



# Project Summary 2012

SB-2012-ID-57163: **Teton Scenic Byway  
Railroad Interpretive Center**

**State Submission Date**

Dec 15, 2011

**Division Submission Date**

not submitted

**State Priority**

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This application must be completed online at <http://www.bywaysonline.org/grants/>, and submitted electronically and in printed form.

## Application Checklist

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The following statements are for informative purposes. Please read and check each statement.

- I understand that this is a reimbursement program - funds are not available up-front.
- I have reviewed and responded to the Complete Application statements as outlined in the Grants Guidance.
- I have been in touch with the State scenic byway coordinator and have responded to recommendations or requirements of the State.
- I have verified with the State byway coordinator that this proposed project can receive authorization to proceed from the State and FHWA division before the end of the fiscal year for which the application is made.

## Project Category

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Which category best describes the location of this project?

- Project that is associated with a highway that has been designated as a National Scenic Byway, All-American Road, or one of America's Byways.
- Project along a State or Indian tribe scenic byway that is carried out to make the byway eligible for designation as a National Scenic Byway, an All-American Road, or one of America's Byways.
- Project that is associated with the development of a State or Indian tribe scenic byway program.
- Project along a State or Indian tribe scenic byway.

Choose from the following categories of eligible work the type that best fits your project.

- Byway Programs
- Corridor Management
- Safety Improvements
- Byway Facilities
- Access to Recreation
- Resource Protection
- Interpretive Information
- Marketing

Is this application a resubmission of an unfunded project from a previous year?

- Yes (resubmission of SB-2011-ID-56618)
- No

## Project Location

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State(s) involved in project:

Idaho

Indicate the byway's regional location within the State. Reference prominent landmarks such as parallel major highways, natural features, counties, or large cities, that makes the byway(s) easy to locate in a road atlas.

The 70-mile Teton Scenic Byway runs along the Grand Teton Mountains of Idaho's southeast border from Ashton, Idaho south to Swan Valley, Idaho.

Briefly describe the project's location(s) on the byway using references to route numbers, byway gateway communities, project location communities and landmarks so any reviewer can identify the project sites.

Project will anchor the southern section of the byway in the City of Victor at the intersection of Idaho Highway 31 and Idaho Highway 33. City of Driggs is 8 miles north on Highway 33. Victor is Idaho's first scenic byway town bordering Jackson, Wyoming.

## Associated Byways

State	Byway Name
ID	Teton Scenic Byway

Is this project consistent with the Corridor Management Plan(s) for the byway(s) involved?

- Yes
- No / CMP not available

## Congressional Districts

State	District	Representative (at time of application)
ID	2	Simpson, Michael K.

## Abstract

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### Project Description

Complete the sentence "This project will..." before adding remaining information.

This project will construct a Teton Scenic Byway railroad theme visitor rest area and interpretive center in Victor, Idaho on a city owned site with original 1914 Union Pacific train depot. The 1-acre property adjacent to the depot will accomodate Victor's scenic byway facility providing travelers a rest area with recreational vehicle parking, restrooms, picnic facilities, and interpretive displays that portray the settlement history of Teton Valley and the Yellowstone National Park region. The site will fulfill a primary development goal of the Corridor Management Plan and link other locations along the byway just as the rail system did in the early 1900's.

### Byway Benefits

Complete the sentence "This project benefits the byway traveler by..." before adding remaining information.

This project benefits the byway traveler by orienting them to the beginning and ending point of the transportation system that ran along the Teton Scenic Byway in the early 20th Century. International travelers will have direct access to multi-modal pathways, mass transit, and the scenic wonder of the Teton Mountains. Restroom and picnic facilities will provide a relaxing stop along the byway.

## Narrative

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### Project Summary

Completely describe all the major elements of your proposed project in a concise but complete summary.

Funding is requested in the amount of \$383,923 to construct a Teton Scenic Byways traveler rest area and interpretive center near the intersection of Idaho Highway 31 and Idaho Highway 33 in Victor, Idaho. The approximately 1-acre site is just 350 feet southeast of the byway and easily accessible to travelers. This project fulfills a primary development goal of the Corridor Mangement Plan. (See Exhibit A: Teton Scenic Byway Corridor Map, Exhibit C: City of Victor Street Map)

Victor's interpretive center will highlight the region's rich railroad transportation history, adding to the unique western character of this byway which is set against a backdrop of world-class natural scenery with views of the Grand Teton and Big Hole Mountains. International travelers enjoy the byway's isolated and remote destinations with easy access to mountain trails, wildlife, blue ribbon rivers, historic and geological treasures and the greater Yellowstone-Teton area national parks which hosted 3.64 million visitors in 2010.

The Teton Scenic Byway is part of the Yellowstone-Grand Teton Loop Road which circles from Victor north to Yellowstone National Park and south through Grand Teton National Park to Jackson, Wyoming, returning back to Victor. This Loop Road is noted by the Federal Highway Administration as one of the top ten scenic drives in the Northern Rockies.

Victor's proposed byway rest area and interpretive center will serve more than motorists. The multi-modal center will accomodate the western beginning of the Grand Loop Bicycle Trail which extends north into West Yellowstone, Montana along the abandoned Union Pacific right-of-way. When finished the Grand Loop Bicycle Trail will run through Yellowstone National Park, and return to Jackson, Wyoming. The Grand Loop Bicycle Trail is a major regional economic development opportunity with potential global appeal. It has already spurred economic development in Victor with a new full-service bicycle retail, rental and repair facility located just 1,500 feet north of the proposed byway interpretive center and directly adjacent to the Grand Loop Trail.

The City of Victor, Idaho is a rural community located on the west slope of the Grand Teton Mountains in Idaho's southeast corner bordering Wyoming. It is the first Idaho scenic byway town travelers pass through when entering the State from the neighboring western visitor hub of Jackson, Wyoming. Victor serves as a southeastern gateway to the Teton Scenic Byway. (See Exhibit B: Map of the Yellowstone-Teton Territory)

The City has experienced rapid growth the past ten years, as well as a major change in community values beginning with an Environmental Protection Agency Smart Growth Audit in 2006. Victor has just completed an extensive two-year community visioning project in partnership with Orton Family Foundation, entitled "Envision Victor." These studies form the foundation for Victor's collective community commitment to Smart Growth principles and town-centered development.

Victor's commitment to sustainable development is shared throughout the Yellowstone-Teton region. A 1.5 million Rural Sustainable Communities Grant was awarded Fall 2011 to the four counties adjacent to Yellowstone's western and southern boundaries. This project, funded by the Department of Housing and Urban Development and the Environmental Protection Agency, will create a model development code for Teton County, Idaho including the cities of Victor and Driggs. Victor's proposed scenic bways facility will be an important component of this project creating a low-impact and sustainable economy free from dependence on real estate development.

City of Victor's proposed byway interpretive center site and construction plan is consistent with Teton Scenic Byway's intrinsic values embracing scenic, historic, natural, recreational and geological features that are unique, irreplaceable,

and distinctly characteristic of this rugged western region. The center's rail history theme and visitor information will link sites along the Teton Scenic Byway, just as the railroad did in the early 1900's when it traveled a similar route from Ashton, Idaho to Victor. The Department of Housing and Urban Development has designated the four county award area as Preferred Sustainable Status Communities.

Beginning in 1906, the Union Pacific subsidiary Oregon Short Line railroad provided passenger service to West Yellowstone, Montana and the northwest entrance to Yellowstone Park with the Yellowstone Special and Yellowstone Express rail lines. In 1912, this service was extended for freight and passengers from Ashton, Idaho south into Teton Valley. The rail line terminated in Victor where freight was loaded and passengers disembarked for Jackson Hole and the national parks. For many years the City of Victor was considered the "end of the line" or the "beginning of the line" depending on ones arrival or departure.

By the 1920's, Victor became the busiest passenger entry-point from the west into Jackson, Wyoming, Grand Teton National Park, and the southern entrance to Yellowstone Park. It was a principal livestock shipping point for western Wyoming and southeast Idaho.

Rail travel was the primary driver of development along the 70-mile Teton Scenic Byway region. It provided valuable access to the area's parks and wilderness. The intensity of the region's agriculture and growth of it's communities could not have been accomplished without the railroad.

Victor's proposed rest area and interpretive center will be located on an approximately 1-acre parcel south of an authentic 1914 railroad depot with passenger and freight yard. This park area was originally added to the depot grounds in 1928, providing passengers a comfortable waiting area. When complete, this project will provide Teton Scenic Byway travelers a historically rich, multi-modal experience on the same ground.

The original depot and surrounding 2.3 acre property was purchased by the City in May 2011. The two-story depot will be restored to accommodate Victor City Hall. This historical restoration will compliment the byway project and serve as a backdrop to the proposed interpretive center. The depot is listed on the National Register of Historic Places. It will retain historic status and provide railroad and early community history within the building. Scenic Byway funds will not be used to restore the depot. These funds will be sought through local and regional foundations, capital campaigns, public donations through partnership with local non-profits, and municipal capital funds. (See Exhibit G: Property Purchase and Sale Agreement and Exhibit H: Property Survey)

The proposed rest area and interpretive center will serve as a cornerstone for the beginning of Idaho's Scenic Byway and a welcoming point for thousands of travelers entering Idaho from neighboring Jackson, Wyoming. A 2010 study of 24,000 visitors performed by the Wyoming Office on Tourism noted the scenic drive as #1 in the top ten overall trips. Visiting historical sites ranked #5.

The Teton Valley Chamber of Commerce estimates the current international tourist influx as 25,000 in winter and over 30,000 in summer months. Tourism in the greater Yellowstone-Teton region continues to grow annually, even with rising gas prices and the national economic downturn. The number of Yellowstone visitors in 2010 was the park's highest on record at 3.64 million.

Byway facilities constructed through this project will include the following: (See Exhibit E: Conceptual Plan View)

1. Site preparation for approximately 1-acre of City owned depot property including grading and fill, utility installation, and appropriate compaction.
2. Construction of a semi-open air passenger pavilion with ADA accessible restrooms to serve as the principle interpretive center. The pavilion will be designed with period railroad architecture compatible with the existing depot. The approximately 25 by 50 foot structure will feature all-weather restrooms, picnic tables and a bar-b-que cooking area. The pavillion will house interpretive plaques that depict the early Teton Valley history including Native American historical information, early 19th Century trapping activities, agricultural settlement, and history of the Oregon Short Line and its parent the Union Pacific Railroad, both of which established the route for the Teton Scenic Byway. (See item #3 on Exhibit E: Plan View)

3. A cyclist and pedestrian pathway will be constructed adjacent to the pavillion. This 10 foot wide multi-use pathway will form the beginning of the Grand Loop bicycle trail which will circle to Yellowstone National Park and back to Victor. (See item #2 on Exhibit E: Plan View)
4. Parking will be available at both the Beryl Avenue and Depot Way street access, for passenger and recreational vehicles and bicycles. Mass transit, provided by the regional transit carrier Southern Area Transit (START) will be available at the Depot Way lot which will accommodate 14 automobile spaces and 4 handicap spaces. Specialized transportation for the elderly and disadvantaged will be available at the center through Targhee Rapid Transit Authority (TRPTA). The federally funded LYNX Yellowstone Business Partnership (YBP) regional transportation network will provide transportation resources for the Yellowstone-Grand Teton Loop Road area. YBP has identified a need for quality regional mass transit to accommodate the area's foreign travelers.
5. Interpretive signs and laminated plaques will highlight the region's rail and settler's history, recreational opportunities, and sites along the byway. The center will offer photographs depicting the early agricultural operations of the site, including a major stockyard facility that was originally adjacent to the depot area. Interpretive information will show early agricultural activities and their relationship to the railroad, settlement and western culture. There will be wayfindings signs located at the three entry points to the center, one providing direction to the center for Hwy. 31 eastbound travelers and two on Hwy. 33 for travelers entering Victor from the south and north. These wayfinding signs will be designed in conjunction with the cities of Driggs and Teton to establish a common Scenic Byway design.
6. Construction of architectural hard-scapes will accommodate site circulation and a main entrance plaza. (See Exhibit E: Plan View)
7. Installation of architecturally designed landscapes featuring native trees, plants, shrubs, and bushes with xeric design. Grasses will be native and require minimum irrigation. Landscape areas will serve a multiple purpose of aesthetic enhancement, passive recreation and sustainable storm-water management. Dark Skies consistent lighting will be installed.

The proposed facility will be administered and maintained by the City of Victor. Victor's City Planner is experienced in the successful completion of federally funded projects. The City will assure adherence to all federal funding requirements and guidelines.

The project's economic development impact is significant to Victor, Teton County, and the Yellowstone-Teton region. The intersection of Idaho Highway 31 and Idaho Highway 33 routes western travelers through Victor's Main Street and northwards into Teton County. Currently Victor's town center hosts historic buildings, restaurants, the famous Emporium with huckleberry shakes, a library, and a newly renovated historic theater with player piano.

The town also hosts a number of vacant lots and undeveloped land. The one square mile town center has less than one structure per acre. There are 7 structures within the depot block of 16 total lots. Unfortunately the City's development codes and town administration allowed for development outside the city center during the 1990's real estate boom. This has been corrected with new development regulations emphasizing town center infill and traditional neighborhood development with a focus on creating a mixed-use and walkable community.

The byway rest area and interpretive center will provide more than a visual, key stopping point for travelers to experience western culture. It offers Victor an opportunity to spark town center development by serving as an anchor for undeveloped downtown property. Local business owners are excited about the depot parcel development and have already adjusted their business names, products, and services to include the historical railroad theme.

Currently average peak daily trip counts (ADT) through Victor are about 9,000 per day. Revenue and business growth generated would feed back into the community in the form of infrastructure investment and revenue enhancement to the depot block's urban renewal agency.

A Fall 2011 study by the Eastern Idaho Entrepreneurial Center identified the top tourism challenges in Victor and the surrounding Teton Valley region as visitor's lack of knowledge about scenic routes, and stops that do not hold the interest of children.

This project will create design and construction employment in the short-term employing a civil engineer, architect and landscape architect. Construction will include a general contractor with landscape and paving sub-contracts. Direct employment will include carpentry, plumbing, electrical, painting, landscaping, paving and concrete crafts. Long-term employment will benefit by developing the scenic byway corridor along the Yellowstone-Teton region's Grand Loop bicycle trail and Grand Loop road.

This project will link the Teton Scenic Byway's past, present and future and connect the byway experience with other areas of the local and regional community. In addition to City of Victor and Teton Scenic Byway Advisory Committee leaders, key stakeholders include: (See Exhibit K: Letter of Support Teton Scenic Byway Advisory Committee)

- Teton Valley Trails and Pathways and Friends of Pathways of Teton County, Wyoming. These regional non-profit trail advocates will assure the proposed center joins the multi-use pathway system. Bike rack storage will be provided at the trail head and bike rentals available locally.
- Local and regional mass transit and specialized transportation providers noted previously in this application will assure travelers to the greater Yellowstone-Teton region are provided access to Victor's byway center.
- Teton County Library, located on Main Street in Victor, and the Teton Valley Historical Museum will partner to provide historical information, photos, and assure content accuracy.
- Teton Valley Chamber of Commerce, which has recently merged with the Victor Community Business Partnership, will promote the center and help coordinate economic development opportunities for local businesses.
- City of Victor's "Envision Victor" process has identified this project as accommodating the city's core values. This 2-year public process helped community members discover common ground through story telling, public forums, 3-D planning visualization and community mapping. These community-led discussions updated the City's comprehensive plan, influenced a new capital improvements plan, and informed new design for Main Street. Transportation, economic development and downtown design were primary components of the process that engaged hundreds of Victor residents and business owners.

## Benefit to Byway Traveler

Describe how the proposed project will benefit a byway traveler, add to their travel experience or fulfill an important objective of your CMP.

The City of Victor's byway rest area and interpretive center will enhance the corridor story for the Teton Scenic Byway traveler by providing western rail and settler history that will improve the traveler's understanding and appreciation of the byway region's scenic, natural and historic resources. It will offer travelers of all ages a unique hiking and biking experience through an area of unparalleled beauty and wildlife, and serve as the byway's only full service rest area. It will help develop the Yellowstone-Teton region in a sustainable manner with low-intensity economic activity.

Byway travelers of all ages will enjoy:

- Interactive access to western rail, agricultural and settler's history.
- An easily accessible, identified site that will route them to area scenic, natural, recreation and historic opportunities along the byway corridor.
- A safe place for rest and rejuvenation while enjoying the surrounding mountain vistas.
- Direct access to a multi-modal pathway as well as local and regional mass transit.
- A rest area with ADA accessible restroom facilities, picnic and cooking area.
- The center's historic authenticity will appeal to travelers of all ages and nationalities.

## Prior Projects

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Describe any relationship between this project and previously funded National Scenic Byways Program grant projects. In addition, discuss how the proposed work relates to any multi-year work plan byway leaders have developed.

In November 2008 the Teton Scenic Byway Committee published their Corridor Management Plan recommending byway development actions to create new local economic opportunities while protecting and preserving the corridor's significant historical, natural, recreational and scenic qualities. The CMP identifies 16 key sites for improvement or development along the Teton Scenic Byway. These sites were selected by the Byway Committee for their scenic, recreational, and historical significance, and for their contribution to the byway story. Both landmark and point of interest sites were identified.

City of Victor's depot area is classified in the CMP as a landmark site. Development of the original "end of the line" Union Pacific Depot and surrounding area as a focal point of Victor's downtown core was a primary site recommendation. CMP recommendations for the site include a visitor interpretive center highlighting the railway's role in servicing the area's farm and visitor economy of the late 19th through mid-20th centuries, as well as its geographic role in the upper Yellowstone region.

This project continues development of the Teton Scenic Byway as proposed by the CMP. Previously funded projects along this byway include the Driggs Visitor Center, also known as the Teton Valley Scenic Byways visitor center, funded in 2007. This prior project differs significantly from Victor's proposed railroad interpretive center which will serve as a primary full service traveler rest area along the byway. Victor's interpretive center will compliment other sites along the Teton Scenic Byway by stimulating traveler interest in western culture, and setting the tone for the traveler's unique experience along the Grand Teton Mountain range. Victor's site will serve as a welcome point for travelers entering the Teton Scenic Byway en-route through the greater Yellowstone-Teton region.

Interpretive signs and overlooks have been added and maintained along the byway. Route signs hosting the Teton Scenic Byway route logo have been used extensively to unify all aspects of the byway and inform travelers of key sites.

## Project Coordinator

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Please provide contact information for a person responsible for this project.

Name: William A. Knight

Title: City Planner

Organization: City of Victor, Idaho

Address: 32 Elm Street  
Post Office Box 122  
Victor, ID 83455

Phone: 208-787-2940

Fax: 208-787-2357

E-mail: [billk@victorcityidaho.com](mailto:billk@victorcityidaho.com)

## Work Plan

Milestone/Task	Start Date	Duration	Responsible Party	Justification
Establish funding agreement with State	AAD*			
Establish funding agreement with State	May 01, 2012	10 days	William Knight, Victor City Planner	Funding agreement allows us to launch our project.
Review and submit environmental assessment	May 15, 2012	5 days	William Knight, Victor City Planner	An environmental assessment of the proposed project site will be initiated by the City of Victor prior to the grant award date. This assessment will be funded outside the scope of this grant request.
Bid process for design services	May 15, 2012	30 days	William Knight, Victor City Planner	A request for proposal will be announced on May 15, 2012 with bids awarded June 15, 2012. Federal guidelines will be followed. Completion of this task will allow generation of the project's final design and construction documents.
Initiate request for proposal for project general contractor	Jul 20, 2012	30 days	William Knight, Victor City Planner	The City will prepare and publish a request for proposal. Bids will be submitted by August 20, 2012. On August 28, 2012 bids will be opened and project general contractor will be awarded. General contractor will work closely with Victor City Planner, William Knight, to assure all project goals are completed within the specified time frame, and funding guidelines are met.
Contractor mobilization	Sep 01, 2012	5 days	William Knight, Victor City Planner	Contractor will bring equipment to the project site and prepare to begin construction.
Site preparation and earthwork	Sep 07, 2012	15 days	Project General Contractor	Site preparation including grading, drainage and earthwork will be completed October 15, 2012. Utility installation will occur during this period. This will provide the foundation for facilities construction. Construction will be halted for the winter season after this date.

<b>Milestone/Task</b>	<b>Start Date</b>	<b>Duration</b>	<b>Responsible Party</b>	<b>Justification</b>
Construct Grand Loop pathway	Apr 15, 2013	3 weeks	Project General Contractor	Construction of the multi-modal pathway replicating the original depot track alignment. This concrete path will host an embedded rail detail and link to the Grand Loop Bicycle / Multimodal Pathway that will run through the Yellowstone-Teton territory.
Construct semi-open passenger pavilion with ammenities	Apr 21, 2013	90 days	Project General Contractor	This semi-open, 1,200 square foot pavilion will be constructed with ADA accessible restrooms, picnic tables and barbque cooking area. Design will be consistent with the period.
Beryl Avenue parking lot construction	Apr 30, 2013	30 days	Project General Contractor	Scenic byway interpretive center parking at the Beryl Avenue entrance to the site will be constructed.
Construction of hardscapes, sidewalks and flatwork	Jul 15, 2013	20 days	Project General Contractor	Hardscapes including sidewalks to provide internal site circulation and flat concrete work will be constructed throughout the visitor area.
Design and install interpretive plaques and wayfinding signs	Jul 15, 2013	60 days	William Knight, Victor City Planner	Six weather resistant, laminated interpretive plaques with photos and narratives will be designed, fabricated, and installed in and around the site. Three wayfinding signs will be designed, fabricated and installed.
Install lighting	Jul 30, 2013	15 days	Project General Contractor	Lighting will include 20 bollards and 5 light poles and fixtures. All lighting will meet Dark Skies guidelines.
Depot Way Street parking area construction	Aug 01, 2013	15 days	Project General Contractor	Additional parking for the site will be provided off Depot Way. This parking area includes the mass transit pick up and drop off site.
Landscape the site	Aug 07, 2013	15 days	Project General Contractor	Sod and low maintenance native grasses will be planted. Native and locally appropriate shrubs, bushes and trees will be purchased and planted. A high efficiency, low water irrigation system will be purchased and installed to support the landscaping.

Milestone/Task	Start Date	Duration	Responsible Party	Justification
Walk through with contractor	Sep 01, 2013	30 days	William Knight, Victor City Planner	Initial walk through with contractor to generate punch list. Final walk through will be completed 30 days later, assuring punch list and all other contracted items are satisfactorily completed. Retained contract funds will be released upon satisfaction of the punch list and any other outstanding items to be completed.
Final project report to funder	Oct 01, 2013	1 day	William Knight, Victor City Planner	A final report documenting all aspects of project activities and expenditures will be prepared and presented to funder. Actual timeline will be based on funder requirements.

\* AAD = Actual Award Date (estimated to be May 01, 2012)

## Budget

### Cost Breakdown

#	Description	Total Cost	Requested	Match
1.	Property, Cost/Appraised Value/Site	144,890	0	144,890
2.	Design-Site Engineering	20,000	20,000	0
3.	Design-Structural Engineering	2,000	2,000	0
4.	Design-Architecture	7,500	7,500	0
5.	Contractor, General Conditions	41,000	41,000	0
6.	Site Preparation & Earth Work	23,545	23,545	0
7.	Utility Services/Installation	7,052	7,052	0
8.	Parking Lot, Byway west lot	40,356	40,356	0
11.	Pathway, architectural, w/ rail detail	22,000	22,000	0
12.	Pavilion, period architecture, semi-open w/ADA restrooms, barbeque & picnic table facilities	109,926	109,926	0
14.	Hardscapes, internal Byway sidewalks & concrete flatwork surfaces	22,000	22,000	0
15.	Landscaping, Byway grasses, bushes, shrubs, trees, and irrigation	38,000	38,000	0
16.	Electrical, bollard & pole lighting	18,500	18,500	0
17.	Depot Way east Byway parking & transit pick-up	8,044	8,044	0
18.	Amenities, Interpretive plaques	24,000	24,000	0
<b>Total</b>		<b>\$528,813</b>	<b>\$383,923</b>	<b>\$144,890</b>

### Matching Funds

Source	Type	Description	Amount
City of Victor, Idaho	Property (Non-federal)	Purchase value of property dedicated to interpretive center	144,890
<b>Total</b>			<b>\$144,890</b>

### Funding Allocation

Do the byways involved in the project cross any Federal Lands? (Check all that apply)

- Bureau of Indian Affairs
- Bureau of Land Management
- Fish and Wildlife Service
- National Park Service
- USDA Forest Service

If this project is selected for funding, please indicate your preference for carrying out the project (check one):

- FHWA allocates the funds for the project to the State DOT
- FHWA allocates the funds for the project to one of the Federal Land Management agencies marked above (provide contact information below)
- FHWA allocates the funds for the project to an Indian tribe or tribal government (provide contact information below)

If funding should be allocated to a Federal land management agency or Indian tribal organization, please provide contact information for that organization:

Name:

Title:

Organization:

Address:

Phone:

Fax:

E-mail:

## Attachments

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Use this as a checklist to verify that all attachments are provided with your printed application.



**Exhibit A: Teton Scenic Byway Corridor Map**

This map documents the starting and ending points of the Teton Scenic Byway traveling from Ashton, Idaho to Swan Valley, Idaho. City of Victor is Site #14.

Digital version: [Corridor Map of Teton Scenic Byway.pdf](#) (297.6 KB)



**Exhibit B: Map of Yellowstone-Teton Territory**

Map shows the City of Victor's location within the Yellowstone-Teton Territory. Victor is highlighted in red.

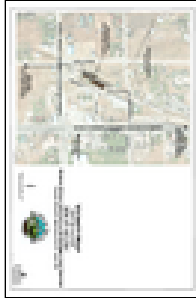
Digital version: [Map of Yellowstone Teton Territory.pdf](#) (203.9 KB)



**Exhibit C: City of Victor Street Map With Interpretive Center Site**

Map shows City of Victor, Idaho Highway 31 and Idaho Highway 33 also known as Main Street in Victor. Site of the proposed interpretive center is highlighted.

Digital version: [City of Victor Proposed Project Site Location Map.pdf](#) (210.6 KB)



□ **Exhibit D: Depot Site Vacinity Map**

This map shows detail of the proposed interpretive center project location.

Digital version: [Depot Vacinity Map.pdf](#) (454.3 KB)



□ **Exhibit E: Conceptual Plan View**

This plan view provides detail of the proposed project site plan.

Digital version: [Master Plan DEPOT Map.pdf](#) (1.0 MB)



□ **Exhibit F: Pavilion Floor Plan**

A concept drawing of the proposed pavilion's floor plan.

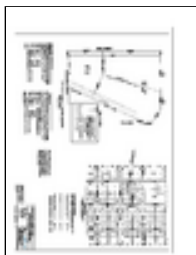
Digital version: [Pavillion Floor Plan.pdf](#) (579.0 KB)



□ **Exhibit G: Property Purchase and Sale Agreement**

This agreement documents City of Victor's recent purchase of the depot property to be utilized as the site for this proposed projet.

Digital version: [Depot Property Purchase and Sale Agreement.pdf](#) (924.5 KB)



□ **Exhibit H: Property Survey**

This survey documents the property boundaries and the two parcels accomodating the depot and adjacent propsoed byways railroad interpretive center.

Digital version: [Depot Block Property Survey.pdf](#) (525.7 KB)



□ **Exhibit I: Property Appraisal**

A March 1, 2011 appraisal of the depot site was completed by Kelley Real Estate Appraisers, Inc., prior to the City of Victor's purchase of the property. The site contains two parcels. Parcel #1 accomodates the depot. Parcel #2 is a vacant tract of commercial land adjacent to the depot. The appraised value of parcel #2 will be used as match for the proposed interpretive center.

Digital version: [Depot Property Appraisal.pdf](#) (411.9 KB)



□ **Exhibit J: Letter of Support Teton Scenic Byways Advisory Committee**

This letter of support documents Teton Scenic Byways Advisory Committee's support of the proposed project.

Digital version: [Letter of Support Teton Scenic Byways Advisory Committee.pdf](#) (265.3 KB)

## Signatures

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### Application Completeness

I certify that this application is complete and correct, and is eligible for National Scenic Byways funding. (This should be completed by the State's scenic byways coordinator.)

Please print name:	Title:
Signature:	Date:

### Matching Funds Certification

I certify that the matching funds for this project are available for use at the time of application.

Please print name: Craig Sherman	Title: Administrator, City of Victor
Signature:	Date: