

SUSTAINABILITY IN TETON COUNTY, WYOMING

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INTRODUCTION

INTERSECTIONALITY

- Lack of workforce housing impacted by:
 - Ability of workers to commute efficiently
 - Current zoning and environmental laws
 - Lack of property tax
- Causes intense income disparity
- Solutions address issue as intersectional

TRANSPORTATION

- 39% of workforce lives outside of the county (i.e. commuting)
- One main thoroughfare to get to Yellowstone National Park in Teton County (US Highway 89)

HOUSING

- Lack of space to accommodate housing
- Income inequality highest in nation
- Waitlists for affordable housing long; hard to get off of

ENVIRONMENT

- Surrounded by federally protected public lands
- Commuting contributes to pollution
- High rates of wildlife-vehicle collisions

SOLUTIONS

MULTIMODAL TRANSPORTATION SYSTEM

ELECTRIC BUS SYSTEM EXPANSION

- Transition to an all electric bus fleet
- A barrier to this involves the cold weather in Teton County - makes conditions difficult for electric busses
 - Proterra battery-electric buses have proven to function in cold weather conditions
- **Cost:** \$770,000 annually for 12 years

BIKE RENTAL PROGRAM

- At least 360 bikes to serve county's effective daily population
- 48 bike hubs
- **Cost:** \$2,760,000

PARKING & HOUSING POLICY

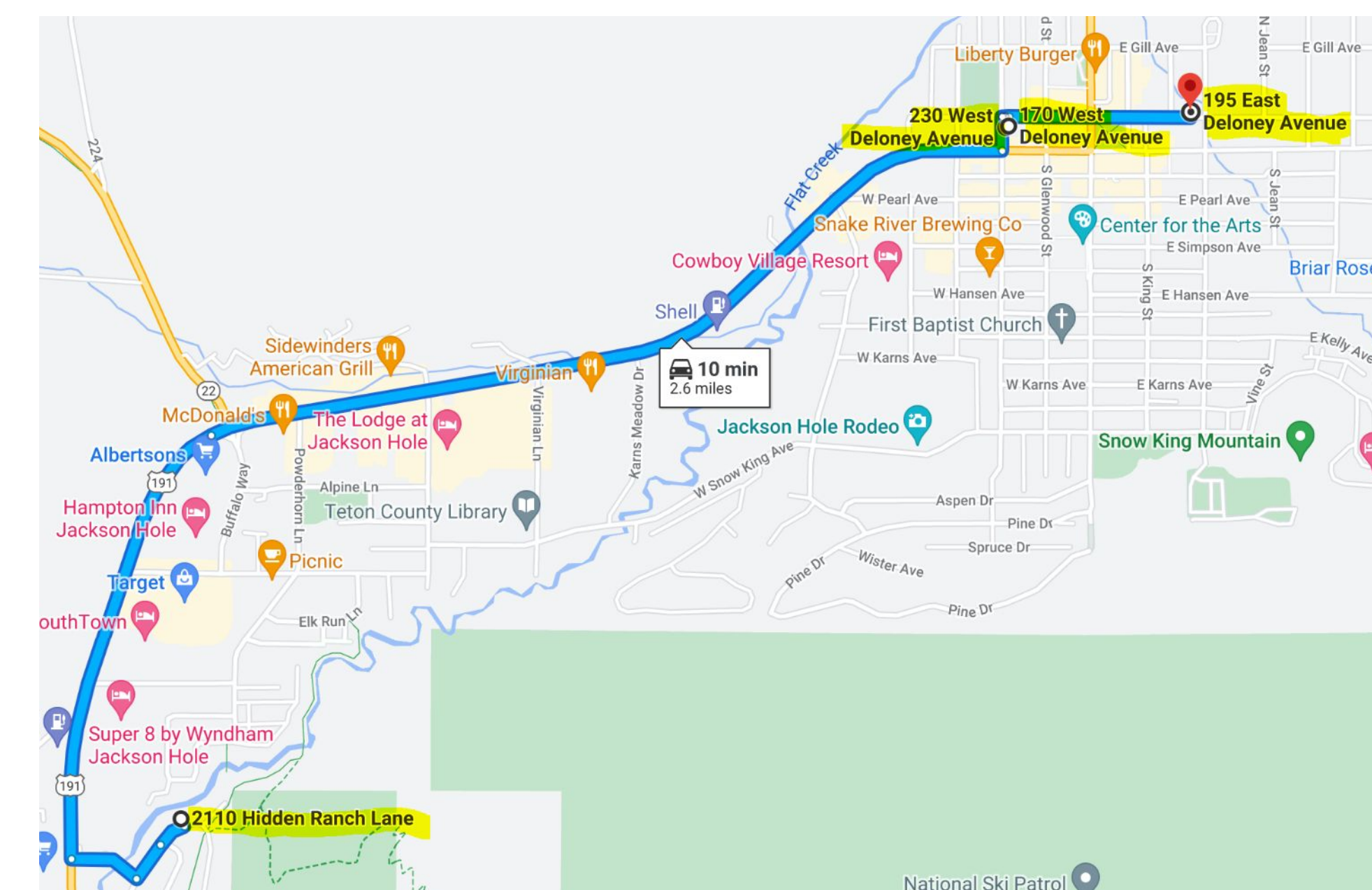
- Get rid of parking minimum requirements
 - Currently - 2 per dwelling unit
- Relax maximum density per lot in residential areas
 - Currently - 1 detached single family house per lot
- Costs are held by the developers
- This will increase housing supply and lower housing costs
- Goal: 900 additional housing units to reach 65% of workforce living within Teton County

EV RIDESHARE PROGRAM

- Envoy Ride Share program
- EV cars purchased by businesses and apartment complexes
- \$950 per month for each Nissan Leaf
- \$50 amenity charge added to each resident's rent or deducted from employee's pay
- **Cost:** \$45,600 per month paid by developers using the service



Nissan Leaf
Est. \$28,000
Est. Range: 150 miles
\$950/month



Possible parking lots that can be converted to dense housing. Created with Google Maps.

DISCUSSION

APPROACH

- Reference programs in other locations
 - Electric school buses in Montana, We-cycle in Colorado
- Build on existing systems
 - START bus, former bike rental program, Envoy
- Relaxing land use policy at the local level to increase housing

COST BENEFIT ANALYSIS

- Costs: \$12,000,000 total, ≥12 years
- Benefits:
 - Lesser commute times and increased productivity
 - Decreased commute costs
 - Increased revenue from public transportation
 - Promotes sustainability & equity

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SPECIFIC AIMS

#1: To decrease the quantity of single occupancy vehicles traveling in to Teton County, WY. This goal will be pursued via the proposed establishment of a multimodal transportation system and increases in fees for parking spots in the county.

#2: To open possibilities for the construction of an increased amount of affordable housing, including worker housing specifically, in Teton County, WY. This goal will be pursued via a plan to convert parking lots into construction sites for affordable housing and a push for changes to local zoning laws to allow for more affordable housing to be built.

#3: To promote sustainability and environmental conservation in Teton County, WY by discouraging building on public lands and encouraging the use of public transportation to reduce the amount of wildlife vehicle collisions.