCE

P.O. Box 250 Driggs, ID 83422  
208 354 2500 208 354 2517 (fax)

[tvcc@tetonvalleychamber.com](mailto:tvcc@tetonvalleychamber.com) [www.tetonvalleychamber.com](http://www.tetonvalleychamber.com)

August 17, 2010

Secretary Ray LaHood  
Department of Transportation

Dear Secretary LaHood,

The Teton Valley Chamber of Commerce is in full support of the application from Teton County, Idaho, for improvements to the Grand Loop bicycle and pedestrian system, and for transit facility and access improvements.

Our organization's mission is to **promote, support and strengthen** the economic climate of Teton Valley, while **servicing and advocating** the interests of our members. This includes, but is not limited to, the following: **Create and enhance** programs, projects and activities that **help our member businesses thrive and prosper**; **Expand the Chamber's Public Policy activities** to become the collective voice of our members; **Organize** programs and activities that **enhance our community's economic vitality and quality of life**; **Manage the Chamber in a fiscally responsible manner** to ensure the financial stability of the organization and the cost effective delivery of services to our members. As such an organization, we are aware of the rapid growth in Teton County and Madison County, the two areas most affected by this project. In spite of the growth, economic development has been constrained by a lack of appropriate infrastructure, especially in modes other than private vehicles. The transit infrastructure investment proposed in this grant application will allow residents to reach good jobs in Grand Targhee, Jackson, and at the Idaho National Lab.

The bicycle/pedestrian improvements will increase tourism by making it easy visitors to travel around the region safely on foot or bike, away from dangerous stretches of narrow-shouldered road. They will provide a more enjoyable experience in a remarkably beautiful area, and do so without increasing vehicle emissions. These improvements will also attract cross-country bicyclists to this scenic region, since the route is part of the national routes.

The bus improvements will allow Grand Targhee Resort to expand, attracting more winter visitors. This will provide more jobs and year-round economic stability, and will do so in an environmentally- friendly way.

Overall, we believe that the transit improvements and the bike improvements will provide the outcomes you described for the US Bicycle Route System. "The USBRS will generate economic activity, reduce greenhouse gas emissions, and promote a healthier America. And because bicycle infrastructure is relatively inexpensive, the USBRS can achieve these benefits cost-effectively."

Thank you,

A handwritten signature in cursive script, appearing to read "Louis B. Christensen". The signature is written in black ink and is positioned above the printed name.

Louis B. Christensen  
Vice President  
Teton Valley Chamber of Commerce

August 17, 2010

Secretary Ray LaHood  
US Department of Transportation  
1200 New Jersey Ave. SE  
Washington, DC, 20590

Dear Secretary LaHood,

Friends of the Teton River is in full support of the application from Teton County, Idaho, for improvements to the Grand Loop bicycle and pedestrian system, and for transit facility and access improvements.

Our organization works to protect clean water healthy streams, and abundant fisheries in the Teton region. Teton and Madison counties are two of the ten fastest-growing rural counties in the country, a rate of growth that threatens the environment with increased vehicle emissions, smog, and expanded road systems; these in turn have the potential to negatively impact water quality. The proposed improvements will reduce these threats by getting people out of cars to tour the region and providing a way for residents to move around their communities without driving.

The bicycle/pedestrian improvements will make it possible for people on foot, bike, or wheelchair to get to work or school, and to get exercise and fresh air. Building the economic base of the valley and region through increased biking opportunities and the bus routes to Grand Targhee is in line with the goals of the region to grow while maintaining the open space, air quality, and water quality that makes the west side of the Tetons special.

Overall, we believe that the transit improvements and the bike improvements will provide the outcomes that your blog described for the US Bicycle Route System. "The USBRS will generate economic activity, reduce greenhouse gas emissions, and promote a healthier America. And because bicycle infrastructure is relatively inexpensive, the USBRS can achieve these benefits cost-effectively."

Thank you,



Amy Verbeten  
Education Director  
Friends of the Teton River

August 18, 2010



Secretary Ray LaHood  
US Department of Transportation  
1200 New Jersey Ave. SE  
Washington, DC 20590

Dear Secretary LaHood:

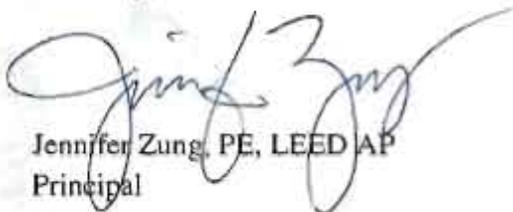
Harmony Design & Engineering and our staff would like to express our sincere support for the application from Teton County, Idaho, for improvements to the Grand Loop bicycle and pedestrian system, and for transit facility and access improvements.

Our company works to protect the environment through planning and engineering low-impact, environmentally sustainable developments and infrastructure for public and private entities. Rapid growth in Teton and Madison Counties is posing a threat to our environment with increased vehicle emissions, smog, and expanded road systems, and we believe the proposed improvements will help reduce this threat.

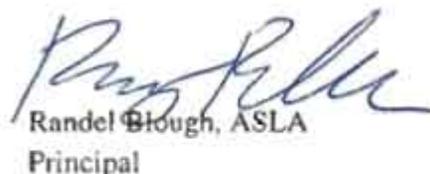
The proposed improvements will reduce the environmental impact of our transportation system by providing bicycle and pedestrian transportation alternatives that help visitors tour the region and allow residents to travel to work or school without relying solely on automobiles. As a result of more enjoyable travel experiences in the valley, more destination visitors will be attracted to the area which will strengthen the tourist industry. It will also help attract permanent residents who will start businesses and industries such as ours that strengthen the economic base of the region. As an added bonus, people using bicycle and pedestrian transportation will be exercising and enjoying the fresh mountain air of the Tetons.

In summary, the proposed transit improvements and bike improvements will generate economic activity, reduce greenhouse emissions, and promote a healthier America; all desired outcomes described on your blog for the US Bicycle Route System. Most importantly, we believe that the proposed transportation improvements will help us plan sustainable communities that are interconnected and vibrantly alive.

Sincerely,



Jennifer Zung, PE, LEED AP  
Principal



Randel Blough, ASLA  
Principal



PO Box 1523, Driggs, ID 83422

August 17, 2010

Secretary Ray LaHood  
Department of Transportation

**BOARD OF DIRECTORS**

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Dear Secretary LaHood,

The Community Foundation of Teton Valley is in full support of the application from Teton County, Idaho, for improvements to the Grand Loop bicycle and pedestrian system, and for transit facility and access improvements.

Our agency's mission is to improve the quality of life in Teton Valley through philanthropic leadership. Teton and Madison counties are two of the fastest-growing rural counties in the country, and the increase in population and vehicles is rapidly reducing the safety of the rural highways in the region. Bikes and cars are forced to share narrow, hilly highways with poor sightlines, leading to conflicts. As shown in the Bicycle Route Analysis Tool, most of the highways in the project area have shoulders less than 4' wide, with many having shoulders of less than 2' wide. Riding bikes on these roads, especially for visitors unfamiliar with the area, simply isn't safe.

The improvements to bike paths and routes will greatly increase the safety along the highways and in towns by separating bike and vehicle traffic. The bus improvements will reduce congestion along the roads by providing other alternatives to vehicular travel. Park and Ride lots will give bus riders a safe place to park their cars, rather than parking them along the edges of residential neighborhoods where they clog the streets and reduce visibility of pedestrians.

Overall, we believe that the improvements proposed in this project will increase the safety of travel in the area, and do so in a cost-effective and environmentally sound way.

Thank you,

A handwritten signature in blue ink that reads "Cathy O'Connor".

Cathy O'Connor  
Executive Director



Confirmed in Compliance

with National Standards for

US Community Foundations


**EASTERN IDAHO COMMUNITY ACTION PARTNERSHIP**

P.O. Box 51098  
 357 Constitution Way  
 Idaho Falls, Idaho 83405  
 (208) 522-5391  
 FAX (208) 522-5453  
 1-800-632-4813

August 17, 2010

Secretary Ray LaHood  
 US Department of Transportation  
 1200 New Jersey Ave. SE  
 Washington, DC, 20590

Dear Secretary LaHood,

Eastern Idaho Community Action Partnership is in full support of the application from Teton County, Idaho, for improvements to the Grand Loop bicycle and pedestrian system, and for transit facility and access improvements.

Our organization serves low income individuals and families in the 9 eastern Idaho counties, including Teton County. As an organization, we are aware of the rapid growth in Teton County and Madison County, the two areas most affected by this project. Our clients regularly tell us about the difficulties in getting to work. They often work in Jackson Hole or at Grand Targhee Resort and live in Victor or Driggs because of the lower cost of living. When START Transit began commuter service over Teton Pass, it was a huge economic relief for some of our clients. The transit infrastructure investment proposed in this grant application will help improve access to that existing service and will allow for improved service to Grand Targhee.

When people in the Teton Valley want to access major medical facilities, education, or significant shopping, they need to travel to the I-15/US 20 corridor to the west. The same facilities that allow access Grand Targhee and Jackson to east will also allow access to improved bus service to jobs, education and economic opportunities in Rexburg. Furthermore, it will connect them to the entire intercity bus network, greatly increasing the livability of the region. Finally, bus service between Victor and Driggs would complement the existing pathway that our clients regularly use, and the improved bicycle and pedestrian infrastructure proposed in this application.



RSVP



The bicycle/pedestrian improvements will help our clients in traveling locally and regionally. It is important to get people on foot, bike, or wheelchair to work, or to help them exercise after work and weekends. We also understand that it could help build the economic base of the valley and region because of the tourism aspect. This is in line with the goals of the region to grow while maintaining the open space and air quality that makes the west side of the Tetons special.

Thank you,

A handwritten signature in black ink that reads "Russell K. Spain". The signature is written in a cursive, flowing style.

Russell K. Spain, CCAP  
Executive Director



120 N. First East • Box 302 • Driggs, Idaho 83422  
Office: (208) 354-8067 • Fax: (208) 354-8058  
24-Hour Support Hotline: (208) 354-SAFE

**Board of  
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August 18, 2010

Secretary Ray LaHood  
US Department of Transportation  
1200 New Jersey Ave. SE  
Washington, DC, 20590

Dear Secretary LaHood,

Family Safety Network supports of the application from Teton County, Idaho for improvements to the Grand Loop bicycle and pedestrian system, and for transit facility and access improvements.

Our agency provides free, confidential services to local victims living with domestic violence. Of the 300 families we serve each year, 75% are forced to leave their homes and start over with limited financial resources. Many do not have cars and rely heavily on public transportation. The current inter-county transit system does not adequately meet their needs. Many cannot get to the grocery store or to medical appointments.

The transit infrastructure investment proposed in this grant application will help improve access to jobs, education, shopping and medical appointments for these families who desperately need enhanced transit opportunities both inside the County and to the neighboring cities of Rexburg, Idaho and Jackson, Wyoming.

Your consideration of the enclosed application is appreciated on behalf of our agency and the families we serve. Thank you.

Sincerely,

Susan Fenger  
Executive Director

August 17, 2010

Secretary Ray LaHood  
Department of Transportation

Dear Secretary LaHood,

Partners for Prosperity is in full support of the application from Teton County, Idaho, for improvements to the Grand Loop bicycle and pedestrian system, and for transit facility and access improvements.

Our agency has been setup and is continuing to partner with different organizations in helping to reduce poverty in a 16 county region in Southeast Idaho. Teton and Madison counties are two of the fastest-growing rural counties in the country, and the increase in population and vehicles is rapidly reducing the safety of the rural highways in the region. Bikes and cars are forced to share narrow, hilly highways with poor sightlines, leading to conflicts. As shown in the Bicycle Route Analysis Tool, most of the highways in the project area have shoulders less than 4' wide, with many having shoulders of less than 2' wide. Riding bikes on these roads, especially for visitors unfamiliar with the area, simply isn't safe.

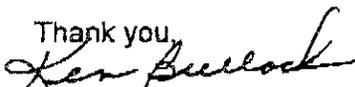
The improvements to bike paths and routes will greatly increase the safety along the highways and in towns by separating bike and vehicle traffic. The bus improvements will reduce congestion along the roads by providing other alternatives to vehicular travel. Park and Ride lots will give bus riders a safe place to park their cars, rather than parking them along the edges of residential neighborhoods where they clog the streets and reduce visibility of pedestrians.

Overall, we believe that the improvements proposed in this project will increase the safety of travel in the area, and do so in a cost-effective and environmentally sound way.

We are also concerned about the alternative forms of transportation in our region. Many of the Low income are without reliable transportation and forced to make decisions regarding employment, housing, and training on their ability to transport themselves to their opportunities. We have found many have access to only one vehicle which leaves their spouse and family with little choices for transportation. Many of the low income are seeking better employment within the region but limited to walking and bicycles for their mobility.

In summary, we at Partners for Prosperity fully support any efforts to improve the mobility of the residents in the Teton area.

Thank you,



Ken Bullock

CFO and Transportation Development

*Partners for Prosperity*  
*Blackfoot, ID 83221*

August 19 2010

Secretary Ray LaHood  
US Department of Transportation  
1200 New Jersey Ave. SE  
Washington, DC, 20590

Dear Secretary LaHood,

Seniors West of the Tetons is in full support of the application from Teton County, Idaho, for improvements to the Grand Loop bicycle & pedestrian system, & for transit facility & access improvements.

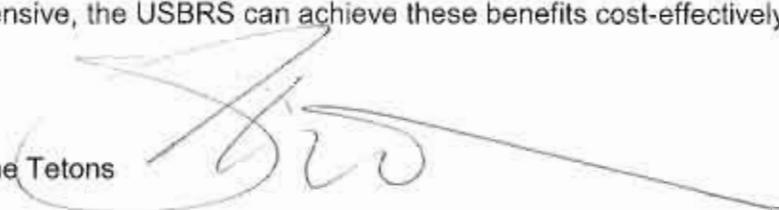
Our organization serves the valley's seniors & their friends and families. They include young families, people with disabilities, immigrants, and seniors. As such an organization, we are aware of the rapid growth in Teton County & Madison County, the two areas most affected by this project. Our members regularly tell us about the difficulties in getting to doctor's appointments, shopping and social events.

When people in Teton Valley want to access major medical facilities, education, or significant shopping, they need to travel to the I-15/US 20 corridor to the west. The same facilities that allow access Grand Targhee & Jackson to east will also allow access to improved bus service to jobs & economic opportunities in Rexburg. Furthermore, it will connect them to the entire intercity bus network, greatly increasing the livability of the region. Finally, bus service between Victor & Driggs would complement the existing pathway that our clients regularly use, & the improved bicycle & pedestrian infrastructure proposed in this application.

Your blog described the benefits of the national program under which this would fall: "The [US Bicycle Route System] USBRS is not just a bunch of bike paths; we're talking about a transportation system. It will facilitate travel between communities & to historic & cultural landmarks. It will give people living in more rural areas a way to travel into a nearby urban area by bicycle. Urban & suburban residents will have better access to rural recreation areas. And--like our interstate highway system--it will facilitate long-distance travel by bicycle, whether across one's state or across the country." We couldn't agree more.

Overall, we believe that the transit improvements & the bike improvements will provide the outcomes you described for the USBRS. "The USBRS will generate economic activity, reduce greenhouse gas emissions, & promote a healthier America. And because bicycle infrastructure is relatively inexpensive, the USBRS can achieve these benefits cost-effectively."

Thank you,  
Shauna Crandall  
Seniors West of the Tetons  
Site manager

A handwritten signature in black ink, appearing to read 'S. Crandall', is written over a circular stamp. The signature is fluid and cursive, extending across the right side of the page.



August 19, 2010

Secretary Ray LaHood  
US Department of Transportation  
1200 New Jersey Ave. SE  
Washington, DC, 20590

Dear Secretary LaHood

United Way of Idaho Falls and Bonneville, Jefferson, Fremont and Teton counties in the state of Idaho is in full support of the application from Teton County, Idaho, for the improvements to the Grand Loop bicycle and pedestrian system, and for a transit facility and access improvements.

United Way is an organization that serves economically disadvantaged people in eastern Idaho. They include young families, people with disabilities, immigrants, and seniors. We are aware of the rapid growth in Teton County and Madison County, the two areas most affected by this project. Many of these individuals work in Jackson Hole or at Grand Teton Resort and live in Victor or Driggs because of the lower cost of living. When START Transit began commuter service over Teton Pass, it was a huge economic relief for many.

The transit infrastructure investment proposed in this grant application will help improve access to that existing service and will allow for improved service to Grand Teton. When people in the Teton Valley want to access major medical facilities, education, or significant shopping, they need to travel to the I-15/US 20 corridor to the west. The same facilities that allow access Grand Targhee and Jackson to the east will also allow access to improved bus service to jobs and economic opportunities in Rexburg. Furthermore, it will connect them to the entire intercity bus network, greatly increasing the livability of the region. Finally, bus service between Victor and Driggs would compliment the existing pathway that our clients regularly use, and the improved bicycle and pedestrian infrastructure proposed in this application.

The bicycle/pedestrian improvements will help individuals in traveling locally and regionally. It is important to get people on foot, bike, or wheelchair to work, or to help them exercise after work or on weekends. It is also understood that it could help build the economic base of the valley and region, because of the tourism aspect. This in line with the goals of the region to grow while maintaining the open space and air quality that makes the west side of the Tetons special.

Please look favorably on this grant application.

Sincerely,

A handwritten signature in black ink that reads "Karen Cornwell". The signature is fluid and cursive, written over the printed name.

Karen Cornwell  
Executive Director United Way  
Idaho Falls City Council Member  
Idaho Public Transportation Advisory Council



August 17, 2010

Secretary Ray LaHood  
Department of Transportation

Dear Secretary LaHood,

Teton Valley Education Foundation (TVEF) is in full support of the application from Teton County, Idaho, for improvements to the Grand Loop bicycle and pedestrian system, and for transit facility and access improvements.

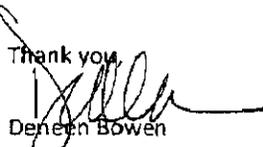
Our organization is dedicated to enhancing the educational experience for students and increasing opportunity for excellence in our public schools. The only way for our students to learn is to arrive at school safely and the proposed improvements to bike paths and routes are critical to this goal. We must do all we can to ensure the safety of our students and encourage the use of non-motorized vehicle transportation.

Teton and Madison counties are two of the fastest-growing rural counties in the country, and the increase in population and vehicles is rapidly reducing the safety of the rural highways in the region. Bikes and cars are forced to share narrow, hilly highways with poor sightlines, leading to conflicts. As shown in the Bicycle Route Analysis Tool, most of the highways in the project area have shoulders less than 4' wide, with many having shoulders of less than 2' wide. Riding bikes on these roads, especially for visitors unfamiliar with the area, simply isn't safe.

The improvements to bike paths and routes will greatly increase the safety along the highways and in towns by separating bike and vehicle traffic. The bus improvements will reduce congestion along the roads by providing other alternatives to vehicular travel. Park and Ride lots will give bus riders a safe place to park their cars, rather than parking them along the edges of residential neighborhoods where they clog the streets and reduce visibility of pedestrians.

Overall, we believe that the improvements proposed in this project will increase the safety of all of our educators and students, and do so in a cost-effective and environmentally sound way.

Thank you,



Deneen Bowen

Executive Director

Teton Valley Education Foundation

P.O. Box 1111

Driggs, ID 83422



GRAND TARGHEE RESORT



August 17, 2010

Secretary Ray LaHood  
Department of Transportation

Dear Secretary LaHood,

Grand Targhee Resort is in full support of the application from Teton County, Idaho, for improvements to the Grand Loop bicycle and pedestrian system, transit infrastructure and mobility access improvements.

Teton and Madison counties are two of the ten fastest-growing rural counties in the country, the two areas most affected by this project. In spite of the growth, economic development has been constrained by a lack of appropriate infrastructure, especially in modes other than private vehicles. The transit infrastructure investment proposed in this grant application will allow residents to reach good jobs at Grand Targhee Resort, Jackson Hole, and at the Idaho National Lab. When people in the Teton Valley want to access major medical facilities, education, or significant shopping, they need to travel to the I-15/US 20 corridor to the west. The same facilities that allow access to Grand Targhee and Jackson Hole to east will also allow access to improved bus service to jobs and economic opportunities in Rexburg. Furthermore, it will connect them to the entire intercity bus network, greatly increasing the livability of the region. Finally, bus service between Victor and Driggs would complement the existing pathway that our clients regularly use, and the improved bicycle and pedestrian infrastructure proposed in this application.

The bicycle/pedestrian improvements will increase tourism by making it easy for visitors to travel around the region- especially the Greater Yellowstone Ecosystem- safely on foot or bike, away from dangerous stretches of narrow-shouldered road. They will provide a more enjoyable experience in a remarkably beautiful area, and do so without increasing vehicle emissions. These improvements will also attract cross-country bicyclists to this scenic region, since the route is part of a national scenic route system.





GRAND TARGHEE RESORT



The transit improvements allow greater mobility from nearby micropolitan areas and airports to Teton Valley, the Caribou-Targhee National Forest, and Grand Targhee Resort; which will not only serve the region's recreational enthusiasts but will also help to attract more destination visitors. This will provide more jobs and year-round economic stability, and will do so in an environmentally- friendly way.

Overall, we believe that the transit improvements and the bike improvements will provide the outcomes you described for the US Bicycle Route System. "The USBRS will generate economic activity, reduce greenhouse gas emissions, and promote a healthier America. And because bicycle infrastructure is relatively inexpensive, the USBRS can achieve these benefits cost-effectively."

Thank you,

Scott Pierpont  
General Manager





## Adventure Cycling Association

August 17, 2010

Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary LaHood,

I am writing in support of the effort by Teton Valley Trails and Pathways, the City of Driggs, and Teton County, Idaho, to secure a grant to pave the newly developed rail-trail between the towns of Teton and Ashton, Idaho. This trail stands on its own as a remarkable rail-trail, skirting through beautiful farmland and ancient volcanic flows, while crossing over streams that tumble down along the western front of the Teton Range. And from a regional perspective, it is an important piece of what could one day be a network of reclaimed Union Pacific Railroad lines linking Victor, Idaho, and West Yellowstone, Montana, a distance of well over 100 miles.

Paving the Teton to Ashton Trail, which currently has a dirt/crush/gravel surface, would enhance its attraction and increase its use, and over time dramatically grow the economic benefits to the Teton Valley-Ashton region.

I live outside Victor, so the above is my view as a local. However, I also represent the Montana-based, 45,000-member Adventure Cycling Association, for which I serve as field editor (and have served in various other capacities over the past 35 years). I know you are already acquainted with Adventure Cycling, and have worked with us some in the realm of the U.S. Bicycle Route System—to which the Teton to Ashton Trail also has relevance.

Adventure Cycling's oldest mapped route is the TransAmerica Bicycle Trail, which we developed for the American Bicentennial in 1976. Since then, thousands of cyclists have followed this trail across the country, going from Oregon to Virginia or vice versa. In recent years, due to a number of factors, we've been steering TransAm riders away from Yellowstone National Park and directing them along the western front of the Tetons instead, from West Yellowstone to Victor (and then over Teton Pass to Jackson Hole).

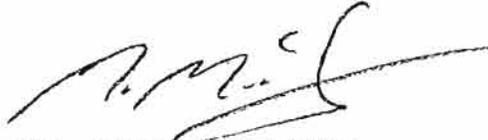
### **Adventure Cycling Association**

*Inspiring people of all ages to travel by bicycle for fun, fitness, and self-discovery*  
(800) 755-2453 • (406) 721-1776 • fax (406) 721-8754 • [info@adventurecycling.org](mailto:info@adventurecycling.org)  
[www.adventurecycling.org](http://www.adventurecycling.org) • 150 E. Pine Street • Missoula, Montana 59802

If the Tetonias to Ashton Trail were paved, cross-country cyclists would use it and thereby avoid Idaho Highway 32 between Tetonias and Ashton, which in many places is narrow and winding, with short sight distances.

In summary, the Tetonias to Ashton Trail, if paved, has the potential to become a huge draw for southeast Idaho, much as the well-used, 70-mile-long Trail of the Coeur d'Alenes (which, incidentally, also follows an old Union Pacific Railroad right-of-way) has become for northern Idaho. It would be important both as a local/regional attraction, and as an improvement in Adventure Cycling's oldest and most heavily used cross-country cycling route, the TransAmerica Bicycle Trail.

Thank you for your time and consideration.

A handwritten signature in black ink, appearing to read "M. McCoy", with a long horizontal flourish extending to the right.

Michael McCoy, Field Editor  
Adventure Cycling Association

# WomanTours



Secretary Ray LaHood  
US Department of Transportation  
1200 New Jersey Ave. SE  
Washington, DC, 20590

August 17, 2010

Dear Secretary LaHood,

WomanTours is in full support of the application from Teton County, Idaho, for improvements to the Grand Loop bicycle and pedestrian system, and for transit facility and access improvements.

Our business provides bike tours in this region and along the project route for women riders of all ages. The bicycle/pedestrian improvements will help our guests in traveling around the region safely, without the need for shuttling them on dangerous stretches of road. They will provide a more enjoyable experience in a remarkably scenic area, and do so without increasing vehicle emissions. These improvements will also benefit cross-country bicyclists since the route is part of the national routes.

Your blog described the benefits of the national program under which this would fall:

"The [US Bicycle Route System] USBRS is not just a bunch of bike paths; we're talking about a transportation system. It will facilitate travel between communities and to historic and cultural landmarks. It will give people living in more rural areas a way to travel into a nearby urban area by bicycle. Urban and suburban residents will have better access to rural recreation areas. And--like our interstate highway system--it will facilitate long-distance travel by bicycle, whether across one's state or across the country."

We couldn't agree more. Overall, we believe that the bike improvements will provide the outcomes you described for the USBRS. "The USBRS will generate economic activity, reduce greenhouse gas emissions, and promote a healthier America. And because bicycle infrastructure is relatively inexpensive, the USBRS can achieve these benefits cost-effectively."

The increased business that will come from safer and more comfortable bike routes will help build the economic base of the valley and region. This is in line with the goals of the region to grow while maintaining the open space and air quality that makes the west side of the Tetons special.

Thank you,

A handwritten signature in cursive script, appearing to read "Gloria Smith".

Gloria Smith  
Founder, WomanTours Inc  
PO Box 297  
Driggs, Idaho 83422  
[www.womantours.com](http://www.womantours.com)



August 17, 2010

Secretary Ray LaHood  
Department of Transportation

Dear Secretary LaHood,

Friends of Pathways would like to express its support for the application from Teton County, Idaho, for improvements to the Grand Loop bicycle and pedestrian system, and for transit facility and access improvements.

Friends of Pathways works in the adjacent Jackson Hole Wyoming region on creating a regional pathway system that will directly connect to the Grand Loop bicycle and pedestrian system. Combined, they systems will create one of the finest pathway systems in the country, providing access to two national parks and three national forests.

Teton and Madison counties are two of the fastest-growing rural counties in the country, and the increase in population and vehicles is rapidly reducing the safety of the rural highways in the region. Bikes and cars are forced to share narrow, hilly highways with poor sightlines, leading to conflicts, accidents, and reducing the livability of the area. As shown in the Bicycle Route Analysis Tool, most of the highways in the project area have shoulders less than 4' wide, with many having shoulders of less than 2' wide. Riding bikes on these busy high-speed roads, especially for visitors unfamiliar with the area, simply isn't safe.

The improvements to shared use pathways and routes will greatly increase the safety along the highways and in towns by separating bike and vehicle traffic. The bus improvements will reduce congestion along the roads by providing other alternatives to vehicular travel. Park and Ride lots will give bus riders a safe place to park their cars, rather than parking them along the edges of residential neighborhoods where they clog the streets and reduce visibility of pedestrians.

Overall, we believe that the improvements proposed in this project will increase the safety of travel in the area, and do so in a cost-effective and environmentally sound way. The project is ready to go and deserves your support.

Thank you,

Tim Young, Executive Director

August 17, 2010

Secretary Ray LaHood  
US Department of Transportation  
1200 New Jersey Ave. SE  
Washington, DC, 20590

Dear Secretary LaHood,

Huntsman Springs Resort is in support of the application from Teton County, Idaho, for improvements to the Grand Loop bicycle and pedestrian system, and for transit facility and access improvements.

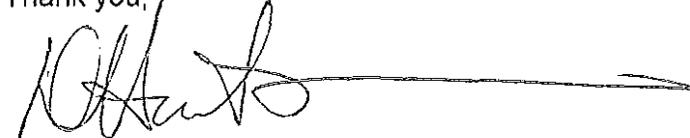
Our resort is located adjacent to the City of Driggs. The bicycle/pedestrian improvements will help our guests in traveling around the region safely. They will provide a more enjoyable experience in a remarkably scenic area, and do so without increasing vehicle emissions. These improvements will also benefit cross-country bicyclists since the route is part of the national routes.

The bus purchases and transit facility improvements will increase the ability of our employees to commute to jobs at the resort and will allow easy winter and summer access to Grand Targhee Resort, fostering success of both resorts.

The increased business that will come from safer and more comfortable bike routes and efficient, seamless transit options will help build the economic base of the valley and region. This is in line with the goals of the region to grow while maintaining the open space and air quality that makes the west side of the Tetons special.

We look forward to working with you and the City of Driggs in hopes of developing a route and agreement that is beneficial to all parties.

Thank you,

A handwritten signature in black ink, appearing to read "D. Huntsman", followed by a long horizontal line extending to the right.

David Huntsman, President  
Huntsman Springs, Inc.



August 17, 2010

Secretary Ray LaHood  
US Department of Transportation  
1200 New Jersey Ave. SE  
Washington, DC, 20590

Dear Secretary LaHood,

Southern Teton Area Rapid Transit (START) provides public transit, including a route between Driggs Idaho to Jackson Wyoming. The Town of Jackson is submitting a TIGER 2 application that includes a facility for START Bus in Jackson Wy. START Bus gives first priority to the Town of Jackson TIGER 2 application. START is also in support of the application from Teton County, Idaho, for improvements to the Grand Loop bicycle and pedestrian system, and for transit facility and access improvements.

We are aware of the rapid growth in Teton County, and the importance of a complete set of transportation choices to serve the area. Residents often work in Jackson Hole and live in Victor or Driggs because of the lower cost of living. When START Bus began commuter service over Teton Pass, it was a huge economic relief for many of these people. The transit infrastructure investment proposed in this grant application will help improve access to that existing service and will allow for improved service to Grand Targhee.

START Bus currently stores buses serving the Driggs route outside (at the public works lot in Driggs). One of the projects included in this application will provide a facility for indoor storage of these buses. This will increase the life of the buses and reduce the cost and staff stress to provide this public transit service. START Bus urges you to consider funding this application.

If you have any questions or comments, please call me at 307-732-8650.

Sincerely

  
Michael L. Wackerly  
Transit Administrator

MICHAEL WACKERLY  
Transit Administrator  
mwackerly@startbus.com

STEVE AINSLIE  
Operations Manager  
sainslie@startbus.com

JANICE STEINER  
Administrative/  
Marketing Coordinator  
jsteiner@startbus.com

P.O. Box 1687  
Jackson, WY 83001  
TEL 307.733.4521  
FAX 307.733.1059

www.startbus.com



**TRPTA** web: [trpta.org](http://trpta.org)

TARGHEE REGIONAL PUBLIC TRANSPORTATION AUTHORITY

1810 W. BROADWAY #7, IDAHO FALLS, ID 83402-5072

Phone: (208) 535-0356 Fax: (208) 524-0216 Medicaid: (208) 524-0090

August 20, 2010

Secretary Ray LaHood  
US Department of Transportation  
1200 New Jersey Ave. SE  
Washington, DC, 20590

RE: TETON COUNTY'S APPLICATION

Dear Secretary LaHood:

Targhee Regional Public Transportation Authority (T.R.P.T.A.) is in full support of the application from Teton County, Idaho, for improvements to the Grand Loop bicycle and pedestrian system, and for transit facility and access improvements. T.R.P.T.A. provides public transportation services in Driggs/Tetonia/Victor and Rexburg, Idaho. Young families, students, those with mobility impairments, immigrants, and seniors, all use the service.

The Board of Directors is aware of the rapid growth in Teton County and Madison County; the two areas most affected by this project. This rate of growth threatens the environment with increased vehicle emissions, smog, and expanded road systems. The proposed improvements will reduce these threats by getting people out of cars to tour the region, and providing a way for residents to move around their communities without driving.

The transit facilities identified in Driggs, Victor, and Rexburg support public access to bus services going east to Grand Targhee, and Jackson and west to Rexburg and Idaho Falls. The facilities will improve connectivity between the intercity services and the Victor/Driggs/Tetonia intra-city bus network and the bicycle/pedestrian paths. The enhanced connectivity permits a broad spectrum of citizens to live in, and enjoy, the area and ultimately will encourage a greater economic diversity.

Respectfully,

Rance Bare  
Chairman,  
TRPTA Board of Directors



August 19, 2010

Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary LaHood,

Please accept this letter from Teton Valley Trails and Pathways as support for the Project Application being submitted to improve the Grand Loop Bicycle and Pedestrian system.

Teton Valley Trails and Pathways, has been an established non-profit in Teton Valley since 1999. Our mission is to promote a trails and pathways connected community. The organization brings together citizens, businesses, and local governments to expand the Valley's opportunities for outdoor recreation and nature appreciation, while linking communities, providing access to National Forest trails and promoting healthy mountain living.

Our goals as an organization include building and maintaining a complete, connected network of pedestrian and bicycle pathways throughout Teton Valley, to create a practical alternative to driving as a means of transportation and recreation and to provide recreational opportunities in the winter by providing groomed cross country ski trails.

Ultimately the objective of Teton Valley Trails And Pathways is to have a comprehensive system of non-motorized transportation and recreation facilities for walkers, bicyclists, runners, equestrians, skiers, skaters and others to travel throughout the Valley. These systems of trails would promote a healthy lifestyle, would be accessible to a variety of skill levels, and offer family-oriented outdoor activities, the result of which we believe will lead to a more active and healthier community and preserved public lands.

The project being proposed addresses the needs of our community in a variety of ways. It would upgrade an existing pathway that will promote and support greater use by a variety of people and as well be a significant enhancement to the existing pathway system that currently runs from Moose Creek in Victor Idaho to Driggs Idaho. As well the addition of a pathway between Moose Creek in Victor Idaho to Trail Creek Campground in Teton County Wyoming will extend our current system of pedestrian and bicycle pathways. Because the pathway would be located above and away from the Highway, we also feel this will promote greater use by those individuals less inclined to use pathways on or near vehicle traffic. The addition of the 2.4-mile 10' wide paved multi-use pathway on the west side of Teton Pass from Moose Creek to Trail Creek Campground on the north side of Idaho 33 and Wyoming 22 would be a tremendous asset to this community. This pathway would serve as not only a Blue Ribbon experience for users, but would mirror the value of connectivity that is shared throughout Teton County Idaho and Wyoming.



P.O. Box 373  
Driggs, ID 83422  
(208) 201-1622  
www.tvtap.org

The partnership between all the agencies involved in this applications is a true testament to the community approach that we support. TVTAP is truly honored to be involved in this application and supports all the endeavors set forth within the document.

We hope you share in our enthusiasm for this project and how it would be a positive effect on its users and the community at large.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tim Adams".

Tim Adams  
Executive Director  
Teton Valley Trails and Pathways

August 17, 2010

Secretary Ray LaHood  
Department of Transportation

Dear Secretary LaHood,

Teton Springs Resort is in full support of the application from Teton County, Idaho, for improvements to the Grand Loop bicycle and pedestrian system, and for transit facility and access improvements.

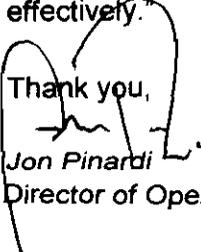
Our organization reaches out to visitors from around the United States and overseas in an effort to bring them to Idaho for business and recreation. As such an organization, we are aware of the rapid growth in Teton County and Madison County, the two areas most affected by this project. In spite of the growth, economic development has been constrained by a lack of appropriate infrastructure, especially in modes other than private vehicles. The transit infrastructure investment proposed in this grant application will allow residents to reach good jobs in Grand Targhee, Jackson, and at the Idaho National Lab.

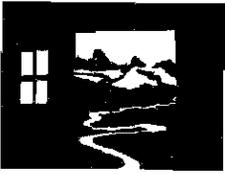
The bicycle/pedestrian improvements will increase tourism by making it easy for visitors to travel around the region safely on foot or bike, away from dangerous stretches of narrow-shouldered road. They will provide a more enjoyable experience in a remarkably beautiful area, and do so without increasing vehicle emissions. These improvements will also attract cross-country bicyclists to this scenic region, since the route is part of the national routes.

The transit improvements allow greater mobility from nearby micropolitan areas and airports to Teton Valley, the Caribou-Targhee National Forest, and Grand Targhee Resort; which will not only serve the region's recreational enthusiasts but will also help to attract more destination visitors. This will provide more jobs and year-round economic stability, and will do so in an environmentally- friendly way.

Overall, we believe that the transit improvements and the bike improvements will provide the outcomes you described for the US Bicycle Route System. "The USBRS will generate economic activity, reduce greenhouse gas emissions, and promote a healthier America. And because bicycle infrastructure is relatively inexpensive, the USBRS can achieve these benefits cost-effectively."

Thank you,

  
Jon Pinardi  
Director of Operations



# Valley Advocates for Responsible Development

August 17, 2010

Secretary Ray LaHood  
US Department of Transportation  
1200 New Jersey Ave. SE  
Washington, DC, 20590

Dear Secretary LaHood,

Valley Advocates for Responsible Development (VARD) is in full support of the application from Teton County, Idaho for improvements to the Grand Loop bicycle and pedestrian system, and for transit facility and access improvements.

VARD is a nonprofit, community-based organization working to promote vibrant downtown communities, as well as preserve open space, farmland, natural beauty, and critical environmental areas in Teton Valley, Idaho. Both Teton and Madison counties are two of the ten fastest-growing rural counties in the country. This rate of growth brings increased vehicle emissions, smog, expanded roadways, and increased traffic congestion. The proposed improvements outlined in the grant application would provide more transportation opportunities for visitors and residents and encourage people to get out of cars to tour the region. In addition, improvements could also help direct development patterns around high-quality transit systems, while fostering a prosperous and livable community.

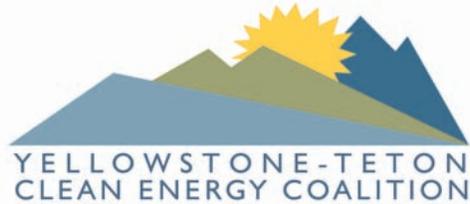
The bicycle/pedestrian improvements will make it possible for people on foot, bike, or wheelchair to get to work or school, and to get exercise and fresh air. Building the economic base of the valley and region through increased biking opportunities and expanded bus routes (including transportation to Grand Targhee Resort) is in line with the goals of the region to grow, while maintaining the open space and air quality that makes the west side of the Tetons special.

Overall, we believe that the transit and the bike improvements will provide the outcomes described on the US Bicycle Route System's Web site Blog: "The USBRS will generate economic activity, reduce greenhouse gas emissions, and promote a healthier America. And because bicycle infrastructure is relatively inexpensive, the USBRS can achieve these benefits cost-effectively."

Thank you for your consideration.

Sincerely,

Sandy Mason  
Executive Director



22 August 2010

Secretary Ray LaHood  
US Department of Transportation  
1200 New Jersey Ave. SE  
Washington, DC, 2059

Dear Secretary LaHood:

This letter is to express the Yellowstone-Teton Clean Energy Coalition's (YTCEC) support of the application from Teton County, Idaho, for transit facility and access improvements and improvements to the Grand Loop bicycle and pedestrian system. As one of some 90 coalitions across the nation designated under the Department of Energy's Clean Cities program, YTCEC strongly supports the funding request that will increase multimodal transportation and expand the public transit service provided regionally. These projects clearly support the Clean Cities mission of reducing petroleum consumption through increased efficiency of travel.

The suggested improvements to pedestrian and bicycle routes will improve safety the safety along the highways and in towns, encouraging more individuals to partake in these important forms of non-motorized transportation. The improvements to the local and regional transit system will reduce highway congestion by providing more convenient alternatives to single occupancy vehicular travel. The 'Park and Ride' lots will offer safer, more convenient parking for commuter and will further decrease roadway congestion associated with bus commuter parking along public roadways.

In order for our local communities to respond to the changing conditions of our economy and environment, a reliable, efficient, and user friendly bus fleet is integral as is the opportunity for the public to more easily engage alternative forms of transportation. Facilities and infrastructure that support these values are essential to healthy communities, but are also increasing financially challenging for dispersed rural communities to achieve. Support from the USDOT is critical to providing safe and reliable transit options to our communities and reducing regional petroleum consumption.

Overall we feel that these public transit and bike/pedestrian improvement projects will result in important economic, environmental and public health benefits to this area.

Thank you for your consideration and best wishes in your work.

Sincerely,

A handwritten signature in black ink, appearing to read "Phillip Cameron".

Phillip Cameron  
Executive Director

Cc: Basil Barna, YTCEC Board President  
Michael Wackerly, START



Teton Area Advisory Forum  
PO Box 1708  
Jackson, WY 83001

August 23, 2010

Secretary Ray LaHood  
United States Department of Transportation

Dear Secretary LaHood,

The Teton Area Advisory Forum (TAAF) is in full support of the application from Teton County, Idaho, for improvements to the Grand Loop bicycle and pedestrian system, transit infrastructure and mobility access improvements.

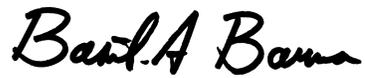
Our organization promotes public involvement and dialog in all issues that affect to quality of life in the Teton region. Teton and Madison counties are two of the ten fastest-growing rural counties in the country, the two areas most affected by this project. In spite of the growth, economic development has been constrained by a lack of appropriate infrastructure, especially in modes other than private vehicles. The transit infrastructure investment proposed in this grant application will allow residents to reach good jobs at Grand Targhee Resort, Jackson Hole, and at the Idaho National Lab. When people in the Teton Valley want to access major medical facilities, education, or significant shopping, they need to travel to the I-15/US 20 corridor to the west. The same facilities that allow access to Grand Targhee and Jackson Hole to east will also allow access to improved bus service to jobs and economic opportunities in Rexburg. Furthermore, it will connect them to the entire intercity bus network, greatly increasing the livability of the region. Finally, bus service between Victor and Driggs would complement the existing pathway that our clients regularly use, and the improved bicycle and pedestrian infrastructure proposed in this application.

The bicycle/pedestrian improvements will increase tourism by making it easy for visitors to travel around the region- especially the Greater Yellowstone Ecosystem- safely on foot or bike, away from dangerous stretches of narrow-shouldered road. They will provide a more enjoyable experience in a remarkably beautiful area, and do so without increasing vehicle emissions. These improvements will also attract cross-country bicyclists to this scenic region, since the route is part of a national scenic route system.

The transit improvements allow greater mobility from nearby metropolitan areas and airports to Teton Valley, the Caribou-Targhee National Forest, and Grand Targhee Resort; which will not only serve the region's recreational enthusiasts but will also help to attract more destination visitors. This will provide more jobs and year-round economic stability, and will do so in an environmentally friendly way.

Overall, we believe that the transit improvements and the bike improvements will provide the outcomes you described for the US Bicycle Route System. “The USBRS will generate economic activity, reduce greenhouse gas emissions, and promote a healthier America. And because bicycle infrastructure is relatively inexpensive, the USBRS can achieve these benefits cost-effectively.”

Sincerely,

A handwritten signature in black ink that reads "Basil A. Barna". The signature is written in a cursive, flowing style.

Basil A. Barna  
Chairman of the Board  
Teton Area Advisory Forum



David D. Ogden, President  
East-Central Idaho Development Company  
299 East 4<sup>th</sup> North, Rexburg, ID 83440  
Phone: (208) 356-4525, Ext. 319  
Fax: (208) 356-4544,  
Cell: (208) 390-4525  
E-Mail: [david.ogden@ecipda.net](mailto:david.ogden@ecipda.net)

EQUAL OPPORTUNITY LENDER

August 23, 2010

Secretary Ray LaHood  
US Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Dear Secretary LaHood,

The Development Company located in Rexburg, Idaho, is in support of the application from Teton County, Idaho, for improvements to the Grand Loop bicycle and pedestrian system, and for the transit facility and access improvements.

The Development Company is a private non-profit economic development company and planning district, dedicated to the improvement of Southeastern Idaho and its communities. These improvements will allow our communities to become better connected, and provide more efficient and necessary transportation alternatives to our citizens. This is important in a very rural area, where distances between communities, and their size, make it difficult at best for people to be transported to important activities, such as medical needs. Especially for those who are disabled, aged, or low income.

The improvement to both the bike paths and public transportation, including park and rides, will greatly enhance our ability to accomplish these goals. It will also make things safer. We greatly appreciate your consideration of this project.

Thank you.

Sincerely,

  
David D. Ogden  
President