



**CITY OF KETCHUM, IDAHO**

**\*\*SPECIAL MEETING\*\* CITY COUNCIL (BUDGET WORKSHOP)**

**Tuesday, June 24, 2025, 9:00 AM**

**191 5th Street West, Ketchum, Idaho 83340**

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**AMENDED AGENDA**

**@8:52 AM on June 23, 2025**

**PUBLIC PARTICIPATION INFORMATION**

Public information on this meeting is posted outside City Hall.

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**If you would like to comment on a public hearing agenda item, please select the best option for your participation:**

- Join us via Zoom (*please mute your device until called upon*)

**Join the Webinar:** <https://ketchumidaho-org.zoom.us/j/87300052310>

Webinar ID:873 0005 2310

- Address the Council in person at City Hall.
- Submit your comments in writing at [participate@ketchumidaho.org](mailto:participate@ketchumidaho.org) (*by 4 PM the day before the meeting*)

*This agenda is subject to revisions. All revisions will be underlined.*

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**CALL TO ORDER:** By Mayor Neil Bradshaw

**ROLL CALL:** Pursuant to Idaho Code Section 74-204(4), all agenda items are action items, and a vote may be taken on these items.

**COMMUNICATIONS FROM MAYOR AND COUNCILORS**

1. Public Comments submitted
2. Recommendation to approve letter to congressional delegation in support of preserving publicly owned land - Councilwoman Courtney Hamilton

**NEW BUSINESS:**

3. Recommendation to approve Resolution 25-013 which authorizes grant submittal to the Local Highway Technical Assistance Council (LHTAC) for the construction of Warm Springs Road/Lewis Street/10th Street Realignment and Roundabout – City Administrator Jade Riley
4. Recommendation to approve SMR Development Letter of Commitment and Memorandum of Understanding 25-009 - Housing Director Carissa Connelly
5. FY2026 Budget Workshop - City Administrator Jade Riley & Finance Director Brent Davis
  - + General Fund
  - + Original LOT

- + Additional 1% LOT
- + Capital Improvement Plan
- + Enterprise Funds
- + Water
- + Wastewater
- + Other Funds

**ADJOURNMENT:**



## Cyndy King

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**From:** Harry Griffith <harry@sunvalleyeconomy.org>  
**Sent:** Monday, June 16, 2025 8:42 PM  
**To:** Participate  
**Cc:** ned@nedburnsrealestate.com; bob@sunvalleyrealtors.org; Ray Gadd; Mike  
**Subject:** IDT Trail Creek Bridge Project  
**Attachments:** SVED Traffic light delay analysis Summer 25.xlsx

With council debating the option to stripe the new Trail Creek Bridge for 4 lanes vs 2 lanes, I wanted to share some analysis which I think would be relevant to the discussions.

North to South traffic flow efficiency will be governed by the narrowest point in the network. We have seen the impacts of single lane HWY75 flow restrictions in 2024 at Ohio Gulch and this year in South Ketchum. Both leading to significant commuter traffic delays of 30 to 60+ minutes both inbound and outbound.

Attached is an analysis which demonstrates significant economic losses to North Valley businesses of traffic bottlenecks. I have calculated a hard 'opportunity cost' to our community of \$34 Million per year. This analysis is based on actual traffic flows, conservative delays of 30 minutes two times per day and conservative hourly labor costs of \$23 per hr. Please note that this takes NO consideration of soft costs like lost time with family, etc.

I strongly recommend 4 lanes to eliminate a guaranteed bottleneck and to avoid economic productivity losses. Please feel free to share this analysis with IDT and other agencies.

Harry Griffith

# SVED HWY 75 Traffic Analysis

Transit Class	# Oneway People/Day	# Roundtrip People/Day	RoundTrips per Day	Lost Time Value/Hr	Time Lost Hrs/Person /Day	Time Lost Hrs/Person/ Month	Time Lost Hrs /Person/ Yr	Theoretical Total Value Loss/Yr
Employees North to Ketchum Jobs	3,887	7,774	1.0	\$ 23.00	0.5	10	110	\$ 19,668,220
Employees North to SV Jobs	1,613	3,226	1.0	\$ 23.00	0.5	10	110	\$ 8,161,780
Employees South to Hailey/Bell/Other Jobs		-	1.0	\$ 23.00	0	0	0	\$ -
Residents North for Shop, Outdoor, etc	2,400	4,800	1.2	\$ 10.00	0.5	15	165	\$ 7,920,000
Day Visitors North	100	200	1.0	\$ 10.00	0.5	0.5	3	\$ 6,000
Tourists North	1,500	1,500	0.22	\$ 10.00	0.5	0.5	3	\$ 45,000
	9,500	17,500						\$ 35,801,000

Source: US Census '19 SVED calc SVED IDOL '24 SVED Busines poll calc calc

Check ITD 24hr count =14k '23 daily avg IRS \$33.49 per volunteer

1.2 people/car  
16,800 people

25-Jul new ITD rep  
16-Sep Dep Dir ITD

## Cyndy King

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**From:** Erika Daly <erikasdaly@gmail.com>  
**Sent:** Tuesday, June 17, 2025 9:10 AM  
**To:** Participate  
**Subject:** YMCA south

Hello,

After the recent meeting last night, I just wanted to write in and say that as a neighbor to YMCA south, I'm in support of this development in order to support the future of Ketchum and its ability to house families.

Erika Daly

## Cyndy King

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**From:** Russell Train <russell.train@gmail.com>  
**Sent:** Tuesday, June 17, 2025 9:12 AM  
**To:** Participate  
**Subject:** South YMCA Lot Workforce Housing

Hello Ketchum Leaders,

Please push the south YMCA lot workforce housing development through. Ketchum's future needs this!

thank you.

## Cyndy King

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**From:** Annie DeAngelo <aedeangelo@gmail.com>  
**Sent:** Tuesday, June 17, 2025 10:36 AM  
**To:** Participate  
**Subject:** YMCA Development

Good morning,

Just wanted to send a quick note to say that I am in support of the development at the YMCA south in order to support the future of Ketchum and its ability to support families.

Thanks so much,  
Annie DeAngelo

## Cyndy King

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**From:** Amanda Breen  
**Sent:** Tuesday, June 17, 2025 10:43 AM  
**To:** Cyndy King  
**Cc:** Daniel Hansen  
**Subject:** Fw: last nights comments

Public comment.

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**From:** susiemichael <susiemichael@cox.net>  
**Sent:** Tuesday, June 17, 2025 9:21 AM  
**To:** Amanda Breen <ABreen@ketchumidaho.org>  
**Subject:** re: last nights comments

Amanda,

So here's the thing you seem not to grasp. We have 3 minutes for public comment. You, this council and mayor have put the public in a position to defend our town because so many egregious things have happened despite the residents of Ketchum telling you to stop. But you haven't listened. It's not that we think the Plan is good in general and the FLUM is our only concern. We have to choose our battles and we go with what we feel is the most objectionable and distressing issue. This is not to be taken as an assumption we are in agreement with the rest of the plan. You expressed this as your assumption last night. If you really feel this way, perhaps you should not be on the council. Check the participant @, I annotated almost page by page the entire Plan. It is poorly written in grammar, syntax and content. Punctuation isn't even correct. The degree of contradictions this document holds makes it impossible to be used as a guide, because the clarity is non-existent and the interpretation possible from the lack of focus, specifics and broad sweeping non-committal statements makes it dangerous. The document gets an F. Start the assignment over. If the people you've hired to write this can't do any better then fire them and get people who at least know how to write, how to link words together in meaningful ways in our English language. Honestly, the Plan is junk. A guideline must be succinct and clear so there is not too much 'room for flexible interpretation'.

We are dealing with human beings, with lives. We are not just ticking boxes. Stop the bullshit rhetoric of community housing and get onto a track of actionable ways to sustain community. Your notions of community housing are completely and utterly off track. And it will take more than 3 minutes to explain. The present course is drastically dysfunctional, don't let's keep the same bullshit going.

Sincerely,  
Susie Michael  
Ketchum

## Cyndy King

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**From:** Amanda Breen  
**Sent:** Tuesday, June 17, 2025 10:42 AM  
**To:** Cyndy King  
**Cc:** Daniel Hansen  
**Subject:** Fw: Proposed nonconforming code language

Public comment.

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**From:** Mark Maykranz <mmaykranz@hotmail.com>  
**Sent:** Tuesday, June 17, 2025 10:40 AM  
**To:** Amanda Breen <ABreen@ketchumidaho.org>; Tripp Hutchinson <thutchinson@ketchumidaho.org>; Spencer Cordovano <SCordovano@ketchumidaho.org>; Courtney Hamilton <CHamilton@ketchumidaho.org>  
**Subject:** Proposed nonconforming code language

I reviewed the proposed language in the code as it relates to nonconforming properties. I think the proposed language is both draconian and disrespectful to the residents of homes in Ketchum who will be impacted by upzoning and the harsh restrictions proposed in the code. Owners of nonconforming homes should unequivocally be allowed to update the exterior and interior of their homes without special approval from a City Administrator or Planning Director. The way this is framed makes the approval process of maintaining a nonconforming property a political process. Relax these restrictions and show respect to the dwindling number of families who still live in Ketchum.

Bear in mind that on numerous occasions in comments to the public, Morgan Landers misrepresented the current language by stating that nonconforming properties were entitled to a 1200 square foot addition. When I challenged her statement in writing and in public statements, she continued to misrepresent the truth. It is my belief that she was likely trying to have the public believe that nonconforming is not that onerous.

The proposed language needs to be changed or the Town will be exposed to legal challenges and costs.  
Sent from my iPhone

## Cyndy King

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**From:** Mark Maykranz <mmaykranz@hotmail.com>  
**Sent:** Wednesday, June 18, 2025 12:37 PM  
**To:** Participate  
**Subject:** 11 unit apartment building

I am supportive of Council's decision to purchase the 11 unit building for housing. The Town is getting a good buy and can select essential workers for this location instead of Nannie's, painters, and down valley reverse commuters. Stay conservative on your budgets though: We could get a nasty recession.  
Sent from my iPhone



## Cyndy King

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**From:** Diane Scurlock <dscurlock22@gmail.com>  
**Sent:** Wednesday, June 18, 2025 11:42 AM  
**To:** Neil Bradshaw; Amanda Breen; Spencer Cordovano; Courtney Hamilton; Participate; Tripp Hutchinson  
**Subject:** Community Housing Plans and Costs?

>>> After listening to the June 16th City Council meeting, I was struck by how much of the proposed zoning and density changes were related to an alleged need for more community housing units. I am not aware of any analysis of the forecasted need for Ketchum community housing units and associated costs for the next five to ten years, but if there is an analysis and plan, could you please send me the information?

>>>

>>> If there is not already an analysis and plan you can direct me to, could you please send me the following information:

>>>

>>> 1. Please list those job categories that are considered to be essential workers? How many essential workers for Ketchum are there and how many does the City of Ketchum currently support with community housing? How much does this cost Ketchum annually? How many current essential workers want to live in Ketchum and cannot live here due to cost? How many essential workers does Ketchum project to support in five to ten years and what are those associated costs?

>>>

>>> 2. What are the other categories of workers that Ketchum currently supports, or wants to support, with community housing? How many of these workers does the City of Ketchum currently support? How many work in Ketchum and how many do not work in Ketchum? How much does this support for other, non-essential workers, cost Ketchum annually? What is the forecasted 5 and 10 year plan on how many of these non-essential workers will be supported with community housing and what is their associated cost to Ketchum?

>>>

>>> 3. How much are Ketchum's costs for the total community housing program, including staffing for the Housing Department, Ketchum's portion of BCHA, consulting costs etc., that Ketchum pays annually?

>>>

>>> As an alternative to all of the above costs, has the City Council considered just subsidizing part of the rental costs for the workers that the City of Ketchum desires to support. Such a subsidy would eliminate (or substantially reduce) Ketchum's involvement in discussions associated with new development, acquiring properties, direct costs, as well as indirect costs. Such a rent subsidy could possibly result in some short-term rentals being converted to full time rentals for our essential workers.

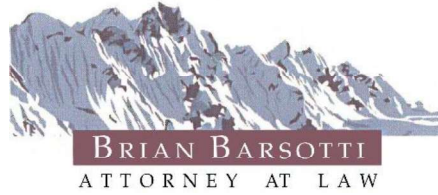
>>>

>>> I think many residents have similar questions about community housing, since it seems to be inextricably linked with the proposed Comprehensive Plan and zoning changes. I think it would be very useful if in an upcoming City Council meeting, this information (including the definition of community housing) could be reviewed. I know, as a resident, I would like to know how community housing is impacting my taxes now and will in the future. There are definitely trade-offs in spending money for community housing versus infrastructure, and other community wants and needs. Also, I am not sure that I value community housing (except for essential workers) and its implication for increasing development, density and possible reductions in quality of life.

>>>

>>> Thank you very much, in advance, for your response. I would appreciate the response to my questions by July 3rd.

Diane Scurlock



215 Picabo Street, Suite 304 | PO Box 370 | Ketchum, Idaho 83340 | p: 208.726.3030 | f: 208.726.2922  
barsotti1@mindspring.com

June 18, 2025

Council Member Courtney Hamilton  
City of Ketchum  
PO Box 2315  
Ketchum, ID 83340  
[participate@ketchumidaho.org](mailto:participate@ketchumidaho.org)

Dear Mayor Bradshaw and City Council Members:

I am writing you regarding the arbitrary and capricious nature of the procedure for selecting the recipients of the new state resort city liquor license and the deprivation of the equal protection of the law which requires that persons under like circumstances be given equal protection and security in the enjoyment of personal and civil rights, **the acquisition and enjoyment of property**, the enforcement of contracts, and the prevention and redress of wrongs.

Although I have our Warm Springs project number 16 on the state waiting list, we are not ready for a liquor license. So, I don't really have a dog in this fight. Still, although doing what is right and fair on a national and Federal level appears to have disappeared, I believe we can hold ourselves to higher standards here in Ketchum. Rather than go into more detail on the legal challenges available on this matter, I will give you my personal history in dealing with liquor licenses over the last 40 years. Generally, Idaho law provides each city receives 1 liquor license for every 1,500 persons. As cities exceed the minimum 1500 population, additional liquor licenses are issued by the Idaho State Police (ISP). The ISP maintains a waiting list of potential recipients and typically grants a license to the first name on the list when the population increases. Ketchum's waiting list is attached hereto as exhibit A.

I am not certain of the number of licenses issued in Ketchum under Idaho law that are not exceptions, but I believe it is in excess of Eight (8). Therefore, for an additional license to be issued under the statute, Ketchum population must be in excess of 12,000. This is not going to happen in our lifetime. This is the reason I have never placed my name, in the past, on the state waiting list.

In addition to licenses granted per population, over the years, Idaho legislation has created exceptions for issuance of special liquor licenses i.e., golf course restaurants get licenses (Warm Springs Bigwood and Sun Valley and Elkhorn); Equestrian facilities; restaurants in airports; a convention center in a resort city; ski resorts; gondola resorts; winery with a golf course; food conference and lodging facility; Indian reservations with lodging food and conference; waterfront resorts with a lake frontage; hotels of certain sizes and a couple of other exceptions. Tamarack ski

resort sponsored a bill that's allowed the creation of a special exception that a year-round resort can receive up to 12 liquor licenses!!

Around the year 2000, I applied for a design review of a new hotel on the Bald Mountain Lodge site on Main Street in Ketchum. During that three-year process, I knew we needed a liquor license for hotel operation. I hired a lobbyist in Boise. I paid him \$70,000 to create an exception for hotel use. We were successful in creating such an exception. Unfortunately, our four-story 86,000 square foot hotel was denied by the City Council. A three-story 70,000 square foot hotel was later approved but was not economically viable. The Limelight hotel, 5 stories and 120,000 square feet, was able to obtain a liquor license from my efforts.

The waiting list system has created speculation where often the recipients on the waiting list upon receipt will sell the license to an existing bar or restaurant and pocket the sales value. In Ketchum, I have seen a license sell to Bruce Willis and a woman who owned the Powder Inn and contiguous properties in Warm Springs and wanted to build a hotel, for \$500,000 each. For a while Bruce Willis used the license on Main Street in the Dynamite Lounge next to the Veltex. They both eventually later resold their licenses at a loss.

I personally represented parties involved in the purchase and sale of three other liquor licenses for \$350,000. In two of the three sales, the licenses were purchased by third parties to enable the owner to operate with liquor. Most locals who start or have restaurants cannot afford the demanded purchase price when one becomes available. Still a restaurant with a license has a decided advantage in increased revenues. A friend whose landlord purchased a license for his use told me his food revenues in his restaurant increased 20% after he started selling liquor.

As an interested party with our project in Warm Springs, Wendy Jacquet has kept me informed on the group out of Driggs and McCall attempting to create a "new resort cities liquor license". This lobbying has gone on for many years. Last year during the legislative hearing on the resort license, Wendy asked me to testify. I went to the city hall conference room and the city tech guy set me up to testify and showed me the button to push and left me alone in the room. I sat through 2.5 hours of the hearing, when I was called to testify, I pushed the button to speak. Unfortunately, the legislators could not hear me, and I was unable to testify. The bill passed but I never heard how the resort licenses were to be allocated. Unclear on the procedure, I later contacted Wendy Jacquet to inquire of the state's bill. She told me the licenses were to be distributed per the ISP waiting list. I contacted Nichole at the ISP, and I immediately put our project "Baldy Mountain House" name on the list. Our date was April 15, 2024, the 5<sup>th</sup> name on the list placed after the 2024 passage of the bill.

At no time after the passage of the bill did the city, state, county, or SVED inform existing restaurants of the procedure for granting a resort license. I checked with ISP and obtained the list but accepted it was unlikely that I'd receive a resort license with my place on the list.

In reviewing the waiting list, it is obvious there are speculators on the list from 1975 to 2023. Carl Curtis and Peggy Wayne are both deceased and still on the list. Rhino, LLC. are speculators, from Boise who I know, who called me when their name came up for the resort license. They could not meet the requirements to be operating within 90 days of issuance, therefore ISP moved on to the next name on the list.

Obviously Smoky Mountain Pizza has been on the list since 2012 and rightly received one of the resort licenses. Dillion Wittmer and Chip Fisher both put their name on the list in 2023 before the passage of the bill. The Kneadery has been here forever and rightfully should get a license. I

recently went to Fiamma for the first time. I was told Fiamma was next on the list to receive a liquor license granted to Chip Fisher, which was going to be revoked for the failure to place it in use. How could this be?

The owners of Fiamma just opened and moved here. I went back and looked at the waiting list, and discovered Fiamma was the 1st restaurant to place their name on the list in 2024 after the passage of the bill. How can newcomers to town have knowledge to place their name on the waiting list before long time restaurant owners such as Apples, Enoteca, Sushi on Second, Cristina's, Cookbook, Scout and others?

Recently I have talked to Christina Cook (Cristina's) and Burke and Vita Smith (Cookbook and Scout). Both told me they had no knowledge of the resort license. Cristina has been waiting for a liquor license for over 35 years. How does the city of Ketchum fund both SVED and the resort cities lobbyist and not inform local businesses whose LOT tax has paid for Ketchum's City involvement in the passage of the resort liquor license bill

I made some inquiries and learned that Harry Griffin, executive director of the Sun Valley Economic Development, had been following the bill. When he learned of the first come "first served" standard adopted by the ISP based on the waiting list, he contacted Fiamma to the exclusion of the other existing restaurants to put their name on the waiting list before long existing restaurants learned of the resort license.

I believe Harry's actions were an extreme abuse of his position within the SVED to favor operators who just moved here, over the long-time existing restaurants. The SVED role is to help the retention of existing businesses as well as seek new businesses.

Three governmental entities must approve issuance of a state liquor license:

1. The State through the ISP;
- 2 The County then issues a license and then;
3. the City must issue a license.

I respectfully request that the city create its own additional standard that the language "first come first serve basis." The standard provides new resort licenses that are issued to restaurant operations on the list who have continuously operated a restaurant in Ketchum for the longest period of time. The City must not issue the third resort license until this favorable treatment of Fiamma is discussed with ISP and the procedures resolved. Even if an amendment to resort licenses bill must occur before issuance of the third resort license. It is time the Ketchum City Council does what is fair and right and protect the business interests of long-time locals.

Very truly yours,



Brian Barsotti

# Waiting List Report

County / City: Ketchum

Blaine County 18 applications / 1 city

Rank	City	County	Applicant	Date	Fee
1	Ketchum	Blaine	Edgar Redman	08/11/1975	\$250.00
2	Ketchum	Blaine	Carl Curtis	04/18/1983	\$250.00
3	Ketchum	Blaine	William Bishop	02/18/1987	\$375.00
4	Ketchum	Blaine	Robert & Ardith Rickbeil	02/23/1987	\$375.00
5	Ketchum	Blaine	Margaret Wayne	11/15/1988	\$375.00
6	Ketchum	Blaine	Rhino LLC	04/28/1997	\$375.00
7	Ketchum	Blaine	David Wilcox	08/19/1997	\$375.00
8	Ketchum	Blaine	Smoky Mountain Pizza & Pasta	12/27/2012	\$250.00
9	Ketchum	Blaine	Leadville Grill LLC	11/20/2023	\$375.00
10	Ketchum	Blaine	Ketchum Ventures II LLC	12/08/2023	\$375.00
11	Ketchum	Blaine	Little Flame Kitchen LLC	03/29/2024	\$375.00
12	Ketchum	Blaine	Acquire Realty LLC	04/05/2024	\$375.00
13	Ketchum	Blaine	Luna LLC	04/12/2024	\$375.00
14	Ketchum	Blaine	Apples Inc	04/15/2024	\$375.00
15	Ketchum	Blaine	Richkor Inc	04/16/2024	\$375.00
16	Ketchum	Blaine	Baldy Mountain House LLC	04/25/2024	\$375.00
17	Ketchum	Blaine	Sushi On Second Inc	05/23/2024	\$375.00
18	Ketchum	Blaine	200 North Main LLC	06/27/2024	\$375.00

Ketchum Total: \$6,375.00

Ketchum Grand Total: \$6,375.00

Exhibit A

## Cyndy King

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**From:** HP Boyle <boylehp@yahoo.com>  
**Sent:** Thursday, June 19, 2025 11:29 AM  
**To:** Participate  
**Cc:** Sarah Lurie; Jay Westcott; Brian Barsotti  
**Subject:** Public Comment on Liquor License allocation process

To the Council,

It should not be a matter of “who you know” to get a liquor license in Ketchum. There should be an open and transparent process. As Brian Barsotti has noted in his letter to you, that is not what has been happening in Ketchum. This is bad governance. It makes us look rinky dink.

The fix is so easy that it is hard to understand why the City hasn’t done it. Publicly post the waitlist and let people sign up for an alert when a name is added or subtracted from the list with the reason why. This is not hard.

I like the people behind Fiamma. It’s a nice restaurant. However, the way they jumped the line ahead of long-term waitlist people reflects poorly on the quality of services at Ketchum City Hall.

I urge the City to adopt an open and transparent approach to the issuance of licenses.

Thank you,

Perry Boyle  
Ketchum

## Cyndy King

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**From:** Suzanne Huttar <suzanne.huttar@gmail.com>  
**Sent:** Friday, June 20, 2025 11:53 AM  
**To:** Amanda Breen; Participate; Tripp Hutchinson; Neil Bradshaw; Spencer Cordovano  
**Subject:** Please APPROVE the Housing Units on South YMCA Lot!!!

Dear Mayor & City Council Members,

The City Of Ketchum *has come very far* in a very productive effort to develop community concessus for our Local Community Housing needs & projects. This is in an effort you & all of us had to create a truly local core community in Ketchum of local workers, families, & friends.

Please do not stop your efforts based on a small group of vocal ney-sayers that showed up at your last City Council meeting on Monday's June 16th!. As WE THE PEOPLE last voted for a bigger portion of our LOT money for you to use for COMMUNITY Housing! These ney-sayers did not win that Lot vote did they, so I say please do not be swayed at this crucial juncture.

**Please approve and continue the development of the South YMCA lot** for another community housing development with SMR+Pacifice West Companies. Our City needs this project and the Lift Tower Lodge project as well. As history shows we are way behind in efforts and projects compared to other Western Mountain Towns.

*I do live directly across the street* from the South YMCA Lot in the Pinewood HOA Complex, actually my front door & porch face this lot. I understood I would have to hear & watch a construction development emerge in my front view, yet this is a small 2 year sacrifice for having local families to have affordable housing near our city's core!

Thank you for your consideration of a continued "Yes" vote.

Suzanne Huttar  
114 Pinewood Lane-Unit#116  
Ketchum, Idaho 83340

## Cyndy King

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**From:** JORI POTIKER <jorip123@icloud.com>  
**Sent:** Friday, June 20, 2025 11:09 AM  
**To:** Participate  
**Subject:** upzoning

A big NO! It is not something anyone wants or needs. This plan ruins Ketchum for the people who actually live here. It ruins it for people who live in that area. The majority of residents do not want this so the question is, who does?

Jori Potiker  
530 Northwood Way



## Cyndy King

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**From:** Keith Perry  
**Sent:** Sunday, June 22, 2025 8:02 PM  
**To:** Participate  
**Cc:** Carissa Connelly  
**Subject:** YMCA MOU

City Counselors,

Wanted to weigh in on the YMCA MOU.

Was surprised at the level of skepticism at last week's City Council Meeting.

While I recognize the need for housing for workers with AMI's above 80% and the limits of LIHTC projects. The project was designed to produce much needed family units and would have some Category L Units. It seems really unwise to turn down the possibility of obtaining nine million dollars.

I've been hearing for forty years that we need Community Housing but just not "this particular Project" and it doesn't matter what the project is there is always a sizeable group saying "not here or not in this form". As a result not enough gets done.

If there's really an opportunity to raise ten million dollars thru philanthropy great let's use that money for an additional project at Lift Tower or some other site. We're so far behind we'll never be able to provide everything that's needed.

The City proceeded with the Bluebird project even though there was a huge amount of opposition. Aren't you glad that you did? Let's make the hard choice to keep this project moving forward.

Keith Perry

Ketchum

## Cyndy King

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**From:** Mark Maykranz <mmaykranz@hotmail.com>  
**Sent:** Saturday, June 21, 2025 8:17 AM  
**To:** Participate  
**Subject:** YMCA housing

I am vehemently opposed to the Bluebird formula for the Y lot. The Federal mandates do not work for Ketchum's needs. We need housing for essential workers. Make the project smaller and use KURA money. No more Bluebirds!  
Sent from my iPhone

## Cyndy King

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**From:** H Boyle <Boylehp@yahoo.com>  
**Sent:** Saturday, June 21, 2025 5:58 PM  
**To:** Participate  
**Subject:** For public comment to City Council

The City is permitted to charge for administrative fees associated with permitting ROW encroachments. From staff memos, it looks like the City does not. Could the city recover more costs this way?

Thank you,

Perry Boyle  
Ketchum

## Cyndy King

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**From:** Marilyn Hoffman <mer.hoffman208@gmail.com>  
**Sent:** Sunday, June 22, 2025 8:23 AM  
**To:** Participate  
**Subject:** Y Parking Lot

I vote no on the proposed low income housing for the Y parking lot. I am a registered Ketchum resident.

Marilyn E Hoffman

## Cyndy King

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**From:** Michael Marks <marks@celesta.vc>  
**Sent:** Sunday, June 22, 2025 9:25 AM  
**To:** Participate  
**Subject:** I'm against the YMCA housing proposal

## Cyndy King

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**From:** Karyn Forsyth <kforsyth@live.com>  
**Sent:** Sunday, June 22, 2025 11:36 AM  
**To:** Participate  
**Subject:** Vote No

Karyn Forsyth  
Poydenis Properties  
Sun Valley Idaho  
208-720-0728  
M

## Cyndy King

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**From:** Amy Weyler <amy.weyler@gmail.com>  
**Sent:** Sunday, June 22, 2025 10:40 AM  
**To:** Participate  
**Subject:** Y lot development - vote no

Dear City Council Members and Mayor - what a week with very long meetings! Thank you all for your time and work on a handful of city-changing issues. These are not simple decisions.

After listening to the meetings via Zoom last Monday, I'm convinced we can do better for affordable / workforce / essential workforce housing. Using \$10M+ of federal funds and ~\$5M+ of local funds for a building with 10% allocated to these housing categories is not a wise decision, regardless of where the money is coming from. Why would anyone decide to vote yes on this? I'm a full-time resident of Ketchum, and I'm writing to encourage you all to vote no. I do not support this, as it is not a sound decision for our community.

There is a way to pause and reconsider how we address this issue. Let's think about how we use funds, coordinate as a county, what role BCHA plays etc. The community does not support the Bluebird model, and the model doesn't provide housing for people in those categories - we have two family members in that category, so we know this firsthand.

I'm not familiar with all the requirements and details, but I'm willing to participate, support, and do my part. Let's rethink a new / better / different approach.

Please vote no on the Y.

Thank you,  
Amy Weyler

## Cyndy King

---

**From:** Tod R Hamachek <thamachek@gmail.com>  
**Sent:** Sunday, June 22, 2025 10:20 AM  
**To:** Participate  
**Subject:** Bluebird 2 in the Y parking lot

I am vehemently OPPOSED to the building of housing on the Y parking lot. We have had enough---let the voters decide in November. Bluebird 1 was to be for essential workers and it is NOT. This public land and elected officials should not be deciding the fate of the land particularly lame duck officials. Tod Hamachek

--

Tod R Hamachek  
P.O. Box 14001, PMB 477  
198 Ramona Lane  
Ketchum, ID 83340



## Cyndy King

---

**From:** JORI POTIKER <jorip123@icloud.com>  
**Sent:** Sunday, June 22, 2025 9:56 AM  
**To:** Participate  
**Subject:** YMCA Parking Lot

I am against using that lot for another Bluebird. There are plenty of other locations where subsidized housing can be located that doesn't mess with parking and increase traffic in a busy area already. There are alot of people who use that lot and moving parking to the street is a bad idea.

Essential workers need housing, priority needs to be on providing housing where they would like to live and in a form that they would like to live in. It doesn't have to be an apartment block right in the middle of Ketchum. This isn't NIMBY, it's just common sense. Not everyone needs or wants to live in the middle of Ketchum. Destroying the character of our community to build at any cost is not the answer.

Jori Potiker

## Cyndy King

---

**From:** Rick Flickinger <batts4u151@gmail.com>  
**Sent:** Sunday, June 22, 2025 1:18 PM  
**To:** Participate  
**Subject:** YMCA parking lot

I am completely opposed to the city using the existing YMCA parking lot for any type of housing whatsoever. In my opinion, this is a ridiculous use of city owned property!  
Rick Flickinger

## Cyndy King

---

**From:** Lynn Flickinger <flickingerlynn@gmail.com>  
**Sent:** Sunday, June 22, 2025 1:15 PM  
**To:** Participate  
**Subject:** For Council Woman Breen

Council Woman Breen.....I absolutely oppose any housing on the Ketchum YMCA lot.  
Thank you for speaking up.  
Lynn Flickinger  
Sent from my iPad

## Cyndy King

---

**From:** Fritz Hoffman <fritz.hoffman68@gmail.com>  
**Sent:** Sunday, June 22, 2025 2:59 PM  
**To:** Participate  
**Subject:** YMCA parking lot!

I oppose!  
Fritz Hoffman

**Cyndy King**

---

**From:** Leslie Benz <sheabenz@gmail.com>  
**Sent:** Sunday, June 22, 2025 4:37 PM  
**To:** Participate  
**Subject:** YMCA “affordable” housing

City Council,

I oppose the development of “affordable” housing at the YMCA site. Not only does it push parking out into the neighborhood at a non—recoverable cost, it actually doesn’t meet any known standards to actually allow our middle income, i.e. critical workers, a path to live there.

Respectfully,  
Leslie Benz  
Sent from my iPad

## Cyndy King

---

**From:** Gerri Pesch <gerrip2749@gmail.com>  
**Sent:** Monday, June 23, 2025 10:42 AM  
**To:** Participate  
**Subject:** YMCA - South parking lot housing

Yes, I think we need to put housing there!

That lot is sparsely used and we desperately need AFFORDABLE housing, especially for our essential workers.... many of whom have had to move out of the valley because their landlords have raised their rents to unaffordable amounts. I think special consideration should be given to paramedics & fire personnel, because it is near the fire station. I also think at least 30-40% should be dedicated to low income for "normal wage earners" who work in our shops, restaurants and businesses IN KETCHUM. We also need to consider Elders, who live on "fixed incomes" and comprise the bulk of our volunteer staff for our many non-profits. The lack of affordable housing is changing the vital character of our community, and we need to mitigate that NOW!

Gerri Pesch

## Cyndy King

---

**From:** Larissa DeHaas <lolodehaas@gmail.com>  
**Sent:** Monday, June 23, 2025 10:22 AM  
**To:** Participate  
**Subject:** affordable housing in y south lot

I fully support the plan to build affordable housing in that lot. It is a great place to help more families and people live a walkable life.

I am tired of my tax dollars subsidizing cars and their parking instead of actual humans with lives.

It costs more

for us to subsidize cars in the long term. The ROI on the community is reduced. However when we build housing, and house our community our roi is higher and better for local businesses, morale, and it cuts down on the need for people to commute hours everyday.

Please vote yes.

Please excuse any errors, sent from my mobile device.

Larissa DeHaas  
Lolodehaas@gmail.com  
2088903685

## Cyndy King

---

**From:** susancneaman@gmail.com  
**Sent:** Monday, June 23, 2025 10:22 AM  
**To:** Participate  
**Subject:** South parking lot of YMCA

Sent from my iPhone

I do not like the idea that the parking will be relocated to Lewis Street. Families use that parking lot to get to the YMCA so having the parking on Lewis Street raises a safety concern. During the winter months with snow removal would add more complications for members getting to the Y.

Even though this is a community housing project, you cannot disregard the needs of the YMCA.

I wish that the city would prioritize the building of Affordable Housing on the lift tower property. Whether it's an outreach to Sun Valley to obtain that property corner or whatever the holdup is. It's hard when you really don't know what is going on with that property and the postponement is.

Thank you for your time Susan Neaman



## Cyndy King

---

**From:** Beth Chiodo <bajabethy@gmail.com>  
**Sent:** Monday, June 23, 2025 11:01 AM  
**To:** Participate  
**Subject:** housiing

Good Morning!

In regard to the housing proposal for south lot of YMCA - I'm opposed to the project!

side note: Thank you for the ease and speed of the chip sealing of the streets.

Sincerely  
Beth Chiodo  
Ketchum

Ketchum Business Advisory Coalition Public (KBAC) Comment on SMR  
Development Letter of Commitment and Memorandum of Understanding 25-009  
June 23<sup>rd</sup>, 2025

The Ketchum Business Advisory Coalition (KBAC) strongly supports the creation of community housing options and thanks the Blaine County Housing Authority and Ketchum City Council for working towards solutions to address housing needs in our community.

After reviewing the MOU proposal and watching the presentation during the June 16<sup>th</sup>, 2025, City Council meeting regarding the proposed development on the south YMCA parking lot, Ketchum citizens and business leaders have thoughtful questions and concerns they hope can be addressed:

1. **Coordination with Other Projects:** If this project moves forward in 2027, how will it align with the anticipated YMCA expansion and ITD's highway work north of town? The business community is concerned that multiple large projects happening simultaneously will have a significant negative impact on local businesses, especially in the LI district and surrounding areas.
2. **Site Suitability:** The planned YMCA expansion will significantly affect this location, raising questions about whether it's the right site for this project. The additional parking costs alone could reach \$1-2 million or more, and the complexities of building here may require resources the city doesn't have.
3. **Essential Worker Housing:** Per the MOU, only 10% of the proposed units would be reserved for essential workers—just two units. Given the significant investment of federal (\$10M+) and local funds (\$4M+), we wonder if this allocation truly addresses Ketchum's affordable housing needs. Additionally, the city may face further expenses to meet parking requirements with the YMCA expansion, and the overall financial and practical outcomes seem unclear.
4. **Community Engagement:** Have neighbors—both residents and businesses—been fully informed about the project and its potential impact? Has their feedback been actively sought, especially regarding parking, changes to their properties, and anticipated shifts in traffic patterns on Warm Springs Road, Saddle Road, and Lewis Street?
5. **Traffic Studies:** What studies have been conducted to ensure Warm Springs Road can handle the increased traffic and parking demand from this potential housing, the density outlined in the latest draft comprehensive plan, and the Y expansion?

6. **Parking for Residents:** Will the new housing offer designated parking for residents, or will parking be open to the public?
7. **Mountain Rides Bus Stops:** What effects will these changes have on the current Mountain Rides bus stops?
8. **Recycling Center:** We understand the recycling center may need to be relocated. Is there a plan for where it would go?
9. **Fire Training Facility:** We've heard the fire training facility may also need to move in exchange for parking. Where would it be relocated and what is the cost to move this facility?

Given these concerns, we believe it's time to revisit the conversation about affordable housing from a broader, county-wide perspective. The funding model proposed in the MOU may no longer fit our community's needs, and many residents, business owners, and stakeholders feel it's time for a new approach.

KBAC believes that there is an opportunity for all stakeholders to have their needs met in relation to the proposed housing development, but not without a clear understanding of how the City's proposed infrastructure changes would impact existing residential and business needs.

KBAC respectfully asks the Council to provide clear, proactive information and address these questions before moving forward with a Memorandum of Understanding with SMR Development.

With Thanks and Appreciation,

KBAC Board of Directors

Bronwyn Nickel  
Holly Mora  
Pete Prekeges  
Scott Curtis  
Julie Johnson  
Jed Gray

Cindy Forgeon  
Duffy Witmer  
Tom Nickel  
Dillon Witmer  
Jim McLaughlin

**From:** [Participate](#)  
**To:** [Trent Donat](#)  
**Subject:** FW: YMCA Development  
**Date:** Monday, June 23, 2025 6:23:19 PM

---

**ALY SWINDLEY | CITY OF KETCHUM**

Management and Communications Analyst

P.O. Box 2315 | 191 5<sup>th</sup> Street West | Ketchum, ID 83340

o: 208.727.5081 | f: 208.726.7812

[aswindley@ketchumidaho.org](mailto:aswindley@ketchumidaho.org) | [www.ketchumidaho.org](http://www.ketchumidaho.org)

---

**From:** Kent May <kdmay12@gmail.com>  
**Sent:** Monday, June 23, 2025 2:32 PM  
**To:** Participate <participate@ketchumidaho.org>  
**Subject:** YMCA Development

Good afternoon

I would like to voice my support for developing the YMCA South lot for small families and working median earners.

Thanks

Kent May  
102 Irene Street



## **CITY OF KETCHUM**

### **City Hall**

Office: 208.726.3841

[participate@ketchumidaho.org](mailto:participate@ketchumidaho.org)

P.O. Box 2315, 191 5th Street West, Ketchum, ID 83340

[ketchumidaho.org](http://ketchumidaho.org)

June 23, 2025

Senator Mike Crapo  
251 E. Front St., Suite 205  
Boise ID, 83702

Senator Crapo,

The City of Ketchum thanks you for your expressed support of protecting Idaho's public lands. Forest Service and BLM federal lands are a central part of the way of life for our community and for many Idahoans who have utilized public lands for generations for hunting, fishing, hiking, skiing, watching wildlife, and appreciating open and quiet spaces that we are so lucky to have across Idaho. Public lands around our community have been such a critical part of this community for so long that they have become a primary driver of our local economy, bringing in millions of dollars to our community and the state of Idaho through recreation tourism each year.

The City of Ketchum respectfully requests that you utilize your position of authority on the Senate Finance Committee to remove the public lands sell-off clause from the proposed 'Big Beautiful Bill'. You are in an important position to ensure that our public lands are protected, and we ask that you take a stance to ensure that we do not lose these precious lands forever. As a government ourselves, we understand budget pressures and the need for more housing, but selling off federal lands for a one-time budget boost will negatively impact Idaho forever, and it is not worth it. Thousands of Idahoans, including many in our community, are grateful that you have heard their pleas to protect our lands, and we urge you to follow through on that promise and ensure that there is no public lands sell-off clause in the final bill. Please vote no for any version of the bill that would jeopardize our public lands. The Idaho way of life relies on you doing so.

Respectfully,

City of Ketchum



## **CITY OF KETCHUM**

### **City Hall**

Office: 208.726.3841

[participate@ketchumidaho.org](mailto:participate@ketchumidaho.org)

P.O. Box 2315, 191 5th Street West, Ketchum, ID 83340

[ketchumidaho.org](http://ketchumidaho.org)

June 24, 2025

Senator James Risch  
350 N. 9th St., Suite 302  
Boise, ID 83702

Senator Risch,

The City of Ketchum thanks you for your expressed support of protecting Idaho's public lands. Forest Service and BLM federal lands are a central part of the way of life for our community and for many Idahoans who have utilized public lands for generations for hunting, fishing, hiking, skiing, livestock grazing, watching wildlife, and appreciating open and quiet spaces that we are so lucky to have across Idaho. Public lands around our community have been such a critical part of this community for so long that they have become a primary driver of our local economy, bringing in millions of dollars to our community and the state of Idaho through recreation tourism each year.

The City of Ketchum respectfully requests that you utilize your position of authority on the Energy and Natural Resources Committee to ensure that no public lands are sold as a part of the Big Beautiful Bill. You are in an important position to ensure that our public lands are protected, and we ask that you take a stance to ensure that we do not lose these precious lands forever. As a government ourselves, we understand budget pressures and the need for more housing, but selling off federal lands for a one-time budget boost will negatively impact Idaho forever, and it is not worth it. Thousands of Idahoans, including many in our community, are grateful that you have heard their pleas to protect our lands, and we urge you to follow through on that promise and ensure that there is no public lands sell-off clause in the final bill. Please vote no for any version of the bill that would jeopardize our public lands. The Idaho way of life relies on you doing so.

Respectfully,

City of Ketchum



## City of Ketchum

### CITY COUNCIL MEETING AGENDA MEMO

Meeting Date: 

June 16, 2025
---------------

 Staff Member/Dept: 

Jade Riley – Administration
-----------------------------

Agenda Item: 

Recommendation to approve Resolution 25-013 which authorizes Grant Submittal to the Local Highway Technical Assistance Council (LHTAC) for the Construction of Warm Springs Road/Lewis Street/10 <sup>th</sup> Street Realignment and Roundabout.
---

#### Recommended Motion:

“I move to approve Resolution 25-013 and instruct staff to submit the grant application.”
---

#### Policy Analysis and Background:

- |  |
|--|
| <ul style="list-style-type: none"><li>• The city initiated a technical alternatives analysis via HDR Engineering to address existing vehicular and pedestrian safety deficiencies on Warm Springs Road both at the Lewis Street intersection as well as 10th Street;</li><li>• Several in person and online public feedback sessions were held where clear support was demonstrated for alternate four;</li><li>• The City Council reviewed the full final technical report and concurred with HDR recommendation of alternate four as the preferred local design alternative;</li><li>• The City Council instructed staff to explore state or federal funding sources for the construction of the project as local funds are limited.</li></ul> |
|--|

#### Sustainability Impact:

No direct impact. The project seeks to improve pedestrian and bicycle facilities along the corridor which should increase alternative mobility choices.
---

#### Financial Impact:

None OR Adequate funds exist in account:	A local match of \$1,702,940 will be required should the city receive the LHTAC grant.
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#### Attachments:

1. Resolution 25-013
2. Warm Springs Alternative Analysis – final report

RESOLUTION NUMBER 25-013

A RESOLUTION OF THE CITY OF KETCHUM CITY COUNCIL  
APPROVING GRANT SUBMITTAL TO THE SAFE STREETS FOR ALL FOR THE  
CONSTRUCTION OF THE WARM SPRINGS ROAD/LEWIS STREET/ 10<sup>TH</sup> STREET  
REALIGNMENT AND ROUNDABOUT

WHEREAS, the City of Ketchum has completed a technical alternatives analysis led by HDR Engineering to address vehicular and pedestrian deficiencies at the intersections of Warm Springs Road/Lewis Street and Warm Springs Road/10<sup>th</sup> Street; and

WHEREAS, the public and adjacent landowners were involved in several community feedback sessions and there was clear support of Alternative Four outlined in the final report: and

WHEREAS, the Ketchum City Council evaluated the technical findings contained in the report and voted to support Alternate Four and instructed staff to explore or state or federal funds sources to be matched with limited local funds.

NOW THEREFORE BE IT RESOLVED by the Mayor and Council of the City of Ketchum to:

1. Instruct city staff to submit a Local Federal-aid STBG-Rural Program Grant Application to the Local Highway Technical Assistance Council (LHTAC) for the construction of the Warm Springs Road/Lewis Street/10<sup>th</sup> Street Realignment and Roundabout.
2. Acknowledge that the total project cost estimate is \$8,514,700 which will require \$1,702,940 matching funds available from the City of Ketchum.
3. The Mayor is hereby authorized to sign the project application packet and submit to LHTAC for prioritization.

APPROVED BY THE COUNCIL THIS 24th DAY OF JUNE 2025.

THIS RESOLUTION WILL BE IN FULL FORCE AND EFFECT UPON ITS ADOPTION THIS 24th DAY OF JUNE 2025.

CITY OF KETCHUM, IDAHO

---

Mayor Neil Bradshaw

ATTEST:

---

Trent Donat, City Clerk



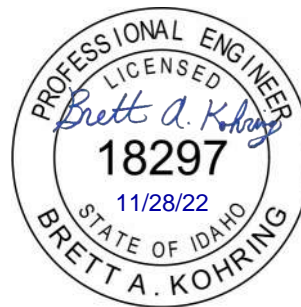


# Warm Springs Road Alternatives Analysis Concept Report

City of Ketchum

Ketchum, Idaho

November 28, 2022



# Executive Summary

The City of Ketchum, Idaho (City) *Master Transportation Plan* (2021) identified the Warm Springs Road corridor between 10<sup>th</sup> Street and Lewis Street for enhancement and development of conceptual alternatives to improve the area. This corridor experiences relatively high traffic volumes connecting recreation and residences to the downtown core and beyond. The study area for conceptual alternatives includes the intersections of 10<sup>th</sup> Street and Main Street (SH-75), Warm Springs Road and 10<sup>th</sup> Street, and Warm Springs Road and Lewis Street.

The Warm Springs Road corridor – from its diversion from Main Street at 6<sup>th</sup> Street to its entry into residential West Ketchum – is diverse in its land use and is a nexus of several neighborhoods and zoning districts. Currently, the three zoning districts in the area provide an abrupt transition from one to the next and do not provide a gateway experience. The area lacks many of the basic public realm amenities or elements to make it feel a part of the City, including comfortable and consistent sidewalks and a diversity of shared open space. Overall, the area lacks a consistent and safe public realm, which is critical to extend the vibrancy of downtown to this area, provide an identity, or present a gateway to or from the downtown core or Warm Springs Road.

Under existing conditions, the study intersections are all estimated to operate at a level of service (LOS) C or better during peak season morning (AM) and evening (PM) peak hours. The worst performing intersection is the 10<sup>th</sup> Street and Warm Springs Road intersection, which experiences 17-second delays during the peak hours for the left turning movements from 10<sup>th</sup> Street. During the off-peak periods, the intersections operate at a LOS B or better during the AM and PM peak hours, meaning delays are less than 15 seconds at each intersection.

During the 5-year study period, there was one crash near the intersection of Warm Springs Road/Lewis Street and one crash at the intersection of Warm Springs Road/10<sup>th</sup> Street. Both crashes occurred during the noon hour on a weekday with clear conditions. The cause of the possible injury crash near Warm Springs Road and Lewis Street was caused by a driver following too close and was not related to the intersection. The crash at the intersection of Warm Springs Road/10<sup>th</sup> Street was a left turning crash where the driver failed to yield. There were no injuries associated with this crash.

Although the number of crashes in the study area is low, conversations with the public at public involvement meetings, City staff, and City Council members revealed safety concerns with the corridor. These concerns increase the amount of stress that pedestrians, bicyclists and motorists feel while traversing the area. These perceived safety issues include restricted sight distance for a southbound vehicle turning left at 10<sup>th</sup> Street onto Warm Springs with the gas station pumps, long pedestrian crossings across intersections or private approaches, inconsistent and aged sidewalks, and a lack of facilities compliant with the Americans with Disabilities Act (ADA) and Public Rights-of-Way Accessibility Guidelines (PROWAG).

The project team developed and proposed five alternatives for qualitative analysis to improve the surrounding land use in the study area:

- Alternative 1: 10<sup>th</sup> Street Roundabout
- Alternative 2: Lewis Street Roundabout
- Alternative 3: 10<sup>th</sup> Street and Lewis Street Dog bone roundabout
- Alternative 4: 10<sup>th</sup> Street and Lewis Street Realignment & Roundabout
- Alternative 5: Block/Street Realignment.

The five build alternatives and a No Build option were presented to the public for comment and feedback at public meetings. The project team developed a screening process to evaluate each of the alternatives using 11 criteria identified in discussion with City staff. City staff and members of the project team rated each alternative as good, neutral, or poor for each of the criteria. Based on an aggregated score and public feedback, HDR and City staff recommended Alternative 2, Alternative 4, and the No Build option move forward to the City Council (July 18, 2022). The City Council concurred with the recommendation and advanced the three alternatives.

In terms of public realm improvements and future land use, Alternative 4 has the most potential benefit followed by Alternative 2, while the No Build option provides few opportunities. Both the roundabout options would maintain the opportunity for the Albertson's property to redevelop and provide opportunities for a placemaking. Both alternatives would enhance bike and pedestrian connectivity and safety by removing conflict points with vehicles and shortening pedestrian exposure. In conversations with Mountain Rides, bus transit facilities would need to be relocated in the general area, but operations would not be negatively impacted by either option. Mountain Rides commented that Alternative 4 would enhance operations by removing a difficult turn.

The City does not lie within boundaries of a Municipal Planning Organization (MPO) that would produce a travel demand model that projects trip generation out into the future. HDR instead calculated a 1.44 percent historical growth rate to represent traffic volume growth based on historical data from Idaho Transportation Department's (ITD) Automated Traffic Recorders (ATRs) on State Highway 75 (SH-75). Design year 2042 was selected for the purposes of this analysis and LOS D was set for the target LOS threshold. HDR analyzed the study intersections using the forecasted volumes and found that both Alternatives 2 and 4 are estimated to operate well in the design year, with vehicle delays at approximately 10 seconds for the improved intersections. The unimproved intersections are expected to operate adequately in the design year.

The following table shows the opinion of probable costs for each of the two build alternatives:

Cost	Alternative 2	Alternative 4
Engineering Fee	\$288,000	\$398,000
Construction Cost	\$1,532,000	\$2,117,000
Right-of-way Cost	\$1,075,100	\$4,461,700
<b>Total Project Cost</b>	<b>\$3,278,100</b>	<b>\$7,506,700</b>

The realigned roadway in Alternative 4 requires purchasing large amounts of right-of-way (ROW) and these costs make up the largest difference between the two alternatives. Alternative 4 also creates an opportunity for the City to vacate the abandoned 10<sup>th</sup> Street connection and sell it to adjacent land owners. The vacated parcel's estimated value is \$1,277,325 and the revenue from the sale could be used to offset some of the ROW costs. This would be determined during ROW negotiations.

If the City can acquire funding to cover the higher ROW and construction costs, Alternative 4 is recommended. This alternative best improves multi-modal connectivity and operations, simplifies the roadway network, provides the most opportunity for placemaking, and is preferred by both Mountain Rides and the public. However, Alternative 4 costs are significantly higher; therefore, Alternative 2 is recommended if funding for Alternative 4 cannot be secured. Alternative 2 still provides traffic calming, multi-modal, placemaking, and safety benefits to the area. The No Build option is not recommended as it does not provide benefits meeting the City's goals. **Appendix G** contains final concept exhibits for each alternative.

As the City pursues funding for the larger aspects of the build alternatives, there are several opportunities to enhance the area in the meantime. Even if the City chooses the No Build option, the City could consider the following improvements. **Appendix H** contains conceptual exhibits of potential improvements.

- Restripe the two-way left turn (TWLT) lane in front of the gas station to be a dedicated left turn lane. This will prevent delivery vehicles from parking close to the intersection.
- Replace dilapidated sidewalk, install sidewalk where none exists within the study area, and install ADA/PROWAG-complaint pedestrian ramps.
- Install bulb-outs at the Lewis Street and Warm Springs Road intersection to shorten pedestrian crossings.
- Explore one or more of the following options to mitigate the difficult 10<sup>th</sup> Street left turn sight distance issue:
  - Prohibit southbound left turns at the intersection by signage or adding a diverter in the intersection.
  - Convert the intersection from two-way stop control to all-way stop control.

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## Acronyms/Abbreviations

Acronyms and abbreviations used more than once in the report text.

ADA	Americans with Disabilities Act
ATR	automated traffic recorders
City	City of Ketchum
CMF	crash modification factor
HCM	Highway Capacity Manual
ITD	Idaho Transportation Department
LOS	level of service
NBL	Northbound left
NBT/L	Northbound through left
NEL	Northeast left
NET/L/R	Northeast through left right
NET/LR	Northeast through left right
PROWAG	Public Rights-of-Way Accessibility Guidelines
ROW	right-of-way
SBL	Southbound Left
SBR	Southbound right
SEL	Southeast left
SWT/L/R	Southwest through left right
TWLT	two-way left turn
v/c	volume to capacity ratio
vpd	vehicles per day

# 1 Introduction

## 1.1 Background and Purpose

The City of Ketchum, Idaho (City) *Master Transportation Plan* (2021)<sup>1</sup> identified the Warm Springs Road corridor between 10<sup>th</sup> Street and Lewis Street for enhancement. This corridor experiences high traffic volumes connecting recreation and residences to the downtown core and beyond. The *Master Transportation Plan* identified the intersections at 10<sup>th</sup> Street and Lewis Street for further evaluation and development of conceptual alternatives to improve the area. The purpose of this report is to document the concept study process and the decision-making process and recommend an alternative to meet the City's goals.

## 1.2 Study Area

The study area is bounded by the following three intersections: 10<sup>th</sup> Street and Main Street (State Highway 75 [SH-75]), Warm Springs Road and 10<sup>th</sup> Street, and Warm Springs Road and Lewis Street. The study area is shown in Figure 1. The surrounding land use is zoned as light industrial and features several small businesses, including a gas station on the southeast corner of Warm Springs Road and 10<sup>th</sup> Street. The Warm Springs Road corridor provides access from residential developments in the northwest part of the City to the downtown core. Nearby traffic generators include the Ernest Hemingway STEAM School to the southwest, the YMCA to the northwest, and the City's downtown core to the southeast. A large undeveloped lot, owned by Albertsons Corporation, is located along Warm Springs Road between 10<sup>th</sup> Street and Lewis Street.

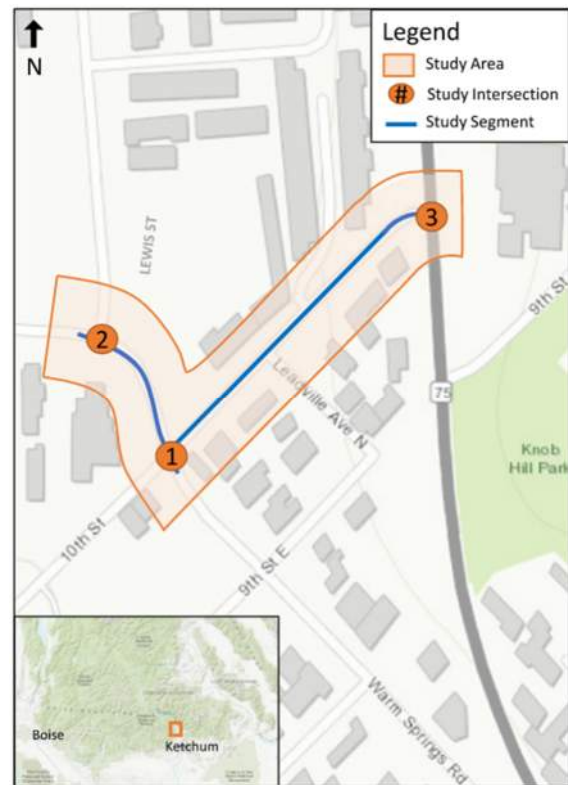


Figure 1. Study Area

## 1.3 Study Process

The study process followed the procedure outlined in Figure 2. The project team performed an initial evaluation of existing conditions in the study area that evaluated the existing traffic operations, determined the safety needs and examined the public realm needs. Then, the project team developed a series of potential alternatives for presentation to the public that were also evaluated by City and consultant staff based on 11 criteria, developed in consultation with the City. The City and project team recommended two alternatives for detailed analysis to the City Council. This detailed analysis included identifying potential public realm enhancements, future traffic capacity analysis, safety benefits, and a cost comparison. Finally, the project team

<sup>1</sup> City of Ketchum, Master Transportation Plan. March 15, 2021.



revised the alternatives, as necessary, prepared a final report, and presented it to the City Council for adoption.

At each stage during the process, the project team engaged stakeholders, including Mountain Rides, surrounding businesses, the YMCA, and adjacent landowners. Public comment was solicited at two public meetings where residents could evaluate the alternatives, ask questions, and provide feedback. Online surveys accompanied each public meeting for those unable to make the in-person meetings.

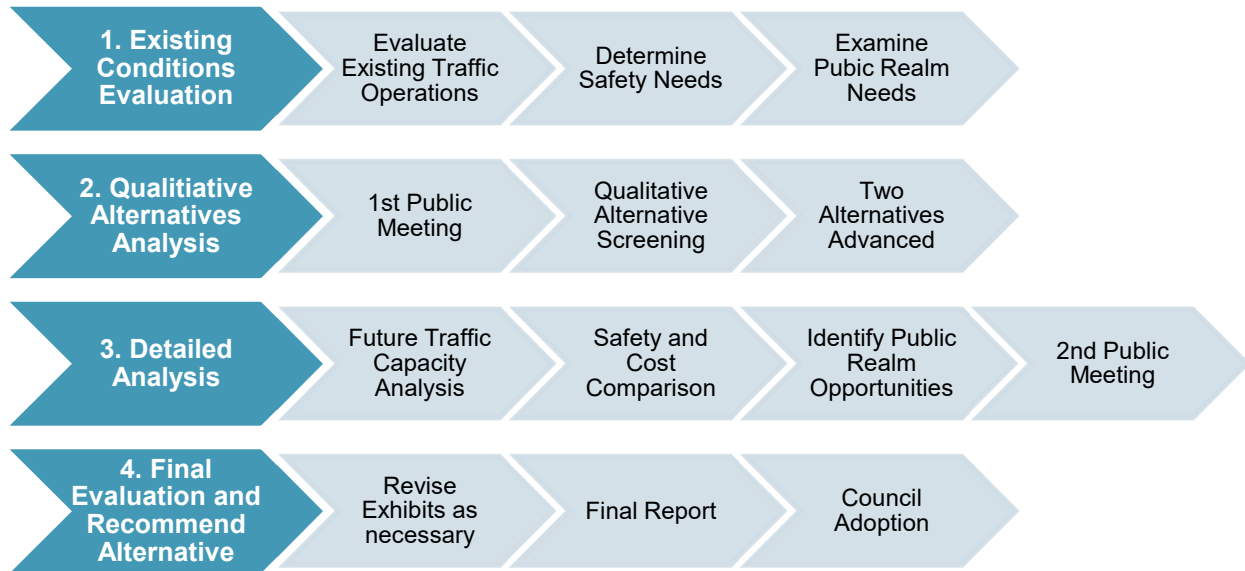


Figure 2: Study Process

## 1.4 Organization of Report

Following the introduction in Section 1, this report is also organized following the general structure of the study process shown in Figure 2.

- Section 2 describes existing conditions and determines needs;
- Section 3 reviews the first public meeting and qualitative alternatives analysis;
- Section 4 describes the detailed analysis and reviews the second public meeting; and
- Section 5 compares the alternatives, considers mitigation and other issues, makes recommendations, and describes next steps.

## 2 Existing Conditions Evaluation

### 2.1 Land Use

The Warm Springs Road corridor – from its diversion from Main Street at 6<sup>th</sup> Street to its entry into residential West Ketchum at the Big Wood River crossing – is diverse in its land use and is a nexus of several neighborhoods and districts. At its southeastern end, the corridor acts as a lower-intensity extension of the downtown core and has an eclectic mix of uses, including restaurants, homes, and retail. In this stretch, Warm Springs Road is straight and contributes to the downtown block structure and scale found in the downtown core and neighborhoods further to the east.



Figure 3. Character Areas of Warm Springs Road

Approaching 10<sup>th</sup> Street, the corridor begins to exhibit uses and features indicating its connection to the industrial zone that extends north along Lewis Street. This area includes a mix of light industrial and commercial spaces. The most prominent land use in this section is the large, vacant parcel on the northern edge of the corridor and west of 10<sup>th</sup> Street along Lewis

Street. Ketchum's *2014 Comprehensive Plan*<sup>2</sup> identifies this stretch as a part of the industrial neighborhood and as having a future Mixed-Use Industrial land use.

Crossing the popular Wood River Trail, the land use shifts again with single- and multi-family residences defining its southern edge and the substantial YMCA recreation and community center. Beyond the YMCA, the Guy Coles Skate Park occupies the stretch of land leading to the Wood River. This public institutional land use defines this part of the corridor and acts as a landmark.

Though the YMCA is a large, recognizable landmark, the transition from this portion of the corridor into the downtown core is not well-defined through the land uses or buildings. The three distinct zones, described above and shown in Figure 3, provide a somewhat erratic transition from one to the next and do not provide a gateway experience. This corridor is a primary corridor connecting Downtown to the Warm Springs neighborhood and ski mountain; therefore, there is an opportunity for this portion of the corridor to act as a gateway between the areas.

## 2.2 Public Realm

Currently, the Warm Springs Road corridor from Main Street (SH-75) to the Wood River lacks many basic public realm amenities or elements to make it feel like a part of the City. Many of the amenities and facilities found in or around the downtown core – such as comfortable and consistent sidewalks and a diversity of shared open space, among others – are not found throughout this portion of the corridor. Some areas, such as the stretch from Main Street (SH-75) to 10<sup>th</sup> Street, lack sidewalks altogether, whereas others have small, attached sidewalks that do not provide a safe or a comfortable experience for pedestrians. Similarly, there is no comfortable, on-street cycling infrastructure along much of the corridor other than a 5' wide bike line on the west side of Warm Springs Road from 9<sup>th</sup> Street to 6<sup>th</sup> Street and the Wood River trail connection just south of the YMCA. The Wood River Trail is an important connector through the community and is well-used by residents and visitors, though it does not supplant the need for safer, street-adjacent sidewalks or cycle facilities as prescribed in Goal M-4 of the *2014 Comprehensive Plan*.

Other amenities and pedestrian-oriented lighting, are almost entirely absent in this area. The Blue and Bronze route bus stops at Lewis Street, for example, only provide seating in the eastbound direction and this single bench is unprotected from the elements.

The area has several open spaces nearby, including Atkinson Park (connected by the Wood River Trail), and the public spaces around the YMCA, including the Guy Coles Skate Park. These open spaces are important to the area and provide well-used amenities for the community but act more as “community” open spaces as opposed to “neighborhood” open spaces, as defined in the *2014 Comprehensive Plan*.

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<sup>2</sup> City of Ketchum, 2014 Comprehensive Plan. February 18, 2014. Accessible online: [https://www.ketchumidaho.org/sites/default/files/fileattachments/planning\\_and\\_building/page/2131/2014\\_compplan\\_a\\_dopted\\_cc\\_2-18-14\\_final\\_201403281009599481.pdf](https://www.ketchumidaho.org/sites/default/files/fileattachments/planning_and_building/page/2131/2014_compplan_a_dopted_cc_2-18-14_final_201403281009599481.pdf)



Overall, the area lacks a consistent and safe public realm critical to extend the vibrancy of downtown to this area, provide an identity, or present a gateway to or from the downtown core or Warm Springs Road.

## 2.3 Existing Traffic Operations

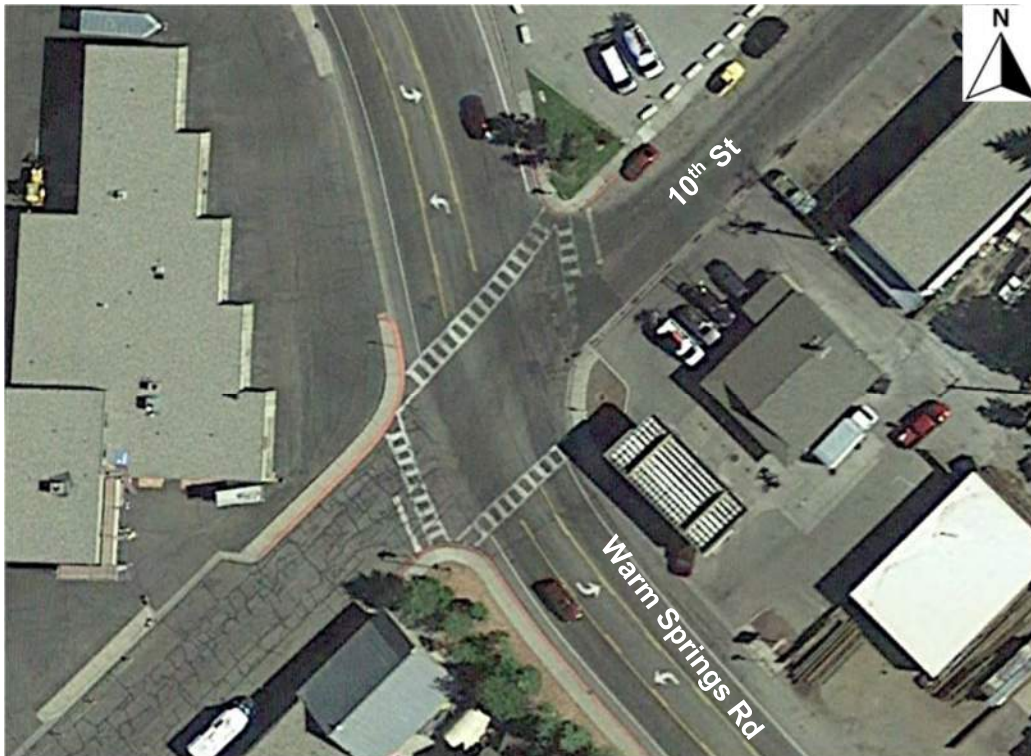
### 2.3.1 Intersection Layout and Traffic Control

The Lewis Street intersection is a T-intersection with stop control on the Lewis Street leg. At this intersection, Warm Springs Road has three-lanes with one travel lane in each direction and a center continuous two-way left turn (TWLT) lane. Additionally, the east leg of the intersection features a dedicated right-turn lane for westbound traffic to turn onto Lewis Street. Lewis Street features one right-turn lane, one left turn lane and one receiving lane with diagonal on-street parking on the west side and parallel on-street parking on the east side. Sidewalk is present along the south side of Warm Springs Road and the west side of 10<sup>th</sup> Street. The east leg of the intersection has sidewalk on both sides of the road. A crosswalk exists on the north leg of the intersection. Transit stops are present in both directions east of the intersection. Figure 4 shows the Lewis Street Warm Springs Intersection.



Figure 4: Lewis Street and Warm Springs Road Intersection Area

The 10<sup>th</sup> Street intersection is a four-leg intersection with stop control on the 10<sup>th</sup> Street legs. Warm Springs Road is currently striped as a three-lane section with one lane in each direction and a TWLT lane. 10<sup>th</sup> Street features one lane in each direction on each leg and on-street parking on the northeast side of the east leg. Sidewalk is present south of the intersection to the Hemmingway STEAM school and on the south side of Warm Springs Road. Crosswalks exist on all four legs of the intersection; however, no sidewalk is present on the north side of Warm Springs Road or along 10<sup>th</sup> Street to the north. Figure 5 shows the 10<sup>th</sup> Street and Warm Springs Road intersection area.



**Figure 5. 10th Street and Warm Springs Road Intersection Area**

The 10<sup>th</sup> Street intersection with Main Street (SH-75) is a T-intersection with stop control on the 10<sup>th</sup> Street leg. Main Street (SH-75) is one lane in each direction and has on street parking on the east side of the roadway. 10<sup>th</sup> Street is one lane in each direction with parking on the northeast side of the roadway. No Sidewalks or marked pedestrian crossings are present at this intersection. Figure 6 Shows the 10<sup>th</sup> Street and Main Street (SH-75) intersection area.





Figure 6. 10th Street and Main Street (SH-75) Intersection Area

### 2.3.2 Existing Volume Development

L2 Data Collection acquired turning movement counts for the study intersections on August 31, 2021, between the hours of 7:00AM to 9:00AM and 4:00PM and 6:00PM. For the Warm Springs Road intersections, the AM or morning peak hour was found to begin at 7:45AM while the evening or PM peak hour begins at 4:00PM. At the 10<sup>th</sup> Street and Main Street (SH-75) intersection, the AM peak hour begins at 8:00AM and the PM peak hour begins at 4:00 PM.

**Appendix A** contains summaries of the traffic counts.

In general, the traffic counts indicate a travel pattern where commuters are going to work along the light industrial areas near Lewis Street or Saddle Road in the morning and then commuting home in the evening.

The City of Ketchum is a resort destination community with travel patterns that vary throughout the year. Although the City of Ketchum has no automated traffic recorders (ATR) stations of their own, the Idaho Transportation Department (ITD) has two ATRs at the following locations to record traffic volumes and estimate seasonal variations on SH-75 near Ketchum:

- ATR #28 – SH-75 @ mile post (MP) 135.95 (7.6 miles north of Sun Valley Road)
- ATR #68 – SH-75 @ MP 119.4 (2.9 miles north of Bullion Street in Hailey, ID)

Traffic volumes on SH-75 were analyzed using data from the ATRs to see how they fluctuate throughout a given year. The highest volumes were observed in the summer months, averaging over 15,000 vehicles per day (vpd) in June, July, and August at ATR #68 and around 2,400 vpd at ATR #28. The lowest volumes were observed in the winter months of December, January,

and February with volumes less than 1,200 vpd at ATR #68 and less than 900 vpd at ATR #28. There is a significant drop in volume on the highway from north and south of Ketchum. Table 1 shows the average monthly seasonal factors determined from the historical ATR data. Volumes from 2020 are not included in the analysis due to the Covid-19 pandemic and associated shutdowns.

**Table 1. Monthly Seasonal Factors**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Avg MSF	0.90	0.94	0.88	0.85	0.93	1.11	1.24	1.19	1.08	1.03	0.88	0.98
w/o 2020	0.89	0.93	0.89	0.89	0.94	1.11	1.24	1.18	1.06	1.02	0.88	0.97

The seasonal adjustment results were calculated by dividing the August 2021 counts by a factor of 1.18. This represents an 18 percent decrease in volumes to represent a typical day. Figure 7 details the results of the volume adjustments.



**Figure 7. Warm Springs AM and PM Peak Hour Turning Movement Counts**

### 2.3.3 Existing Traffic Operations

Capacity is defined as the maximum rate at which vehicles can pass through a given point in an hour under prevailing conditions. Intersection capacity is measured by evaluating the critical lane groups that experience the most delay for stop-controlled intersections. A volume to capacity (v/c) ratio less than 0.85 generally indicates that adequate capacity is available, and vehicles are not expected to experience significant queues or delays. As the v/c ratio approaches 1.0, traffic flow may become unstable and significant delay and queuing conditions may occur. Once the demand exceeds capacity, defined as a v/c ratio greater than 1.0, traffic flow is unstable and excessive delay and queuing is expected. The concept of level of service (LOS) was developed to correlate numerical traffic operational data to subjective descriptions of traffic performance at intersections. LOS is defined as the system of six designated ranges, from “A” (best) to “F” (worst), used to evaluate performance. Table 2 presents the Highway Capacity Manual (HCM) thresholds based on delay at stop-controlled intersections.

**Table 2. LOS Thresholds for Motor Vehicles at Intersections**

LOS	Stop Control Intersection Control Delay (seconds/vehicle)	Roundabout Intersection Control Delay (seconds/vehicle)
A	≤ 10	≤ 10
B	10 – 15	10 – 15
C	15 – 25	15 – 25
D	25 – 35	25 – 35
E	35 – 50	35 – 50
F	> 50	> 50

Source: National Academies Press. Highway Capacity Manual, 6th Ed. A Guide for Multimodal Mobility Analysis.

The project team used Synchro 11 software to model and analyze study area intersections under existing conditions and HCM 6<sup>th</sup> edition analysis methods to produce the analysis reports.

Given the large variability of the traffic volumes during the summer months compared to other months, the project team analyzed intersections with the unadjusted August volumes for comparison. In this scenario, the Warm Springs Road study intersections are all estimated to operate at LOS B or better during off-peak season AM and PM peak hours. Detailed reports from the capacity analyses are available in **Appendix B**.

Table 3 summarizes the capacity analysis results for the Warm Springs study intersections, using the existing traffic counts depicted in Figure 7. In general, the intersections are operating well over capacity with delays under 15 seconds for each movement. All the intersections operate at LOS A or B with vehicle queue lengths under 30 feet.



**Table 3. Warm Springs Road Intersections - Seasonal Adjustment 2021 AM & PM Peak**

Intersection	Overall Intersection LOS	Movement	Delay(s)	LOS	95 <sup>th</sup> Percentile Queue Length (feet)	V/C
10 <sup>th</sup> Street / Warm Springs Road	B (B)	NET/L/R	14.2 (14.3)	B (B)	4.4 (2.2)	0.052 (0.037)
		SWT/L/R	13.3 (14.1)	B (B)	8.8 (13.2)	0.13 (0.174)
		SBL	8.3 (8.1)	A (A)	2.2 (2.2)	0.027 (0.04)
		NBL	7.8 (8.2)	A (A)	0 (0)	0.007 (0.003)
10 <sup>th</sup> Street / SH-75	B (B)	NEL	10.7 (12.4)	B (B)	6.6 (11)	0.096 (0.15)
		NBT/L	7.5 (8.1)	A (A)	2.2 (2.2)	0.017 (0.032)
Warm Springs Road/ Lewis Street	B (B)	SBL	12 (14.9)	B (B)	11 (28.6)	0.137 (0.316)
		SBR	9.6 (9.9)	A (A)	2.2 (2.2)	0.024 (0.042)
		SEL	8.1	A	0 (2.2)	0.015 (0.026)

### 2.3.4 Summer Peak Operations

Given the large variability of the traffic volumes during the summer months compared to other months, the project team analyzed the intersections with the unadjusted August volumes for comparison. The ad study intersections are all estimated to operate at LOS C or better during peak season AM and PM peak hours and Table 4. Warm Springs Road Intersections - August 2021 AM & PM Peak outlines the operational results. Detailed reports from the capacity analyses are available in **Appendix B**.

**Table 4. Warm Springs Road Intersections - August 2021 AM & PM Peak**

Intersection	Overall Intersection LOS	Movement	Delay (s)	LOS	95 <sup>th</sup> Percentile Queue Length (feet)	V/C
10 <sup>th</sup> Street / Warm Springs Road	C (C)	NET/L/R	16.3 (16.9)	C (C)	4.4 (4.4)	0.076 (0.054)
		SWT/L/R	15.1 (17)	C (C)	13.2 (22)	0.174 (0.245)
		SBL	8.6 (8.3)	A (A)	2.2 (4.4)	0.034 (0.049)
		NBL	7.9 (8.4)	A (A)	0 (0)	0.009 (0.003)
10 <sup>th</sup> Street / SH-75	B (B)	NEL	11.4 (13.8)	B (B)	8.8 (15.4)	0.123 (0.198)
		NBT/L	7.6 (8.3)	A (A)	2.2 (2.2)	0.021 (0.04)
Warm Springs Road / Lewis Street	B (B)	SBL	12.9 (17.7)	B (C)	13.2 (44)	0.175 (0.412)
		SBR	9.9 (10.3)	A (B)	2.2 (4.4)	0.03 (0.053)
		SEL	8.5 (8.3)	A (A)	2.2 (2.2)	0.019 (0.032)

## 2.4 Existing Safety Analysis

### 2.4.1 Crash History

During the 5-year study period (2016-2020), there was one crash near the intersection of Warm Springs Road/Lewis Street and one crash at the intersection of Warm Springs Road/10<sup>th</sup> Street. Both crashes occurred during the noon hour on a weekday with clear conditions. The possible injury crash near Warm Springs Road and Lewis Street was caused by a driver following too close and was not related to the intersection. The crash at the intersection of Warm Springs Road/10<sup>th</sup> Street was a left turning crash where the driver failed to yield. There were no injuries associated with this crash.

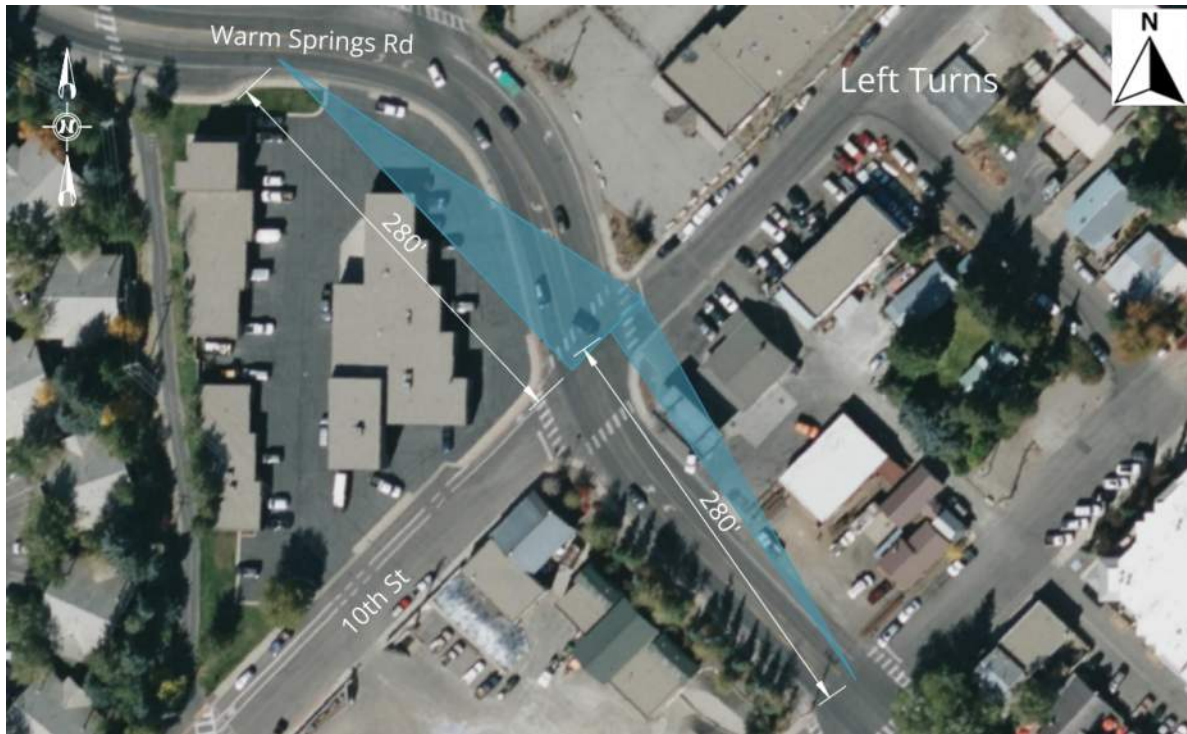
### 2.4.2 Qualitative Safety Analysis

Although the number of crashes in the study area is low, conversations with the public at public involvement meetings, with City staff, and at City Council meetings revealed safety concerns with the corridor, as described in the following bullets. While the concerns may not be producing crashes within the study area, they do increase the amount of stress that pedestrians, bicyclists and motorists feel while traversing the area.

- A southbound driver turning left from 10<sup>th</sup> Street onto Warm Springs has a difficult time seeing cross traffic as the visibility is blocked by the gas station pumps. Multiple individuals commented that they specifically avoided the intersection because of the sight distance issues. An intersection sight triangle analysis was performed using methodologies outlined in Sections 9.5.2.3 and 9.5.3 of the AASHTO *Policy on Geometric Design of Highways and Streets*<sup>3</sup>. A 25 mph design speed was used to evaluate the sight distance. As shown in Figure 8, the gas station blocks the turning vehicle's view of oncoming traffic on Warm Springs Road.

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<sup>3</sup> American Association of State Highway and Transportation Officials (AASHTO). A Policy On Geometric Design of Highways and Streets, 7<sup>th</sup> Edition. 2018



**Figure 8: Left Turn Sight Triangles**

- Multiple private approaches are within 60 feet of the intersection creating conflicts throughout the intersection.
- Pedestrians and bikes are also overexposed. The sidewalks in this area are in disrepair or missing for long sections. Some business approaches are longer than necessary and overexpose pedestrians traversing the sidewalk to turning traffic entering the business as shown in Figure 9. Lewis Street's wide cross section and skewed intersection with Warm Springs creates an approximately 90-foot crossing for pedestrians in that area, shown in Figure 10. Facilities complaint with the Americans with Disabilities Act (ADA) and Public Rights-of-Way Accessibility Guidelines (PROWAG) are not present to alert visually impaired pedestrians that they are entering a conflict area. The Lack of ADA/PROWAG compliant facilities also creates difficulties for disabled individuals to traverse the area.



**Figure 9. Aged Sidewalk and Large Approach At 10<sup>th</sup> & Warm Springs. Source: Google Earth**



**Figure 10. Large Pedestrian Crossing Across Lewis Street**

- The Warm Springs Road shoulder widths between Lewis Street and 10<sup>th</sup> Street are too narrow to support bike lanes, which prevents continuity of the network. This forces cyclists into the travel lanes and increases user stress.



## 2.5 Transit Facilities

Mountain Rides is the local transit authority maintaining bus routes throughout the City of Ketchum. The Blue, Bronze and Valley Routes all provide transit access through this corridor. One stop exists on either side of Warm Springs Road west of Lewis Street. There is a pullout on the route going toward downtown that is no longer of sufficient length for the buses Mountain Rides is using. The pullout is shown in Figure 11. Also, the stops do not feature shelters, or safety lighting. In conversations with Mountain Rides, they expressed concerns with the 10th Street intersection, specifically with how difficult it is to turn right onto Warm Springs Road.



**Figure 11: Existing Mountain Rides Bus Pullout. Source: Google Earth**

## 3 Qualitative Alternatives Analysis

### 3.1 Alternatives

The project team developed five conceptual alternatives for the study area to improve the surrounding land use.

#### 3.1.1 Concept Alternative 1 – 10<sup>th</sup> Street Roundabout

Figure 12 shows the concept for Alternative 1. This alternative replaces the existing two-way stop-controlled Warm Springs Road and 10<sup>th</sup> Street intersection with a single lane roundabout. This concept provides good vehicle operations while requiring drivers to slow down approaching and moving through the intersection. Pedestrian facilities would be provided on all legs, connecting to existing facilities, and bikes would be able to travel through the roundabout due to low vehicle speeds or on pathways around the circle, crossing the legs in the pedestrian crosswalks. This concept would require widening the intersection with estimated private and public parking, gas pump, access, and building impacts. The adjacent Warm Springs Road and Lewis Street intersection is not improved with this alternative.

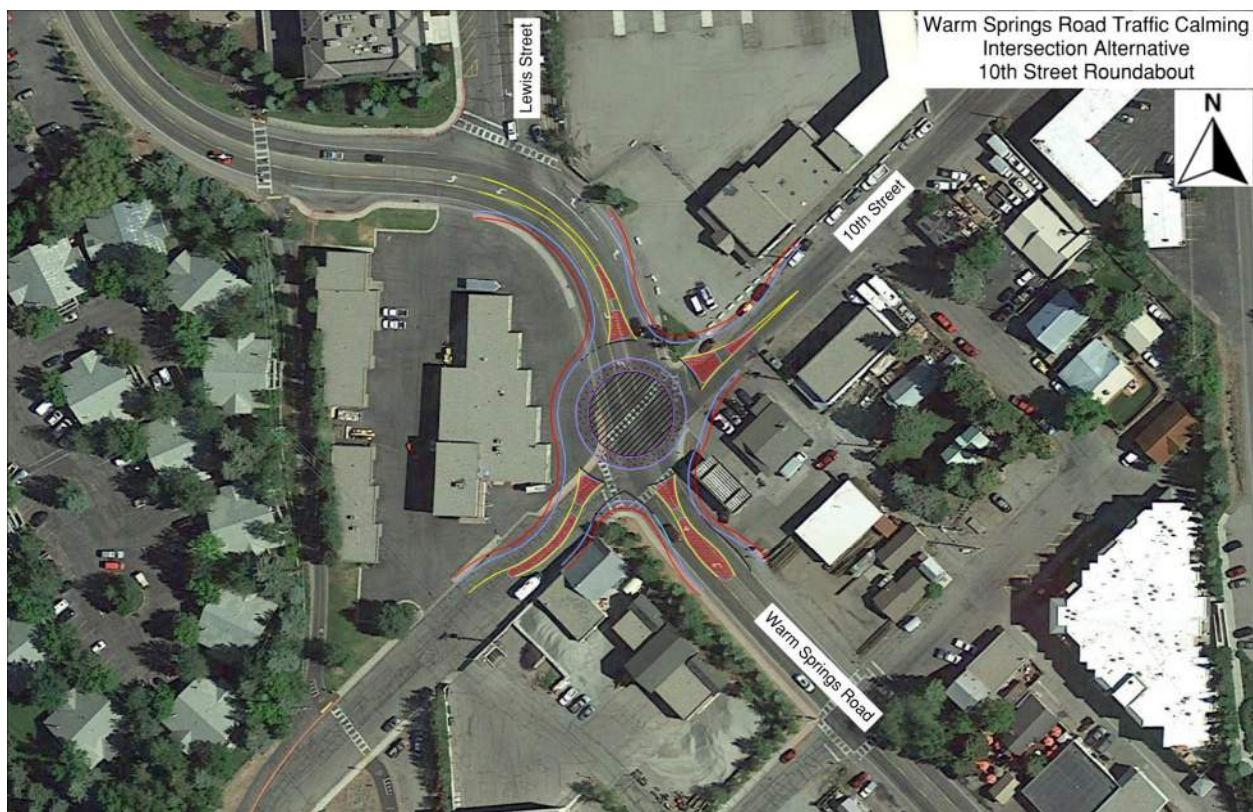


Figure 12. Concept Alternative 1



### 3.1.2 Concept Alternative 2 - Lewis Street Roundabout

Figure 13 shows the concept for Alternative 2. This alternative replaces the existing stop-controlled Warm Springs Road and Lewis Street intersection with a single lane roundabout. This concept provides good vehicle operations while requiring drivers to slow down approaching and moving through the intersection. Pedestrian facilities would be provided on all legs, connecting to existing facilities, and bikes would be able to travel through the roundabout due to low vehicle speeds or on pathways around the circle, crossing the legs in the pedestrian crosswalks. The bus stop on the west leg would be updated with this alternative. This concept would require widening the intersection with estimated private and public parking and access impacts. The adjacent Warm Springs Road and 10<sup>th</sup> Street intersection is not improved with this alternative.

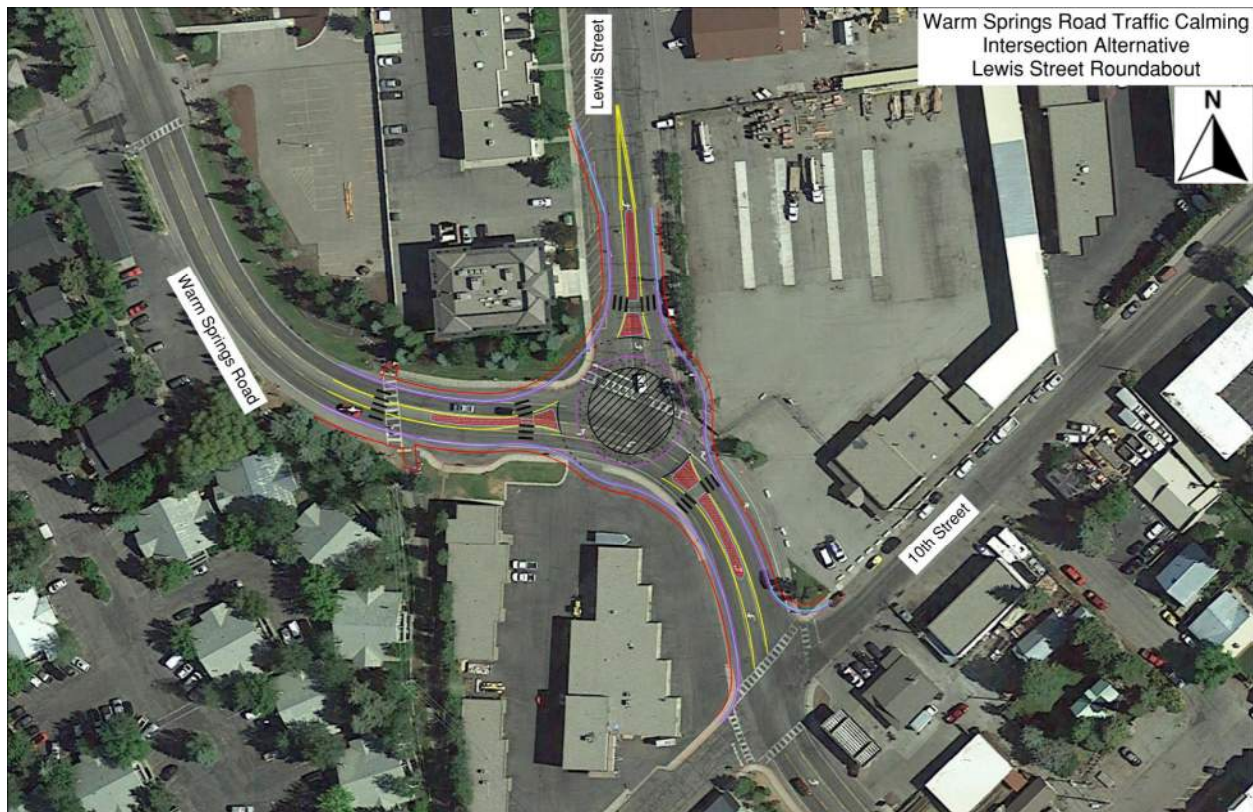


Figure 13. Concept Alternative 2

### 3.1.3 Concept Alternative 3 - 10<sup>th</sup> Street and Lewis Street Dog Bone Roundabout

Figure 14 shows the concept for Alternative 3. This alternative replaces the existing stop-controlled Warm Springs Road intersections at both 10<sup>th</sup> Street and Lewis Street with a single lane “dog bone” roundabout. A dog bone roundabout does not form a complete circle but instead has a “raindrop” or “teardrop shape” in the middle that connects two roundabout intersections. In this case, the two intersections operate as a single larger intersection connected by the dog bone roundabout. This alternative has similar benefits and impacts described for Alternatives 1 and 2. It increases out-of-direction travel for vehicles turning left from some approaches as they must navigate around the entire dog bone to reach the desired street. Pedestrians and bikes potentially have more out-of-direction travel as well.

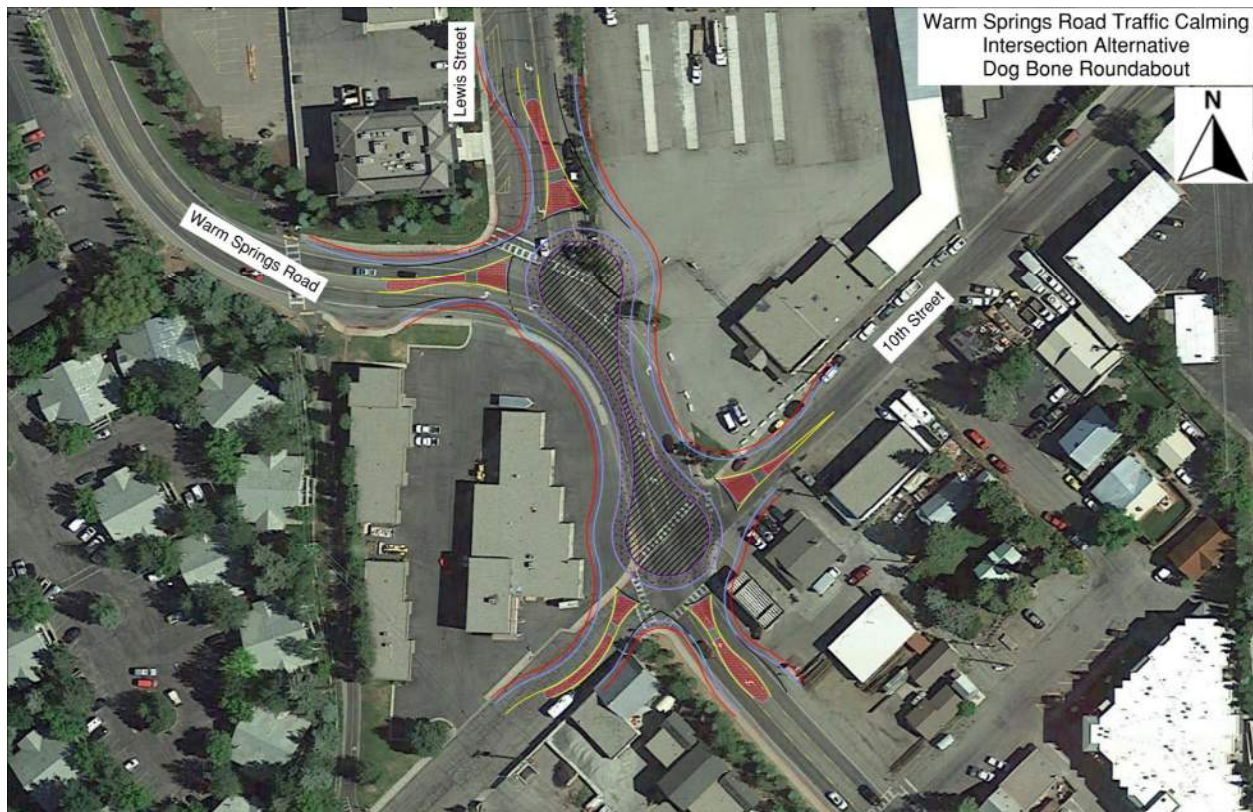


Figure 14. Concept Alternative 3



### 3.1.4 Concept Alternative 4 – 10<sup>th</sup> Street & Lewis Street Realignment & Roundabout

Figure 15 shows the concept for Alternative 4. This alternative realigns 10<sup>th</sup> Street between Warm Springs Road and SH-75 to the north and west to match into the Lewis Street and Warm Springs Road intersection, cutting through the adjacent property. The Lewis Street leg is realigned to the east and a single lane roundabout is developed to serve the new four-leg intersection. The existing 10<sup>th</sup> Street between Warm Springs Road and SH-75 is proposed to be disconnected from Warm Springs Road but could remain as an access to existing businesses along with Leadville Avenue. The abandoned roadway could also be negotiable for incorporation in development opportunities for adjacent landowners.

As with the other roundabout alternatives, this concept provides good vehicle operations while requiring drivers to slow down approaching and moving through the intersection. Pedestrian facilities would be provided on all legs, connecting to existing facilities, and bikes would be able to travel through the roundabout due to low vehicle speeds or on pathways around the circle, crossing the legs in the pedestrian crosswalks. The bus stop on the west leg of Warm Springs Road would be updated with this alternative. This concept would require widening the intersection with estimated private and public parking, access, and building impacts along with splitting the parcel in the northeast corner. The adjacent Warm Springs Road and 10<sup>th</sup> Street intersection is updated with this alternative by removing the east leg, as described.

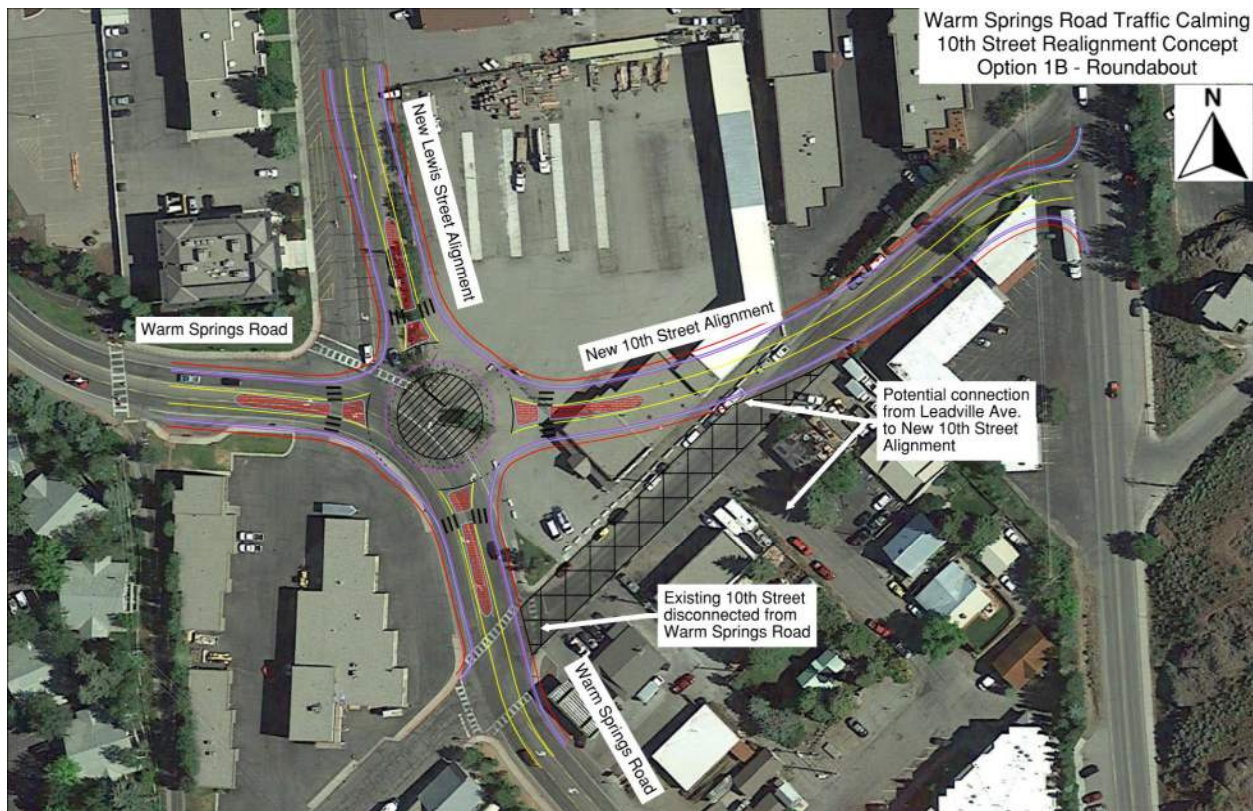


Figure 15. Concept Alternative 4

### 3.1.5 Concept Alternative 5 – Block/Street Realignment

Figure 16 shows the concept for Alternative 5. This alternative realigns Lewis Street to line up with Leadville Avenue and realigns Warm Springs to be a more direct north/south connection through the adjacent parcel. A new east/west street connects Warm Springs Road and Lewis Street, creating a new block between the realigned Warm Springs Road, realigned Lewis Road, 10th Street, and the new street. The intersections are assumed to be stop controlled in each corner of the new block.

Alternative 5 differs from the others because it includes new local street alignments that impact several parcels. It removes most of the curves in these streets while introducing more intersections to the area.

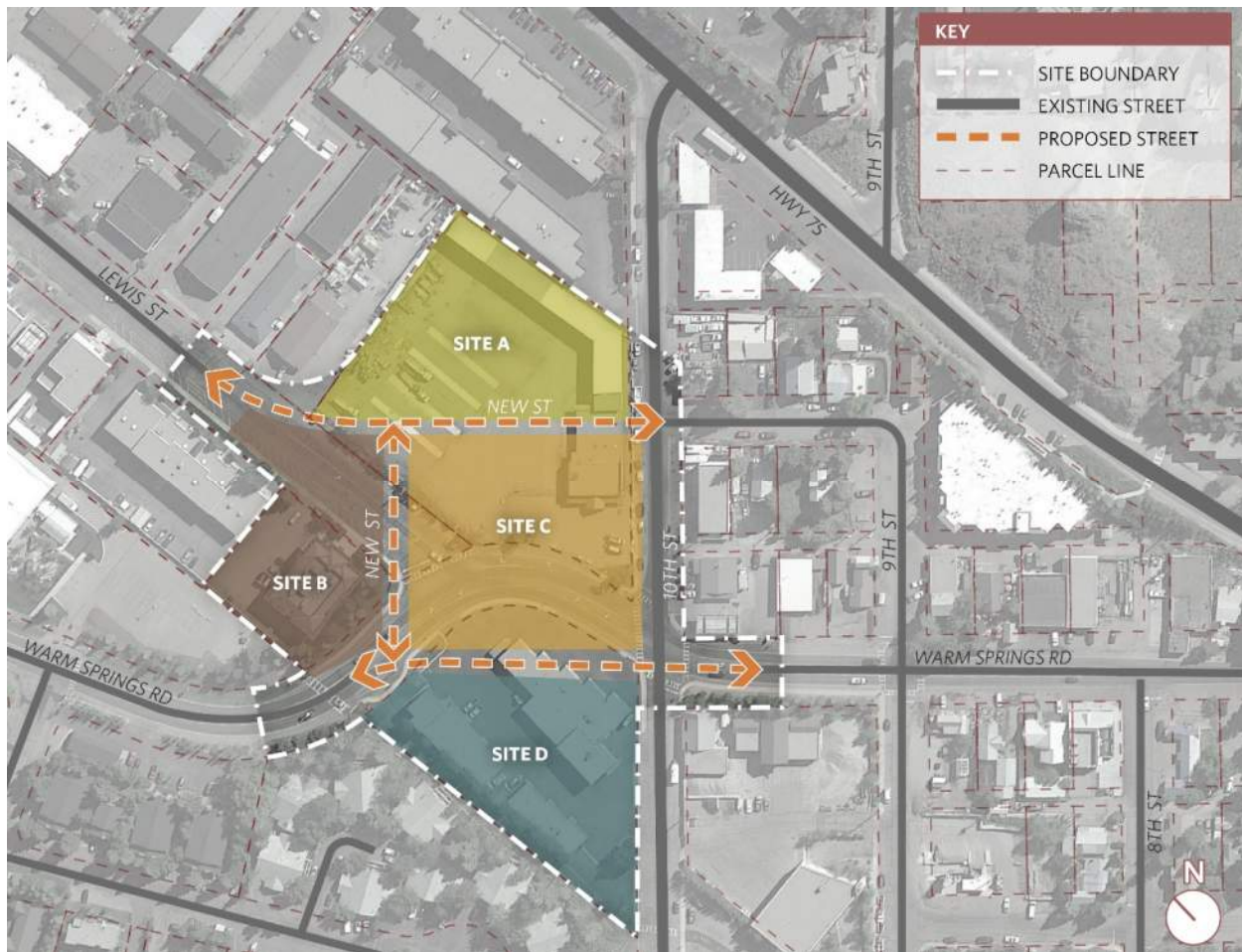


Figure 16. Concept Alternative 5

## 3.2 First Public Involvement Summary

The first public involvement meeting was held on May 5, 2022, to show the public the different improvement concept alternatives. Online surveys were also available for 2 weeks after the in-person meeting to allow the public to view the alternatives and provide feedback. Public involvement results are shown in **Appendix C**. In total, 219 responses were recorded via the online survey. Not every respondent answered every question.



The results of the public involvement meetings indicated that most people were dissatisfied with the existing intersection configurations and 77 percent of individuals (137 out of 177) said the intersections should be reconfigured or adjusted. One hundred forty-four of 172 individuals (84 percent) said pedestrian enhancements should occur. When asked to rank the different alternatives from first to last, Alternative 4 received the most support, followed by Alternative 1. Alternative 5 received the least support.

### 3.3 High Level Screening

The project team developed a screening process to evaluate each of the alternatives using 11 separate criteria identified in discussion with the City staff, at the public meeting, and during other project update meetings. Detailed descriptions of each criterion can be found in **Appendix D**.

- Safety
- Improved Connectivity for All Modes
- Warm Springs Road Crossings Improvements
- Split Parcels
- Building Removal
- Parking Impacts
- Improve Existing Business Access & Connectivity
- Opportunity for Redevelopment and/or Placemaking
- Traffic Calming
- Reduce the Number of Intersections/Driveways on Warm Springs Road
- Serve as Parade Detour Route

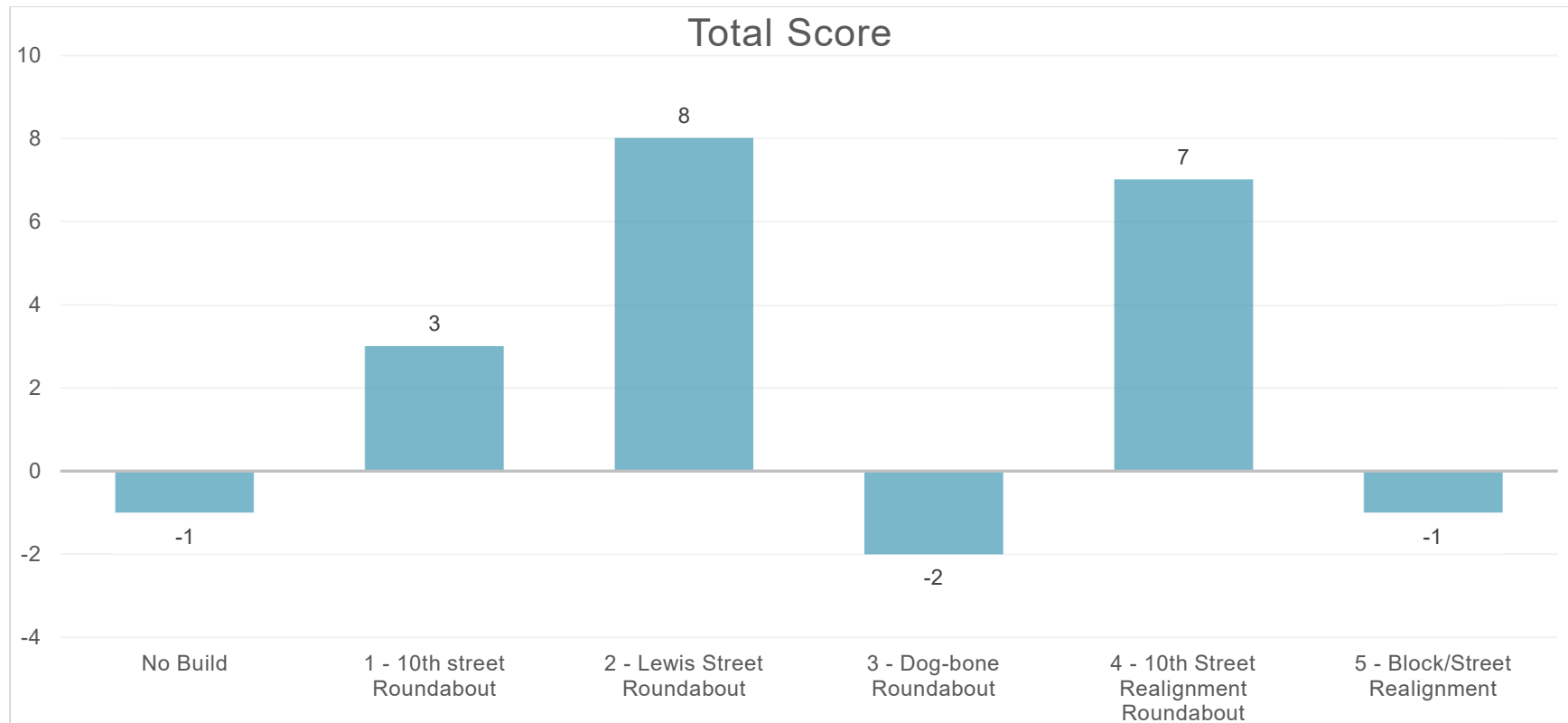
City staff and members of the project team gave each alternative a score of **GOOD**, **NEUTRAL**, or **POOR** for each of the criteria. A **GOOD** score received +1 point while a **POOR** score received -1 point. A **NEUTRAL** score received 0 points. An overall “score” was given to each alternative by adding up the number of **GOOD** scores and subtracting the number of **POOR** scores. A **NEUTRAL** score for a given criterion neither helped nor hurt an alternative.

#### 3.3.1 Concept Alternative Screening Results

A meeting was held on July 8, 2022, to discuss each alternative, compare the criteria evaluations, and reconcile screening from each evaluator to identify the top two alternatives to move into a more detailed qualitative analysis and screening. City staff and the project team were consistent in identifying the two alternatives to carry forward as Concept Alternative 2 – Lewis Street Roundabout and Concept Alternative 4 – 10<sup>th</sup> Street & Lewis Street Realignment & Roundabout. Table 5 summarizes the screening process final scoring. Figure 17 also shows a graphical representation of the final score totals.

Table 5. Screening Matrix

Concept Alternative / Criterion	No Build	1– 10 <sup>th</sup> Street Roundabout	2 - Lewis Street Roundabout	3 - 10 <sup>th</sup> Street and Lewis Street Dog Bone Roundabout	4– 10 <sup>th</sup> Street & Lewis Street Realignment & Roundabout	5 – Block/Street Realignment
Safety	NEUTRAL	GOOD	GOOD	GOOD	GOOD	POOR
Improved Connectivity for All Modes	POOR	GOOD	GOOD	POOR	GOOD	GOOD
Warm Springs Road Crossings Improvements	POOR	NEUTRAL	GOOD	GOOD	GOOD	POOR
Split Parcels	GOOD	GOOD	GOOD	POOR	POOR	POOR
Building Removal	GOOD	POOR	GOOD	POOR	POOR	POOR
Parking Impacts	GOOD	POOR	GOOD	POOR	GOOD	POOR
Improve Existing Business Access & Connectivity	POOR	POOR	NEUTRAL	POOR	GOOD	GOOD
Opportunity for Redevelopment and/or Placemaking	POOR	NEUTRAL	NEUTRAL	NEUTRAL	GOOD	GOOD
Traffic Calming	POOR	GOOD	GOOD	GOOD	GOOD	GOOD
Reduce the Number of Intersections/Driveways on Warm Springs Road	NEUTRAL	GOOD	NEUTRAL	GOOD	GOOD	POOR
Serve as Parade Detour Route	GOOD	GOOD	GOOD	POOR	GOOD	GOOD
<b>Total Green Score</b>	<b>4</b>	<b>6</b>	<b>8</b>	<b>4</b>	<b>9</b>	<b>5</b>
<b>Total Red Score</b>	<b>-5</b>	<b>-3</b>	<b>0</b>	<b>-6</b>	<b>-2</b>	<b>-6</b>
<b>Green – Red Total Score</b>	<b>-1</b>	<b>3</b>	<b>8</b>	<b>-2</b>	<b>7</b>	<b>-1</b>



**Figure 17. Total Scores**

### 3.4 Alternatives Selected

At a City Council meeting on July 18, 2022, HDR and City staff recommended that the City move Alternative 2, Alternative 4, and the No Build option into a qualitative analysis. The City Council concurred with the recommendation and advanced the three alternatives for more analysis.

Each of the identified alternatives had issues requiring further investigation, mitigation, and comparison in the qualitative analysis. The project team updated the conceptual layouts to address the following issues, as appropriate.

- No Build
  - Add sidewalk to eliminate sidewalk gaps and improve pedestrian ramps, where possible, to improve pedestrian connectivity and ADA/PROWAG compliance.
  - Evaluate existing access near Warm Springs Road/10<sup>th</sup> Street intersection to improve safety and pedestrian facilities.
- Concept Alternative 2 – Lewis Street Roundabout
  - Verify and update access changes to adjacent properties/businesses.
  - Address Warm Springs Road/10<sup>th</sup> Street intersection skew, if possible.
  - Adjust on street parking on Lewis Street.
- Concept Alternative 4 – 10<sup>th</sup> Street & Lewis Street Realignment & Roundabout
  - Verify and update access changes to adjacent properties/businesses.
  - Address Warm Springs Road/10<sup>th</sup> Street intersection/business access.
  - Update intersection of 10<sup>th</sup> Street/SH-75 to avoid right-of-way (ROW)/building impacts.

## 4 Detailed Analysis

### 4.1 Future Land Use and Public Realm Opportunities

The three alternatives feature differing options to enhance the area. Alternative 4 has the most potential benefit followed by Alternative 2, while the No Build option provides fewer opportunities. Coordination with adjacent business owners will be required to fully realize the benefits of each alternative. The following sections summarize the opportunities that each alternative could provide the City.

#### 4.1.1 No Build

The No Build option provides no changes to the land use or public realm opportunities. The large, underdeveloped parcel owned by Albertsons could still be redeveloped. The transition from the downtown core to the light industrial zone on Warm Springs Road would not be improved. The quick transition of land uses in the area may still lead to a disjointed experience.

#### 4.1.2 Alternative 2 – Lewis Street Roundabout

Alternative 2 provides several opportunities to enhance the area. The alternative allows for development of the large undeveloped parcel owned by Albertsons, and there is potential to

provide enhanced features for pedestrians, bikes, and placemaking. Extra space at the southern portion of the Albertsons' parcel could allow for a distinctive plaza to be created providing the needed space for a gateway element identifying a transition in and out of the downtown core. The roadway improvements will require some ROW from surrounding businesses but the impact to the parcels is minimal.

The opportunity also has potential to enhance placemaking in the area. Space inside the roundabout could be used for public realm enhancements such as artwork, specialty landscaping, or signage and wayfinding. New roadway improvements enable public realm and placemaking elements to continue farther down Warm Springs Road and Lewis Street along the streets themselves. Public realm and placemaking elements that could be incorporated include wide detached sidewalks/pathways, tree coverage, specialty paving, signage and wayfinding, and/or artwork.

#### **4.1.3 Alternative 4 – 10<sup>th</sup> Street & Lewis Street Realignment & Roundabout**

Similar to Alternative 2, the realigned roundabout in Alternative 4 provides opportunity to enhance the area. The alternative allows for developing the large undeveloped parcel owned by Albertsons, and there is potential to provide enhanced features for pedestrians, bikes, and placemaking. A new parcel would be formed between Warm Springs Road and Leadville Avenue with frontage to the proposed roundabout. Land use at this site could be commercial, continuing the downtown feel farther up Warm Springs Road. The parcel could also be sold to adjacent businesses to aid in the redevelopment and enhancement of those parcels. Roadway improvements will have impacts to existing businesses and roads such as 10<sup>th</sup> Street, Leadville Avenue and Lewis Street.

## **4.2 Forecasted Travel Patterns**

### **4.2.1 Study Year, Target LOS and Growth Rates**

For the purposes of this study, the project team identified year 2042 as the design year for the improvements. Per section A.15 of the Idaho Transportation Department's *Roadway Design Manual*, a target LOS D was set to analyze the intersection improvements. According to the manual, this LOS standard is "applicable for Federal-aid construction on State and local highway excluding highways on the National Highway System." Should the project receive federal funding, identified improvements would need to meet the LOS D threshold.

Since 10<sup>th</sup> Street intersects Main Street (SH-75), which is an ITD roadway, a target LOS D was set for the intersection improvements per Table A-3 in section A.15.01 of ITD's *Roadway Design Manual*<sup>4</sup>.

The City of Ketchum does not lie within boundaries of a Municipal Planning Organization (MPO) that would produce a travel demand model that projects trip generation out into the future. Therefore, the project team calculated an average growth rate to represent traffic volume growth.

<sup>4</sup> Idaho Transportation Department (ITD). Roadway Design manual. 2012

Traffic volumes on SH-75 were analyzed using historical data from ITD's ATRs to see how they have grown between 1990 and 2019. Due to the Covid 19 pandemic shutdowns, 2020 data was again excluded. Historical data from the ATR stations show patterns of steady and rapid growth on SH-75 up to the early 2000s, followed by a steep decline that coincides with the Great Recession. Traffic volumes started increasing again around 2012 and have steadily increased each year approaching the highest volumes seen before the Great Recession. Using the ATR data, the project team calculated a historical annual average growth rate of 1.44 percent for SH-75 and applied it as a regional growth factor for the City of Ketchum. Figure 18 shows the change in traffic volumes since 1990.

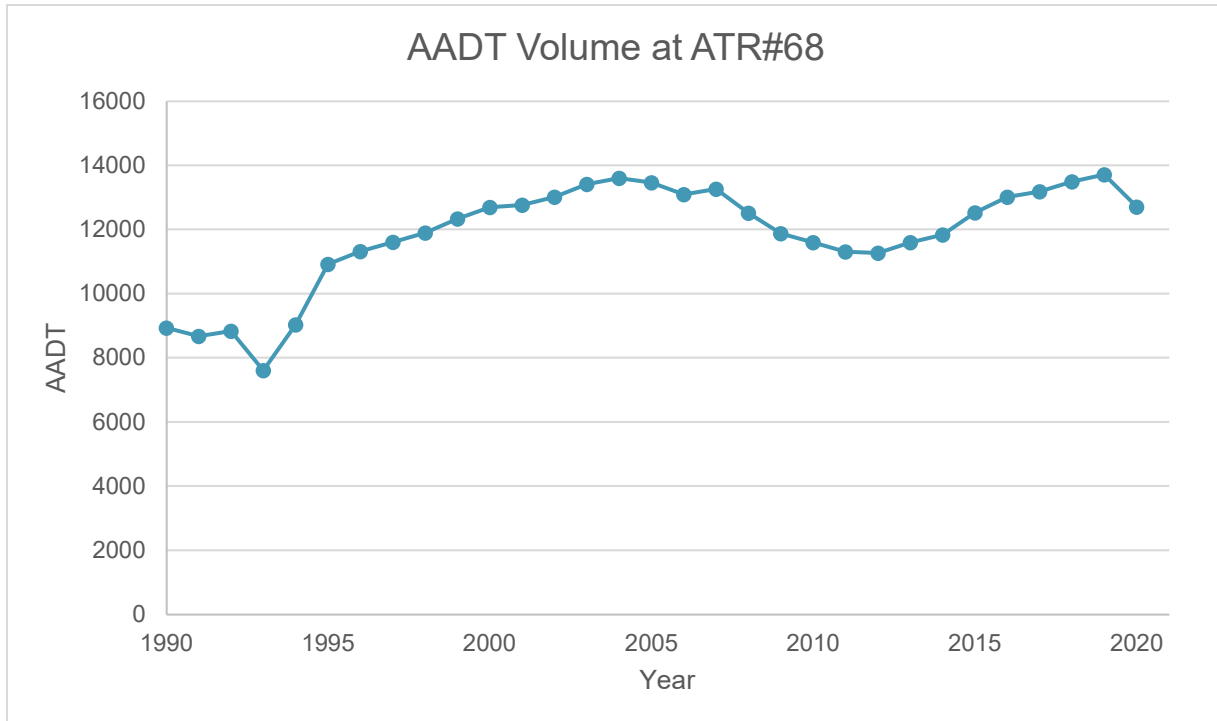


Figure 18. Traffic Volumes since 1990

While the City of Ketchum has experienced recent traffic growth, it also is a resort destination City that is sensitive to economic downturns. Over the design life of the improvements, one can reasonably expect an economic downturn and traffic growth to slow or decline as compared to recent trends. The historical 1.44 percent calculated smooths out the ups and downs that the City may experience throughout the future economic cycles and provides a growth scenario consistent with historical trends.

#### 4.2.2 Forecasted Travel Patterns

HDR applied the historical growth rates to the unadjusted August count volumes to estimate future travel demand. For Alternative 2 and the No Build option, the growth rate was applied to the turning movements directly. However, Alternative 4 removes a portion of 10<sup>th</sup> Street and converts the intersection of 10<sup>th</sup> Street and Warm Springs from a four-way intersection into a T-intersection. 10<sup>th</sup> Street traffic is then rerouted to a new four-way intersection at Warm Springs Road and Lewis Street. For this new intersection, traffic demand entering and leaving the study



area was assumed to remain the same and turning movement volumes were estimated using the iterative procedure – directional method outlined in National Cooperative Highway Research Program (NCHRP) 765, *Analytical Travel Forecasting Approaches for Project-Level Planning and Design*<sup>5</sup>. The directional method uses an iterative approach to alternatively balance entering traffic and departing traffic volumes until an acceptable level of convergence is reached. The T-intersections turning movements were manually reconfigured assuming similar traffic patterns. Results of the turning movement analysis are shown in Figure 19 and Figure 20.



Figure 19. Alternative 4 Peak Volumes

<sup>5</sup> National Cooperative Highway Research Program (NCHRP). Report 765. Analytical Travel Forecasting Approaches for Project-Level Planning and Design. Transportation Research Board of the National Academies. 2014.

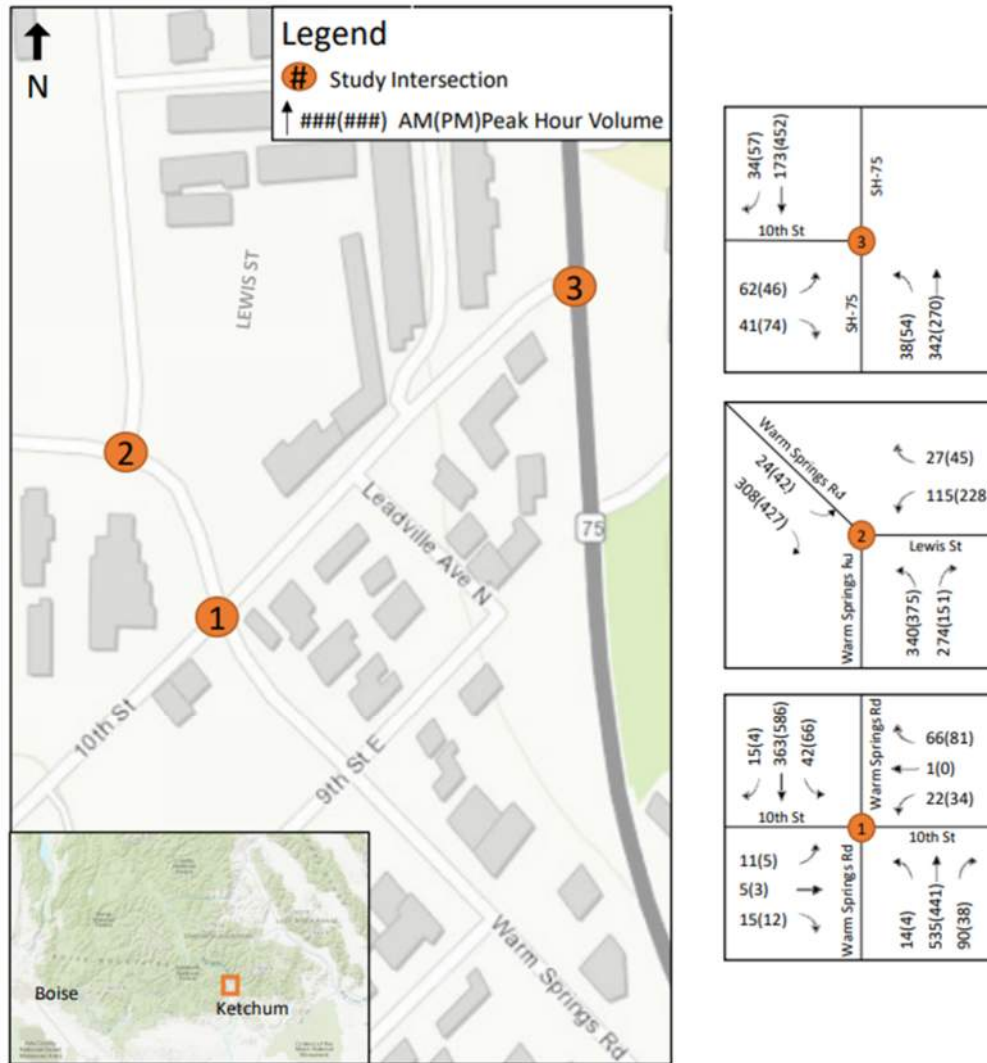


Figure 20: No Build and Alternative 2 Peak Volumes

## 4.3 Future Capacity Analysis

### 4.3.1 Analysis Software and Settings

The project team used SIDRA 9 software to analyze the roundabout alternatives and Synchro 11 software to analyze the stop-controlled intersections. Both software programs use the HCM methodology to compute delay, LOS, and V/C ratios. The peak hour factor for the future scenarios was set at 0.92 per HCM recommendations.

### 4.3.2 No Build Results

In the No Build option, the three study intersections are expected to experience longer delays than in the existing conditions; however, they are estimated to operate at or above the LOS D threshold. The movements on Warm Springs Road continue to see shorter delays; however, the increased volume on Warm Springs Road decreases the number of gaps available for vehicles on the side streets. The 10<sup>th</sup> Street and Warm Springs Road intersection side street operations

decrease from LOS B to LOS C or D and the Warm Springs Road and Lewis Street intersection decreases to a LOS D from LOS B. Results are presented in Table 6 and detailed results can be found in **Appendix E**.

**Table 6. No Build Traffic Operations - August 2042 AM & (PM) Peak**

Intersection	Overall Intersection LOS	Movement	Delay (s)	LOS	95 <sup>th</sup> Percentile Queue Length (feet)	V/C
10 <sup>th</sup> Street / Warm Springs Road	C (D)	NET/L/R	18 (23.5)	C (C)	6.6 (6.6)	0.09 (0.10)
		SWT/L/R	16.7 (27.7)	C (D)	17.6 (48.4)	0.22 (0.45)
		SBL	8.8 (8.7)	A (A)	2.2 (4.4)	0.04 (0.07)
		NBL	8 (8.8)	A (A)	0 (0)	0.01 (0.01)
10 <sup>th</sup> Street / SH-75	B (C)	NEL	7.7 (18.2)	A (C)	2.2 (30.8)	0.03 (0.32)
		NBT/L	12.4 (8.7)	B (A)	13.2 (4.4)	0.16 (0.06)
Warm Springs Road/ Lewis Street	C (D)	SBL	15.2 (27.3)	C (D)	22.0 (88.0)	0.26 (0.62)
		SBR	14.3 (11.0)	B (B)	2.2 (4.4)	0.04 (0.08)
		SEL	9.0 (8.7)	A (A)	2.2 (2.2)	0.03 (0.05)

The presence of a TWLT lane at the Warm Springs Road and Lewis Street intersection allows for a two-stage southbound left turn movement; vehicles will first turn into the turn lane and then merge into traffic. The HCM methodology assumes a smaller gap acceptance with a TWLT lane than if traffic were to pull out directly into traffic. Therefore, the HCM assumes TWLT lanes increase capacity at an intersection. Without the TWLT lane, the southbound left turn at Lewis Street is estimated to operate at LOS F in the PM peak hour with delays exceeding 90 seconds.

#### 4.3.3 Alternative 2 – Lewis Street Roundabout

**Table 7. Alternate 2 Traffic Operations - August 2042 AM & (PM) Peak**

Intersection	Overall Intersection LOS	Movement	Delay (s)	LOS	95 <sup>th</sup> Percentile Queue Length (feet)	V/C
Warm Springs Road/ Lewis Street	A (A)	NET/L/R	8.2 (7.3)	A (A)	103.0 (79.2)	0.51 (0.45)
		SWT/L/R	5.6 (7.9)	A (A)	18.8 (42.3)	0.17 (0.34)
		ET/L/R	6.0 (9.3)	A (A)	42.6 (78.6)	0.31 (0.49)

The results of the analysis presented in Table 7 show that the proposed roundabout at 10<sup>th</sup> Street and Warm Springs Road is estimated to operate at LOS A during the design year using the August 2042 volumes. The V/C ratios for each leg are all under 0.85 suggesting that excess

capacity exists to handle an increase in traffic volumes if they increase faster than projected. The 10<sup>th</sup> Street intersections will not be improved and are expected to operate similarly to the No Build option scenario.

#### 4.3.4 Alternative 4

**Table 8. Alternative 4 Traffic Operations - August 2042 AM & (PM) Peak**

Intersection	Overall Intersection LOS	Movement	Delay (s)	LOS	95 <sup>th</sup> Percentile Queue Length (feet)	V/C
10 <sup>th</sup> Street / Warm Springs Road / Lewis Street	A (A)	NBT/L/R	9.5 (7.7)	A (A)	116.1 (73.9)	0.56 (0.45)
		WBT/L/R	6.7 (6.4)	A (A)	14.2 (17.3)	0.14 (0.16)
		SBT/L/R	5.9 (8.4)	A (A)	19.6 (43.8)	0.18 (0.35)
		EBT/L/R	6.3 (10.0)	A (B)	44.5 (93.3)	0.32 (0.52)
10 <sup>th</sup> Street / Warm Springs Road	C (C)	NWL	8.2 (8.9)	A (A)	0 (0)	0.01 (0.01)
		NEL/R	17.4 (17.7)	C (C)	6.6 (4.4)	0.10 (0.07)

The re-aligned roundabout provides nearly the same LOS for the roundabout as Alternative 2 as presented in Table 8. The roundabout delays remain low at 10 seconds or less and V/C ratios under 0.85. Again, excess capacity is present in the roundabout for an increase in traffic. The overall LOS for the roundabout is A in both the AM and PM peaks. The 10<sup>th</sup> Street intersection near the Ernest Hemingway STEAM School is converted into a T-intersection and Warm Springs Road is expected to operate with minimal delays. The side street of the T-intersection will operate at LOS C and experience approximately 17 seconds of delay during the peak hours. The 10<sup>th</sup> Street intersection with Main Street will operate as shown in the No Build option scenario.

## 4.4 Impacts to Transit, Pedestrians and Bikes

### 4.4.1 No Build

The No Build option provides no improvement for transit, pedestrians, or bikes.

### 4.4.2 Alternative 2 – Lewis Street Roundabout

Mountain Rides eastbound bus stop facilities on Warm Springs Road would likely need to be relocated to provide access to the adjacent parcel. Based on conversations with Mountain Rides, bus routes would be unimproved by the change, but not negatively impacted by the roundabout.

This option would enhance bike connectivity. The bike lanes can be extended to the roundabout where ramps would transition cyclists to multi-use pathways to circulate around the roundabout away from vehicle traffic. Roundabouts generally slow traffic, which would provide an opportunity for experienced cyclists to traverse the intersection in the vehicle lanes, if desired.

Pedestrian connectivity would be improved with this option. The long crossing distance at Lewis Street would be eliminated. Sidewalks would be installed on Warm Springs Road where there are none, thereby enhancing connectivity. Slower vehicle speeds would decrease pedestrian stress while using the intersection. Although the Warm Springs and Lewis Street intersection would be improved with the change, the 10<sup>th</sup> Street intersection would still present a challenge to pedestrians. Due to the skewed intersection and tight ROW, the long crossing distances are likely to remain. Installing ADA/PROWAG-complaint ramps would bring the intersection into compliance.

#### **4.4.3 Alternative 4**

In Alternative 4, Mountain Rides eastbound bus stop facilities on Warm Springs Road would likely need to be relocated to provide access to the adjacent parcel. Based on conversations with Mountain Rides, bus operations would be improved with this option. Instead of busses turning right onto Warm Springs from 10<sup>th</sup> Street, this movement would become a through movement in the roundabout once 10<sup>th</sup> Street is realigned.

Like Alternative 2, this option would enhance bike connectivity. The bike lanes could be extended to the roundabout where ramps would transition cyclists to multi-use pathways to circulate around the roundabout away from vehicle traffic. Roundabouts generally slow traffic, which would provide an opportunity for experienced cyclists to traverse the intersection in the vehicle lanes, if desired.

Pedestrian connectivity would be improved with this option. The long crossing distance at Lewis Street would be eliminated. Sidewalks would be installed on Warm Springs Road where there are none, thereby enhancing connectivity. Slower vehicle speeds would decrease pedestrian stress while using the intersection. This option would also eliminate the skewed crossings at the 10<sup>th</sup> Street intersection.

### **4.5 Future Safety Analysis**

The project team used the Federal Highway Administration's (FHWA) Crash Modification Factor (CMF) Clearinghouse<sup>6</sup> to identify the potential change in crash frequency or severity associated with the possible changes to the intersections. CMFs were selected based on study similarities to Warm Springs Road roadway conditions and star rating (minimum of three stars). Each CMF also needed to include all crash types and crash severities. When there are no CMFs available for the specific situation, a qualitative discussion is provided. The following sections summarize the findings:

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<sup>6</sup> Crash Modification Factors Clearinghouse. <https://www.cmfclearinghouse.org/>

#### 4.5.1 No Build

The No Build option would not improve safety at the location.

#### 4.5.2 Alternative 2

The proposed treatments of converting the minor road stop control to a roundabout is covered by CMF ID 227 (3 Stars), which estimates a 44 percent decrease in all crashes. With this alternative, the long pedestrian crossing on Lewis Street is split into a two-stage crossing at the roundabout. The improvements propose installing rectangular rapid flashing beacons on all three legs of the roundabout, which are covered by CMF ID 11158. This CMF estimates a 31 percent decrease in crashes.

The left-turn sight distance issue on 10<sup>th</sup> Street onto Warm Springs Road would not be eliminated with these improvements. Some mitigation measures with this option could include:

- Prohibiting this left turn movement and requiring individuals to turn right and make a U-turn through the roundabout to complete the movement.
- Eliminate parking on 10<sup>th</sup> Street to move the turn lane closer to the curbing.
- Revising the striping on the east leg of the 10<sup>th</sup> Street and Warm Springs to be a left-turn lane instead of a TWLT lane, which would prevent delivery vehicles from parking so close to the intersection.

#### 4.5.3 Alternative 4

The proposed treatments of converting the minor road stop control to a roundabout is covered by CMF ID 227 (3 Stars), which estimates a 44 percent decrease in all crashes. With this alternative, the long pedestrian crossing on Lewis Street is split into a two-stage crossing at the roundabout. The improvements propose installing rectangular rapid flashing beacons on all four legs of the roundabout, which are covered by CMF ID 11158. This CMF estimates a 31 percent decrease in crashes. The 10<sup>th</sup> Street left-turn sight distance issue would be eliminated.

### 4.6 Opinion of Probable Costs

Typically, roadway projects can be evaluated using a cost/benefit analysis, where alternative costs can be compared to potential safety benefits to determine if the alternative would be beneficial to the public. In this case, crashes within the project area are so infrequent that it would be hard to reach an acceptable benefit-over-cost ratio with any alternative. The benefits to the community may come from improvements to the public realm and a decrease to pedestrian and biker stress when using the roadway. These factors are hard to quantify; therefore, the alternatives are evaluated on total project costs.

The build alternatives probable costs are summarized in Table 9. Three costs were estimated for each alternative: engineering fee, construction costs, and right-of-way costs. Based on experience, the engineering fee is estimated to be approximately 15% of the construction costs. The ROW costs are estimated based upon conceptual layouts and prices provided by a ROW agent contracted with the City.



**Table 9. Project Alternatives – Total Project Costs**

Cost	Alternative 2	Alternative 4
Engineering Fee	\$288,000	\$398,000
Construction Cost	\$1,532,000	\$2,117,000
Right-of-way Cost	\$1,075,100	\$4,461,700
Total Project Cost	\$3,278,100	\$7,506,700

As with all costs, ROW and construction costs are subject to market changes and could increase or decrease depending on economic conditions. Each cost is based on current year (2022) unit prices and dollar values and adjustment factors are not applied for a future construction year. Comparatively, Alternative 4 would remain more costly than Alternative 2 in future years.

ROW costs make up the largest difference between the two alternatives. Alternative 4 creates an opportunity for the City to vacate the abandoned 10<sup>th</sup> Street connection and sell it to adjacent land owners. The vacated parcel's estimated value is \$1,277,325 and the revenue from the sale could be used to offset some of the ROW costs, but that would need to be determined during ROW negotiations.

## 4.7 Second Public Meeting Summary

A second public meeting was held on October 3, 2022, followed by 2 weeks of online public comment. The public meeting consisted of three separate presentations (one each in the morning, mid-day and evening) that outlined the results of the concept study, presented revised concept exhibits for Alternatives 2 and 4, and reported the benefits or drawbacks of each alternative. For individuals who could not go to the meeting in person, an online form was made available for the public to provide feedback. Additionally, the public meeting included a presentation on a concept study project concerning Main Street between 6<sup>th</sup> Street and River Street and the online survey reflected both projects.

The results of the in-person meetings showed most people preferred Alternative 4 at 60 percent compared to 40 percent for Alternative 2. A summary of the online public involvement results can be found in **Appendix F**.

# 5 Recommendations and Next Steps

## 5.1 Comparing the Alternatives

Alternative 4 provides the most benefit to all modes of travel and has the most opportunity to improve the public realm. The re-aligned roadway would simplify the roadway network and remove most of the perceived safety issues. To achieve these benefits, the alternative would greatly impact adjacent parcels. Alternative 2 would similarly calm traffic and remove safety issues at the Lewis Street and Warm Springs Road intersection but would not address issues at the Warm Springs Road and 10<sup>th</sup> Street intersection. The placemaking opportunities would not be as robust as with Alternative 4 but could still be significant in providing a transition from the

downtown core to the light industrial or residential areas. Final concept exhibits can be found in **Appendix G**.

Alternative 2 is expected to be significantly less expensive than Alternative 4 primarily because it does not require purchase of large amount of ROW on the undeveloped Albertsons parcel. There could be opportunities to reduce ROW costs for Alternative 4 during the negotiation process. For example, the City could vacate the 10<sup>th</sup> Street parcel and the adjacent landowners could purchase the property, thereby offsetting ROW costs elsewhere.

## 5.2 Recommendation and Interim Improvements

If the City can acquire funding to cover the higher ROW and construction costs, Alternative 4 is recommended. The alternative best improves multi-modal connectivity and operation, simplifies the roadway network, provides the most opportunity for placemaking, and is preferred by both Mountain Rides and the public. If the higher amount of funding is not available, then Alternative 2 is recommended as this option still provides traffic calming, multi-modal, placemaking, and safety benefits to the area. The No Build option is not recommended as it does not provide benefits meeting the City's goals.

As the City pursues funding for the larger aspects of the build alternatives, there are several opportunities to enhance the area in the meantime. Even if the City chooses the No Build option, the City could consider the following improvements.

- Restripe the TWLT in front of the gas station to be a dedicated left turn lane. This will prevent delivery vehicles from parking close to the intersection.
- Replace dilapidated sidewalk, install sidewalk where none exists within the study area, and install ADA/PROWAG complaint pedestrian ramps.
- Install bulb-outs at the Lewis Street and Warm Springs Road intersection to shorten pedestrian crossings (Figure 21).



**Figure 21. Example Bulb-outs at Lewis Street**



- Explore one or more of the following options to mitigate the difficult 10<sup>th</sup> Street left turn sight distance issue:
  - Prohibit southbound left turns at the intersection by signage or adding a diverter in the intersection.
  - Convert the intersection from two-way stop control to all-way stop control.

### 5.3 Mitigating Impact of Future Nearby Developments

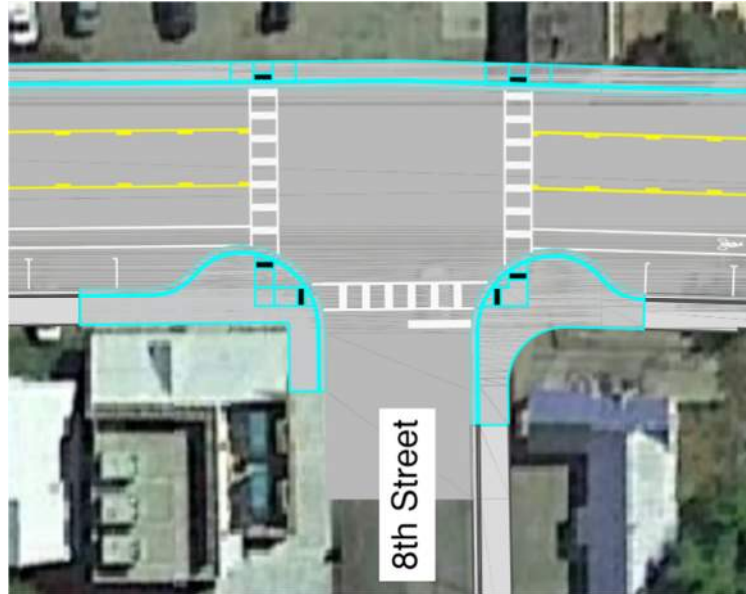
If there is a large time gap between the selection of the preferred alternative and construction such that nearby parcels are developed, the City should require the developments to submit a traffic impact study and evaluate how those developments will impact the selected alternative. Large high-density developments, multi-family homes, or new traffic generators along Warm Springs Road could impact estimated future operations. The roundabout options are shown to have excess capacity, but major changes to travel patterns may require re-evaluation with the traffic generated specifically by the new development. Opportunities may exist to coordinate placemaking opportunities with adjacent development as well as mitigate traffic impact.

Traffic circulation of developments will need to be considered depending on which alternative is selected. For example, if Alternative 2 is selected, the developer of the Albertson's parcel should avoid creating a situation that increases the number of vehicles performing southbound left turns at 10<sup>th</sup> Street onto Warm Springs Road. Although not generating crashes today, the sight distance problems at this intersection could be exacerbated if the number of vehicles making this movement is increased. One possible solution is to have most vehicles access the development from Lewis Street to reduce conflicts at 10<sup>th</sup> Street. The City should work with the developer to identify the best traffic circulation patterns as the development goes through the permitting process.

### 5.4 Nearby Enhancements to Consider

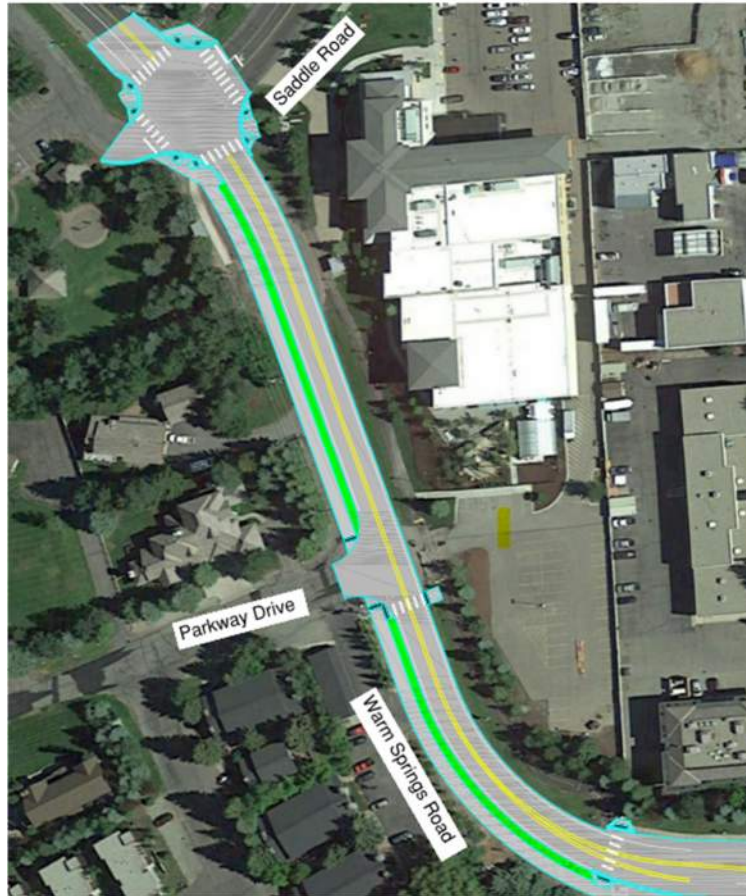
To fully realize the benefits of enhancing Alternative 2 or Alternative 4, the City should consider programming improvements between Saddle Road and 6<sup>th</sup> Street on Warm Springs Road. These improvements should be targeted at reducing pedestrian crossing widths, providing sidewalk connectivity and creating more placemaking opportunities. The following are suggested improvements:

- Install sidewalk on the north side of Warm Springs Road between 10<sup>th</sup> Street and 7<sup>th</sup> Street.
- Install bulb-outs at 9<sup>th</sup> Street, 8<sup>th</sup> Street, and 7<sup>th</sup> Street to better delineate parking and shorten pedestrian crossings (Figure 22).



**Figure 22. Example Bulb-outs at 8th Street**

- Evaluate opportunities to convert the informal pathways people use to traverse down the hill from Main Street to Warm Springs Road into formal pathways.
- Install bike lanes from 6<sup>th</sup> Street to the Wood River Trail Crossings. To reduce the need for a retaining wall, a sharrow can be installed in the downhill direction between 6<sup>th</sup> Street and 9<sup>th</sup> Street until a full lane bike lane can be developed.
- Provide a multi-use pathway on the west side of Warm Springs Road Between the Wood River Trail crossing and Saddle Road to provide access to the Wood River Trail pathway and easier pedestrian connection to the bus stops (Figure 23). This could be implemented with a lane reconfiguration to remove the center turn lane, which could also help in providing traffic calming.



**Figure 23. Example Separated Pathway Along Warm Springs Road**

- Revise the trail crossing at Saddle Road to be set back from the intersection.
- Evaluate a roundabout at the Saddle Road intersection.
- Install sidewalk on 10<sup>th</sup> Street between Warm Springs Road and Main Street.

**Appendix H** contains conceptual exhibits of possible enhancements.

## 5.5 Next Steps

The City should pursue grant opportunities to fund the recommended improvements. Outreach for stakeholder participation in the grant pursuits should occur, including Mountain Rides, Blaine County School District, and the Ketchum Urban Renewal Agency.



## City of Ketchum

### CITY COUNCIL MEETING AGENDA MEMO

Meeting Date: June 24, 2025 Staff Member/Dept: Carissa Connelly, Housing Director

Agenda Item: Recommendation to approve Memorandum of Understanding for Community Housing Development.

#### Recommended Motion:

"I move to adopt a Memorandum of Understanding for community housing development with SMR + Pacific West Companies."

#### Reasons for Recommendation:

The attached MOU represents a framework for the developer and the city to partner for a successful application for tax credit equity.

#### Policy Analysis and Background:

##### GOAL: CREATE + PRESERVE COMMUNITY HOUSING

##### ACTION: DEVELOP NEW CONSTRUCTION PIPELINE

##### CONTEXT OF NEED

Ketchum's Housing Action Plan states that the city needs to produce or preserve 66 homes per year in order to adequately meet the needs of existing residents, with minimal growth but with growth that includes adequate recruitment for struggling employers. This number does not account for the 335 long-term rentals lost between 2010 and 2019. Preservation and small-site development efforts alone will not meet the need. If combined with new construction on the city-owned lots, as outlined in the HAP, then there is a chance of meeting this goal.

Staff have learned from other communities that, without regular development of community housing, there will be greater community dissent and an even greater need for political fortitude and general education. Ketchum's Housing Action Plan has – since the inaugural 2022 plan – included the action to develop a new construction pipeline. The pursued order was 1<sup>st</sup> and Washington, then whichever sites seemed the most feasible of the other city-owned lots. The South YMCA and Lift Tower Lodge stand out, but during the RFP process it became clear that the city could do more work on Lift Tower Lodge to better prepare it for development. As such, the south lot of the YMCA is the only immediately developable site of meaningful size in city control.

Staff, with Council approval, have pursued a portfolio approach to programs and development. The following are a summary of efforts, rough spending, and number of homes restricted since the creation of the first HAP in May, 2022.

Efforts that target Category Locals: ~\$190k per unit	Roughly \$3.9 million	23 homes
Ownership and Preservation Program	\$740k	5 homes
Charitable Sale	\$430k	1 home
Purchase and resale of the Hyperborean condominiums + land development	\$2.5m	3 homes + 5 new

<i>Bluebird Village (excluded in above calculation)</i>	<i>\$200k</i>	<i>3 homes</i>
FUTURE: Staff plan to propose small-scale, infill development on the city's abnormal parcels, targeting higher income locals	TBD	TBD
FUTURE: Zoning incentives with code update	Admin cost	TBD
<b>Efforts that target moderate-income locals: ~\$60k per unit</b>	<b>Roughly \$2.4m</b>	<b>40</b>
Density Bonus program	\$220k net (BCHA admin)	35
Lease to Locals > Rental Preservation Program	\$900k	no permanent restriction
PENDING: Purchase of Evergreen apartments, half of which are moderate-income	\$1.25m	5
FUTURE: Zoning incentives with code update	Admin cost	TBD
<b>Efforts that target low-income locals: ~\$80k per unit</b>	<b>Roughly \$4.5m</b>	<b>54</b>
PENDING: Purchase of Evergreen apartments, half of which are moderate-income	\$1.25m	6
Bluebird Village	\$3.1m	48

The creation of Category Local homes have so far been the most expensive at about \$190k per home, excluding Bluebird Village). Development on the South YMCA site would cost the City about \$45,000 per home, the lowest cost per unit for permanently affordable housing.

There is adequate funding to support the gap identified in this MOU. Future in-lieu fees are anticipated, which would be available for moderate and Category Local development on the Lift Tower Lodge site alongside low-income homes funded by any remaining ProHousing grant money.

The mix of incomes on the South YMCA site would closely mirror Bluebird Village, with the exception that there would be a higher proportion of Category Local households. The distribution of workers in Bluebird Village is as follows:

- 10% healthcare and education
- 20% pharmacy, groceries, gas
- 50% restaurants, retail, and other services
- 20% construction, landscaping, etc.

During the Open Houses and survey this February, the community was generally supportive of housing development on this site, with statements such as "I think you are headed in the right direction," "go big!," "I worry about delays especially in an election year," and "thank you for taking the need for housing seriously." The full results are attached.

#### MEMORANDUM OF UNDERSTANDING (MOU)

The attached, draft MOU is an initial understanding of expectations for the city and the developer. The MOU references the ground lease, which will determine specifics. The MOU includes the following provisions:

- 2.d. "The Project shall include no less than 24 units, be no less than three stories in height; include no less than 1 parking space per unit, be designed for families and individuals." The developer and staff are still learning about the site and design, which impacts the potential building size. Given that, the 24 unit minimum provides some flexibility on the number of units.
- 2.e.ii. "At least 20% (rounded per QAP) "market" rate units, also meeting Community Housing Definition per the City of Ketchum, while ensuring a competitive tax credit application. Developer will strive to reach 25% "market" Community Housing units. Within 30 days, should the Developer determine that a tax credit application with this income mix is not competitive or feasible, the Developer will notify the City."
  - The MOU must use the term "market" since that is what IHFA will recognize. However, the developer agrees to restrict those homes as community housing, prioritizing local use and occupancy. Staff are

recommending that any market homes be designated Category Local (meaning no income limit but with a net worth limit).

- 10% “market” units are required for a competitive tax credit application. However, given the myriad moving parts of the site plan, design, materials and labor costs, parking, unit mix, funding, etc., there are too many unknowns to yet determine how to maximize the number of those Category Local units while still submitting a competitive tax credit application. Staff will continue to work with the developer, and the developer commits to striving for 25% Community Housing units. The Developer will notify the City should the development pieces not align with 20% or more Category Local apartments, at which point the Developer and the City would need to reassess if and how to proceed.
- 2.e.iv. “Include the lesser of 12 large family units or 50% of the total units as large family units (3-bedrooms or larger).” Similarly, there have already been some surprises about the site, which impact building size and unit mix. It is most effective and feasible to stack units of the same size on top of each other, so one-beds would be above other one-beds and three-beds would be above other three-beds. As such, staff recommend greater flexibility for the design team to house families while not having to create inefficiencies with mismatched unit stacks.
- 2.e.v. “Income qualified units averaging at or around 60% AMI per the QAP requirements.” This refers only to the units that qualify for tax credit equity, not the Category Local homes.
- 3.f. “The lease price will be no greater than \$1.00 annually and shall be for at least 75 years or as required by financing.” A primary driver of development feasibility is the nominal annual land cost to the developer. The city will retain ownership and control of the land, which ensures that the city can continue to require certain terms during the lease such as affordability and local preference.
- 3.h. and 3.g. “City will waive impact, development, inspection or other typically charged fees for the project which are estimated to be approximately \$215,000.” And “City will provide necessary documents to support the LIHTC application submittal, including a local match of \$1,000,000.” The city must provide a minimum local match to achieve maximum points for the tax credit competition. In addition, there is an anticipated funding gap that these funds would fill. These funding commitments will be outlined in a commitment letter.

A draft Ground Lease is attached. It will change as the design, finance, unit mix, and construction aspects are fine-tuned.

#### Financial Impact:

None OR Adequate funds exist in account:	No financial contribution required for this action
--	--

#### Attachments:

- |   |
|---|
| <ol style="list-style-type: none"><li>1. Survey responses, February 2025</li><li>2. Memorandum of Understanding</li><li>3. Draft Ground Lease</li></ol> |
|---|



As the RFP comes together for the YMCA SOUTH LOT, which features or characteristics of the site are most important to protect or enhance?

Go big!

Trees, greenery, and a 'small town traffic scale'. Let's NOT turn this into something that looks like a corporate 'office park' / concrete jungle. . Keep the heights low.

Go big!

Go big!

The front of Warm Springs road, existing sidewalk and Bike Path.

Parking for each unit is a must

Neighborhood feel

Keeping some trees and landscaping

Warm Springs Road

As the RFP comes together for the YMCA SOUTH LOT, which features or characteristics of the site are most important to protect or enhance?

Maximize height given it's in a valley for maximum number of units

Maximize the number of housing units. Kansas City Chiefs did not think that be possible. Make sure there's adequate parking to service the development.

Number of units (higher amount is better). Mix of income if applicable.

The greenscape along Warm Springs should be protected/preserved. There should be a sense of continuity in the architecture that blends in with existing surrounding buildings.

Non-massive feel from street level

A buffer along Warm Springs road would be nice but build as many housing units as possible

Proximity to services, less site work(cost) and potential delay, no existing housing will be impacted

This is a good location for workforce housing. Let's focus on not overbuilding the site. No more tall and massive. Let's get some great looking architecture respectful of Ketchum's hist. Vernacular



As the RFP comes together for the YMCA SOUTH LOT, which features or characteristics of the site are most important to protect or enhance?

Walk/bikeability and access to public transportation.

Walk/bike-ability and access to bus.

Access to bus, bike infrastructure and walkability

The bike path.

The bike path

The path used cyclists and pedestrians should be protected and enhanced with appropriate landscaping, while maintaining ample visibility of the crosswalks for safety reasons

The landscaped area along warm springs road

Protect the existing trees .

Warm Springs Road

Are there any features or characteristics of the YMCA SOUTH LOT evaluation that are missing or worth additional consideration?

I need more clarity on the demographic of who would be living here. What would they be paying? Which industries would they be working in?

YMCA should have to help with parking too. Our obligation to them should be moderate release

The funding. Federal funding isn't the best for our town. It is too restrictive.

I didn't hear anything on how the increased number of cars exiting and entering the south parking would be managed

N/A

No

Assume mix of unit sizes is based on applicant pool. Like wood facade.

Has an exploration of a land swap with Simplot or some other landowner been explored in order for the City to obtain a much nicer/larger/easier to develop property in the Ketchum city limits?

Are there any features or characteristics of the YMCA SOUTH LOT evaluation that are missing or worth additional consideration?

I think you are headed in the right direction

None

No

No

Increased traffic flow and circulation in that area could present an increased danger to bikers and pedestrians . It's already somewhat dangerous with drivers ignoring pedestrians in the crosswalks

Snow removal consideration?



# Is there any other feedback you'd like to provide to the city as we move forward?

Thank you for continuing this housing process.

Good presentation

Both seems like great options

Rezoning LI to accommodate housing and grocery store makes a lot of sense.

Fuck the NIMBYs, we are in triage mode! Go big

Like your timeline for moving forward. The center we have a chance to analyze in detail details RFPs the better.

I worry about delays especially in an election year. In our county, over 2,000 households are rent burdened, causing insecurity.

Nice meeting and good information. We have made progress as a community in the last 5 years and still more to do.

# Is there any other feedback you'd like to provide to the city as we move forward?

I feel strongly that these sites are opportunities for housing, however we should 'leave no stone unturned' of potentially leveraging these properties for something bigger and better in Ketchum proper

I appreciate the effort to build community housing. I think these two sites make tremendous sense.

Please work to develop as many of these sites as possible with affordable housing as we need every bit of it

No

Thank you for taking the need for housing so seriously.

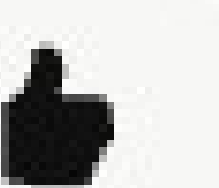
Large scale housing projects should be fully parked and located in areas where the scale doesn't overwhelm the surrounding properties or change the character of a neighborhood.

Traffic flow and its impact on pedestrians and cyclists needs to be carefully considered

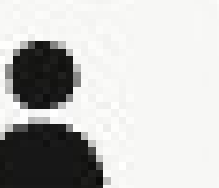
I'm in favor of these 2 projects, they are in great locations. (I'm opposed to the 1st and washington project.) Maybe have an idea how many people match up with the proposed units and adjust to the ne

Is there any other feedback you'd like to provide to the city as we move forward?

adjust the unit size and  
numbers to the demands of  
the people who want them.



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## MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding (the “MOU” or “Memorandum”) is entered into on \_\_\_\_\_, 2025 (the "Effective Date"), by and between Pacific West Communities, Inc., an Idaho corporation (“PWC”), located at 430 E State Street, Suite 100 Eagle, Idaho 83616 or their limited partnership (“Lessee”), and City of Ketchum located at 191 5<sup>th</sup> Street West, Ketchum, Idaho 83340 ("Lessor" or “City”). Lessee and City may be referred to individually as the "Party", or collectively, the "Parties".

### 1. PURPOSE AND SCOPE

The Parties hereby enter into this non-binding MOU to summarize their mutual agreements relating to a responsive bid proposal by PWC to develop, finance, and construct a mixed affordable housing development on property located at \_\_\_\_\_, in Ketchum, Blaine County, Idaho, (the “Project”) owned by the City as intended Lessor. A graphic depiction of the Project is attached hereto as Exhibit “A”, provided the parties acknowledge that such depiction is an approximation and will be modified as development progresses through financing and land use entitlements. This MOU reflects the parties’ most recent discussions and negotiations surrounding the Project and is intended to set forth some of the material terms that each party will require in a final ground lease and development agreement (the “Ground Lease”). The Ground Lease will include additional terms and conditions which are not contained forth herein. Either party may decide not to proceed with the proposed ground lease and development agreement for any reason or no reason until a binding contract is signed by both parties. Notwithstanding the foregoing, the parties agree to negotiate in good faith the terms and provisions of the Ground Lease and to use reasonable, diligent efforts to finalize and execute such Ground Lease.

### 2. RESPONSIBILITIES AND OBLIGATIONS OF LESSEE

Lessee agrees that the Project shall be developed under the following terms, conditions and constraints:

- a. The Project will comply with all local and state building codes
- b. Lessee will obtain any necessary planning and zoning approvals.
- c. Lessee will host community outreach events prior to the required public meetings to obtain community feedback.
- d. The Project shall include no less than 24 units, be no less than three stories in height; include no less than 1 parking space per unit, be designed for families and individuals.
- e. The Project intent is to be primarily funded using low-income housing tax credits and therefore must maximize the Project’s competitiveness for such tax credits. This may include but is not limited to:
  - i. No greater than 10% (rounded per the Idaho Qualified Allocation Plan (QAP)) permanent supportive housing units.
  - ii. At least 20% (rounded per QAP) “market” rate units, also meeting Community Housing Definition per the City of Ketchum, while ensuring a competitive tax

credit application. Developer will strive to reach 25% “market” Community Housing units. Within 30 days, should the Developer determine that a tax credit application with this income mix is not competitive or feasible, the Developer will notify the City.

- iii. Includes an on-site property manager’s unit, not income qualified.
- iv. Include the lesser of 12 large family units or 50% of the total units as large family units (3-bedrooms or larger).
- v. Income qualified units averaging at or around 60% AMI per the QAP requirements.
- f. Lessee shall not permanently close or permanently hinder the public’s use of the adjacent Wood River Trail unless both Parties agree.
- g. Lessee shall request the reimbursement of funding of all required off-site costs, public improvements, utility relocation or upgrades, site demolition costs, site clean up costs or other eligible costs from the Ketchum Urban Renewal Agency (“KURA”).
- h. Lessee will promptly obtain all necessary approvals execute and deliver such papers, documents and instruments reasonably necessary or proper to effectuate the Ground Lease; and
- i. City shall be notified by Lessee prior to any assignment of the rights of Lessee to enter into the ground lease, pursuant to this MOU, to a special purpose limited partnership that will own the Project. Lessee will provide City with copies of all pertinent documents executed by Lessee to the special purpose limited partnership.

### 3. RESPONSIBILITIES AND OBLIGATIONS OF CITY

City agrees that the Project shall be developed under the following terms, conditions and constraints:

- a. City, as Lessor, will retain ownership of the land.
- b. City, as Lessor, will lease the Project site to Lessee. Project site will be a single, developable parcel, with clean title prior to **August 1, 2025**. The developable parcel shall generally match the described site in the City Issued RFP dated March 6, 2025, including being approximately 0.66 acres in size, see attached (Attachment 1). No other use or lease agreements shall be on the site unless expressly approved by the Lessee.
- c. City does not intend to require the Lessee to complete any substantial off-site improvements as part of the Project’s development or construction.
- d. City understands the Project and the Lessee are not budgeting for site demolition, site or soil clean up or replacement, public improvements (on or off-site), and therefore agrees to loan funds for these line items if other sources of funds are not successfully obtained. City will support Lessee’s request for KURA’s to fund all site demolition, site or soil clean up or replacement, any public improvements as allowable per state code.
- e. Lessee will be allowed to conduct surveying and/or testing on the Project site, as required for permitting prior to the execution of Ground Lease.
- f. The lease price will be no greater than \$1.00 annually and shall be for at least 75 years or as required by financing.
- g. City will provide a single point of contact, i.e. project management services, to successfully work through the required planning, entitlement, permit and inspection



reviews through issuance of certificate of occupancy for the project.

- h. City will waive impact, development, inspection or other typically charged fees for the project which are **estimated to be approximately \$215,000.**
- i. City will promptly obtain all necessary approvals execute and deliver such papers, documents and instruments reasonably necessary or proper to effectuate the Ground Lease; and
- f. City will use good faith, diligent efforts to cooperate with PWC in being able to break ground **as soon as June 1, 2026** or as agreed up on by both Parties, to otherwise cooperate with PWC in seeking its applicable entitlements and financing for the Project.
- g. City will provide necessary documents to support the LIHTC application submittal, including a local match of \$1,000,000.
- h. City will allow Lessee to assign its rights to enter into the ground lease to a special purpose limited partnership that will own the Project. City shall maintain approval rights of the partners within the limited partnership and understands such partners will be determined based on the QAP.

#### 4. TERMS OF UNDERSTANDING

The term of this Memorandum shall be for a period of 48 months from the Effective Date and may be extended upon written mutual agreement of both Parties. Upon execution hereof, the parties will use diligent, good faith efforts to finalize and execute the Ground Lease. The Ground Lease will supersede and terminate this Memorandum.

#### 5. LEGAL COMPLIANCE

The Parties acknowledge and understand that they must be able to fulfill their responsibilities under this Memorandum in accordance with the provisions of the law and regulations that govern their activities. Nothing in the Memorandum is intended to negate or otherwise render ineffective any such provisions or operating procedures. The Parties assume full responsibility for their performance under the terms of this Memorandum. If at any time either Party is unable to perform their duties or responsibilities under this Memorandum consistent with such Party's statutory and regulatory mandates, the affected Party shall immediately provide written notice to the other Party to establish a date for resolution of the matter.

#### 6. LIMITATION OF LIABILITY

PWC shall defend (by counsel satisfactory to City), indemnify and save and hold harmless City and its officers, contractors, agents and employees (collectively, the "Indemnitees") from and against all claims, damages, demands, actions, losses, liabilities, costs and expenses (including, without limitation, attorneys' fees and court costs) arising from or relating to: (i) this Agreement (including all provisions hereof); (ii) compliance with applicable laws; (iii) a claim, demand or cause of action that any person has or asserts against PWC; (iv) any act or omission of PWC, any contractor, subcontractor or material supplier, engineer, architect or other person with respect to the Project; and (v) the ownership, occupancy or use of the Project and any portions thereof. Notwithstanding the foregoing, PWC shall not be obligated to indemnify City with respect to the consequences of any act of gross negligence not contributed to by Developer or willful misconduct of City.

Developer's obligations under this Section 6 shall survive the termination of this Agreement; the requirements under this Section 6 are in addition to and do not limit the obligations of PWC under the Ground Lease.

The City will retain sole responsibility and liability for acts or omissions legally causing damage and solely of the City and its agents, and whether such damage shall accrue or be discovered before or after termination of this MOU.

#### 7. NOTICE

Any notice or communication required or permitted under this Memorandum shall be sufficiently given if delivered in person or by certified mail, return receipt requested, to the address set forth in the opening paragraph or to such address as one may have furnished to the other in writing.

#### 8. ASSIGNMENT

The qualifications and identify of Lessee are of particular importance for the City based on its responsive bid proposal. Accordingly, any rights or obligations under this MOU are not assignable or transferrable except with the written consent of the City and shall be deemed advantageous to getting an award of Low Income Housing Tax Credits. Any purported voluntary or involuntary assignment or transfer of Lessee's rights and obligations hereunder, to any entity other than the special purpose limited partnership that will own the Project, without such written consent shall be null and void.

#### 9. GOVERNINGLAW

This Memorandum shall be governed by and construed in accordance with the laws of the State of Idaho.

#### 10. AUTHORIZATION AND EXECUTION

The signing of this Memorandum does not constitute a formal undertaking, and as such it simply intends that the signatories shall strive to reach, to the best of their abilities, the goals and objectives stated in this MOU.

This MOU shall be signed by PWC and the City of Ketchum and shall be effective as of the date first written above.

---

Caleb Roope, President  
Pacific West Communities, Inc.  
430 E State Street, Ste. 100  
Eagle, ID 83616

DATE: \_\_\_\_\_

Neil Bradshaw, Mayor  
City of Ketchum  
191 5<sup>th</sup> Street  
Ketchum, Idaho

DATE: \_\_\_\_\_

ATTACHMENT #1 – Site & Zoning Description

**YMCA SOUTH  
ZONING ANALYSIS**

**SITE DESCRIPTION:** The City has a master lease and parking agreement with the YMCA. Currently the south lot addresses the parking requirements.

**ADDRESS:** 107 Saddle Road

**SITE AREA:** 0.66 Acres / 28,749 sf

**ZONE DISTRICT:** Tourist (T)

**ALLOWABLE USES:** multi-family residential, tourist focused commercial uses

**MAX FAR:** 1.6 for community housing developments

**MAX HEIGHT:** 35' (44' with sloped roof)

**BLDG SETBACKS:**

- Front: 15'
- Side: 5' (min)
- Rear: 10' (min)

**MAX BUILDING SITE COVERAGE:** Per FAR & open space

**MIN OPEN SPACE:** 35%

**MINIMUM PARKING:** None for community housing units



ATTACHMENT #2 – EXAMPLE GROUND LEASE, TO BE APPROVED AT THE TIME OF  
FINANCIAL CONSTRUCTION CLOSING

INSERT GROUND LEASE DRAFT

DRAFT

# **DRAFT GROUND LEASE**

**by and between**

**CITY OF KETCHUM**  
**an Idaho municipal corporation**  
**(“Owner”)**

**and**

**To Be Formed Partnership Entity**  
**an Idaho Limited Partnership**  
**(“Tenant”)**

**FOR**

**THE DEVELOPMENT (NAME TBD)**

**ADDRESS TBD**  
**Portion of 107 Saddle Road**

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## EXHIBITS

Exhibit A      Legal Description of the Land

**GROUND LEASE  
FOR  
KETCHUM, IDAHO 83340**

This Ground Lease for \_\_\_\_\_ (this “**Lease**”) is made effective as of the date this Agreement is recorded in the real property records of Blaine County, Idaho (“**Effective Date**”) by and between City of Ketchum, an Idaho municipal corporation (“**Owner**”) and \_\_\_\_\_, an Idaho limited partnership (“**Tenant**”).

**RECITALS**

- A. Owner owns the parcel of land located at \_\_\_\_\_, Ketchum, Idaho 83353, that is legally described on Exhibit A (the “**Land**”).
- B. Tenant desires to lease the Land for redevelopment into an affordable rental housing project, as graphically depicted on Exhibit B (the “**Project**”).
- C. Owner has authority, pursuant to Idaho Code § 50-1407, to manage city property and authorize the lease of any real property not otherwise needed for city purposes, upon any terms as the City Council determines may be just and equitable.
- D. Owner, by approval of this Lease, hereby finds that the Land is not otherwise needed for city purposes, that affordable community housing is an important community need, that it is in the best interest of the public to lease the Land to Tenant, and that the terms of this Lease are just and equitable.

NOW, THEREFORE, in consideration of the mutual covenants and promises of the parties, the receipt and sufficiency of which are hereby acknowledged, Owner and Tenant agree that the foregoing recitals are true and correct and incorporated herein by this reference, and further agree as follows:

**ARTICLE 1 LEASE OF LAND**

- 1.1 **Land Restoration.** Owner agrees to restore the Land to a vacant “bare ground” state that is ready for development of the Project thereon, including (a) abatement and removal of any Hazardous Materials (as defined in Section 16.1) thereon, if any; (b) removal of any existing structures and other improvements on the Land, including any below-grade elements thereof (such as foundations, footings and utilities; (c) restoration of the surface of the Land to a clear, level and rough graded condition (collectively, the “**Land Restoration**”). Owner agrees to use commercially reasonable efforts to complete the Land Restoration on or before May 1, 2026. Owner will provide Tenant with a completion notice once the Land Restoration is fully complete and the Land is ready for development of the Project (the “**Completion Notice**”).
- 1.2 **Lease.** This Lease will be fully effective as of the Effective Date. From the Commencement Date (defined in Article 2), Owner hereby leases the Land to Tenant on the terms hereof. Tenant hereby accepts the lease of the Land from Owner on the terms hereof. Tenant warrants to Owner that Tenant accepts the Land in its as-is condition without representation or warranty from Owner, except as expressly provided in this Lease. The term “**Leasehold Interest**” refers to Tenant’s interest in this Lease and the leasehold estate and all attendant and appurtenant rights, including without limitation, Tenant’s rights to all improvements to the Land.



## ARTICLE 2 LEASE TERM

The “**Term**” of the Lease will commence on the date that Owner provides the Completion Notice to Tenant (the “**Commencement Date**”) and will expire seventy-five (75) years after the Commencement Date (the “**Expiration Date**”).

## ARTICLE 3 RENT

For the entire Term, the rent due under this Lease is Ten Dollars (\$10), which Owner acknowledges to be paid by Tenant in full as of the Effective Date.

## ARTICLE 4 THE PROJECT

Tenant will cause the Project to be constructed on the Land in accordance with this Lease and applicable law. Once the Project is constructed on the Land, Tenant will (or will require Subtenants to) keep the Project in a state of good condition, maintenance and repair, with ordinary wear and tear excepted. Tenant may alter the Project in any lawful manner, provided that the Project (as altered) complies with the terms of this Lease.

## ARTICLE 5 USE OF PREMISES

- 5.1 **Permitted Uses.** Owner and Tenant agree that the principal purpose of this Lease is (a) to provide Affordable Housing Units (as defined below) for lease to Qualified Tenants (as defined below) for a rent that does not exceed the rent limit set forth in Section 5.6~~5.7~~ below (collectively, the “**Affordability Requirement**”); (b) to provide Community Housing Units (as defined below) for lease to individuals meeting asset, income and minimum occupancy guidelines approved by the governing housing authority and the City of Ketchum, as ‘community housing’ under the Ketchum City Code (or its successor provisions) (collectively, the “**Community Requirement**”). Accordingly, the Land and the Project will be used primarily for the foregoing principal purpose and other uses that may be incidental thereto or in support thereof, and for no other purposes, except as otherwise approved by Owner.
- 5.2 **Affordable Housing Units.** A “**Affordable Housing Unit**” is each residential dwelling unit in the Project that is designated as being subject to the Affordability Requirement, which will be all residential dwelling units in the Project except Community Housing Units . Tenant agrees to market, lease and operate the Affordable Housing Units on the terms set forth in this Lease.
- 5.3 **Community Housing Units.** A “**Community Housing Unit**” is each residential dwelling unit in the Project that is designated as being subject to the Community Requirement. Tenant agrees to market, lease and operate the Community Housing Units on the terms set forth in this Lease and the requirements of the Ketchum City Code.
- 5.4 **Qualified Tenants.** As used herein, the term “residential tenant” for an Affordable Housing Unit means all persons that lease or occupy the Affordable Housing Unit as a dwelling, whether or not the persons are related. A “**Qualified Tenant**” is any residential tenant household that meets Tenant’s then-current tenant selection criteria for the Project with a household income that does not exceed the applicable household income limit of the Applicable Affordable Housing Program (if any is then in effect) or, if no such Applicable Affordable Housing Program is then in effect, then in accordance with the then current applicable household income limits of the Low Income Housing Tax Credit (LIHTC) program. Nothing in this Lease will require Tenant to lease any Affordable Housing Unit to a residential tenant that does not meet Tenant’s then-current tenant

selection criteria for the Project (other than limited income as permitted herein). Nothing in this Lease limits Tenant's right to enforce the terms of any lease or other agreement with a residential tenant (or any the occupant) in the Project.

- 5.5 **Income Qualification.** Each Affordable Housing Unit must be occupied (or, if unoccupied, made available for occupancy) by a Qualified Tenant. Tenant will verify that each residential tenant meets the income qualification to be a Qualified Tenant, which verification may be by any reasonable method, including the residential tenant's production of reasonable evidence of residential tenant's income and residential tenant's self-certification that income statements are true and correct in all material respects.
- 5.6 **Rent Limit for Affordable Housing Units.** To maintain the Affordable Housing Units as affordable, Tenant will charge monthly rent for each Affordable Housing Unit that does not exceed the applicable rent limit of the Applicable Affordable Housing Program (if any is then in effect) or, if no such Applicable Affordable Housing Program is then in effect, then in accordance with the then current applicable rent limits of Low Income Housing Tax Credit (LIHTC) program. If at any time during the Term, Tenant is permitted by the Applicable Affordable Housing Program to exceed the foregoing rent limit for an Affordable Housing Unit for any particular residential tenant, then the portion of the rent that exceeds the foregoing rent limit will be paid to Owner.
- 5.7 **Ketchum Preference Policy.** Except to the extent prohibited by any Applicable Affordable Housing Program (defined in Section 5.9.5-10) or other applicable law, including any applicable fair housing laws, all Affordable Housing Units and Community Housing Units must be leased in accordance with the then current preference policy or ordinance adopted by the City of Ketchum, if any (a "**Ketchum Preference Policy**").
- 5.8 **Annual Reports.** After occupancy of the Project, Tenant will provide Owner with a written report (in any form reasonably requested by Owner) by March 1 of each year that provides reasonable evidence that the Affordable Housing Units have been leased (or made available for lease) in compliance with the Affordability Requirement (as applicable) during the prior calendar year.
- 5.9 **Federal or State Affordability Programs.** Owner and Tenant intend the Affordability Requirement and this Lease to be adjusted as necessary to allow for the Project to fully take advantage of any then available federal, state or local programs for affordable housing. Affordable housing programs include, by way of example and not limitation, the Low Income Housing Tax Credit (LIHTC) program, HOME investment partnership program (HOME), Community Development Block Grants (CDBG) funding, Pro Housing funds, and the HUD Housing Trust Fund (HTF) program. To the extent that any program requires an amendment or rider to this Lease, Owner agrees to promptly execute any amendment or rider that is reasonably required for the Project to fully participate in the Program. To the extent any element of the Affordability Requirement or this Lease is inconsistent with any federal, state or local state affordable housing program that applies to the Project (or any residential dwelling units therein) (an "**Applicable Affordable Housing Program**"), then the terms of the Applicable Affordable Housing Program will govern over the inconsistent terms of the Affordability Covenant or the Lease.
- 5.10 **Prohibited Uses.** Tenant agrees that it will not permit the Land or the Project for (a) any use that constitutes a public or private nuisance in or around the Land; (b) use that violates applicable law; (c) any industrial use; (d) any use related to the service of automobiles or other self-powered machines; (e) any dry-cleaner (or other cleaning service that uses solvents similar to dry-cleaning); (f) any 'head' shop or similar operation that sells any paraphernalia related to the use of marijuana, cannabis, tetrahydrocannabinol or other illegal substances; or (g) any use relates to the use, sale,

cultivation, manufacture, distribution or marketing of any substance containing any amount of marijuana, cannabis or tetrahydrocannabinol (whether for commercial, medical, or personal purpose) if such activities are prohibited by applicable federal, state or local law (and if the any such activities become lawful under some federal, state or local applicable law, but prohibited by other federal, state or local law, then the such activities will remain prohibited).

## ARTICLE 6 SUBLEASE AND ENCUMBRANCE OF LEASEHOLD ESTATE

- 6.1 **Tenant's Right to Sublease.** Tenant may, at any time, sublease all or any portion of the Leasehold Interest (each, a "**Sublease**") without Owner's consent, and in that event, the subtenant of the Sublease (each, a "**Subtenant**") will perform all of Tenant's obligations under this Lease with respect to the Leasehold Interest subleased under the Sublease (said Leasehold Interest subleased by the Sublease is hereafter called the "**Subleased Property**"). By way of example, if Tenant enters into a Sublease for portion of the Project that has Affordable Housing Units (or that will be developed into Affordable Housing Units), then the Subtenant of the Sublease will be the "Tenant" under this Lease with respect to the Sublease, and any reference herein to Tenant with respect to the Subleased Property will also mean the Subtenant. For clarity, the following leases are not Subleases under this Lease: the lease of an Affordable Housing Unit or Community Housing Unit to a qualifying residential tenant thereof. The Sublease must specify that the Sublease is limited to the Leasehold Interest, and must have a stated expiration date which is prior to expiration of the Term. Tenant will cause a true, complete and correct copy of the original of each Sublease, together with written notice containing the name and address of the holder Subtenant, to be delivered to Owner within ten (10) days of Tenant's execution and delivery of the Sublease or Leasehold Mortgage. Subject to the terms of this Lease, a Subtenant may enforce its rights under its Sublease and take possession of the Leasehold Interest subleased under the Sublease (said Leasehold Interest subleased by the Sublease is hereafter called the "**Subleased Property**"), in any lawful way.
- 6.2 **Tenant's Right to Encumber.** Tenant may, at any time, encumber all or any portion of the Leasehold by deed of trust, mortgage or other security instrument (collectively, "**Leasehold Mortgage**"). Any Leasehold Mortgage of any part of the Leasehold Interest must be expressly subject and subordinate to the terms of this Lease. Tenant covenants to pay the indebtedness secured by any Leasehold Mortgage when the same will become due and payable, and to perform, when the performance is required, all obligations of the mortgagor thereunder. Tenant further agrees not to suffer or permit any default to occur and continue under any Leasehold Mortgage beyond any applicable cure period. The Leasehold Mortgage will specify that the indebtedness is that of Tenant only and is not the indebtedness of Owner and that the lien of the Leasehold Mortgage is limited to the Leasehold Interest. Each Leasehold Mortgage must, by its own terms, have a stated maturity date which is prior to expiration of the Term, and Tenant covenants that it will be so paid and that the Leasehold Interest will be released from the lien prior to the expiration of the Term. Tenant will cause a true, complete and correct copy of the original of each Leasehold Mortgage, together with written notice containing the name and address of the holder thereunder (the "**Mortgagee**"), to be delivered to Owner within ten (10) days of Tenant's execution and delivery of the Mortgage to the Mortgagee. Subject to the terms of this Lease, a Mortgagee may enforce its rights under its Leasehold Mortgage and succeed to the Leasehold Interest encumbered by the Leasehold Mortgage (said Leasehold Interest encumbered by the Leasehold Mortgage is hereafter called the "**Leasehold Mortgage Property**"), in any lawful way, including possession through foreclosure, assignment and/or deed or assignment in lieu of foreclosure, and upon foreclosure of the Leasehold Mortgage or acceptance of an assignment and/or deed in lieu of foreclosure to the leasehold estate, take possession of the Leasehold Mortgage Property subject to the interests of the Project tenants.

- 6.3 **Owner's Rights.** Owner will not be required (a) to pledge its fee interest in the Land to secure any Sublease or Leasehold Mortgage; (b) to subordinate the fee interest to the rights of any Subtenant or Mortgagee; or (c) to assume in any manner any liability of Tenant under any Sublease or Leasehold Mortgage. The Sublease must specify that the Sublease is limited to the Leasehold Interest. The Sublease must, by its own terms, have a stated expiration date which is prior to expiration of the Term. Tenant will cause a true, complete and correct copy of the original of each Sublease or Leasehold Mortgage, together with written notice containing the name and post office address of the holder thereunder, to be delivered to Owner within ten (10) days of Tenant's execution and delivery of the Sublease or Leasehold Mortgage.
- 6.4 **Notices to Recognized Interest Holder.** Any Subtenant or Mortgagee may give notice to Owner of its name and address (who is sometimes referred to herein as a "**Recognized Interest Holder**") in the manner provided in this Lease, and if the notice is given, Owner will give to the Recognized Interest Holder a copy of each notice of default given pursuant to Section 14.1 by Owner to Tenant (the "**Owner Notice**") at the same time as and whenever any Owner Notice will thereafter be given by Owner to Tenant, addressed to the Recognized Interest Holder at its address last furnished to Owner (the "**Holder Notice**"). No notice by Owner to Tenant hereunder will be deemed to have been duly given unless and until a copy thereof has been served on the Recognized Interest Holder in the manner provided in this Lease.
- 6.5 **Recognized Interest Holder Provisions.** Owner agrees that it will not accept the surrender of the Land by Tenant prior to the termination of this Lease, or consent to the modification of any term of the Lease which materially alters the rights and obligations of the parties hereunder, or consent to the termination thereof by Tenant, without the prior written approval of each Recognized Interest Holder, in each instance, which approval will not be unreasonably withheld, conditioned or delayed. Owner further agrees that it will not seek to terminate the Lease or Tenant's right of possession thereunder by reason of any act or omission of Tenant until:
- (1) Owner has given to each Recognized Interest Holder a copy of the Owner Notice with respect to the Event of Default, as defined hereafter in Section 14.1, upon which the proposed termination is based;
  - (2) after the expiration of all applicable notice and grace periods set forth under the Lease with respect to the Event of Default (a "**Lease Default**"), Owner will have given written notice to each Recognized Interest Holder of the failure of Tenant to cure the lease Default. The Holder Notice will be sent by certified mail, return receipt requested or by a nationally recognized commercial overnight delivery service to the address designated in writing to Owner by each Recognized Interest Holder (or any other address as may hereinafter be designated in writing to Owner by each Recognized Interest Holder); and
  - (3) a reasonable period of time will have elapsed following the receipt of the Holder Notice, during which period any Recognized Interest Holder will have the right, but will not be obligated, to remedy the lease Default, Owner agreeing to accept any remedy by any Recognized Interest Holder as if the same had been performed by Tenant.

As used herein, a reasonable period of time will be 60 days if the lease Default can be remedied during the 60 day period; provided, however, if the lease Default cannot be remedied during the 60 day period, then the period of time as is necessary to remedy the lease Default (not to exceed one-hundred twenty (120) days), provided any Recognized Interest Holder has commenced to cure the lease Default within the 60 day period and continues to diligently prosecute the same. Any default that, by its nature, is not capable of being cured by Recognized Interest Holder will be deemed

cured whether or not the default is cured, but as to Recognized Interest Holder only and not as to Tenant. Further:

- (a) Owner will accept performance by any Recognized Interest Holder of any covenant, condition or agreement on Tenant's part to be performed hereunder with the same force and effect as though performed by Tenant.
- (b) If the Recognized Interest Holder is a Mortgagee, then the time for the Recognized Interest Holder to cure any Lease Default by Tenant which reasonably requires that the Recognized Interest Holder be in possession of the Leasehold Mortgage Property to do so, will be deemed extended to include the period of time required by the Recognized Interest Holder to obtain the possession or obtain Tenant's interest in the Leasehold Mortgage Property (by foreclosure or otherwise) with due diligence; provided, however, that the Recognized Interest Holder will have delivered to Owner its written commitment to cure outstanding Lease Defaults reasonably requiring possession of the Leasehold Mortgage Property and which are capable of being cured by the Recognized Interest Holder (which commitment may be revoked by Recognized Interest Holder by written notice to Owner); and further provided, however, that during the period all other obligations of Tenant under this Lease are being duly performed to the extent that the other obligations are capable of being performed by the Recognized Interest Holder, including but not limited the payment of rent and other monetary obligations due Owner.
- (c) The provisions of this Section 6.5 are for the benefit of each Recognized Interest Holder and may be relied upon and will be enforceable by each Recognized Interest Holder and their respective successors and assigns. Neither a Recognized Interest Holder nor any other holder or owner of the indebtedness secured by a Leasehold Mortgage or otherwise will be liable upon the covenants, agreements or obligations of Tenant contained in this Lease, unless and until the Recognized Interest Holder or that holder or owner acquires the interest of Tenant, and then only to the extent set forth in this Section 6.5. Owner and Tenant agree to execute the documentation reasonably requested by a Recognized Interest Holder consistent with the terms and provisions of this Article 6.
- (d) Anything herein contained to the contrary notwithstanding, the provisions of this Section 6.5 will inure only to the benefit of all Recognized Interest Holders and their respective successors and assigns. If more than one the Mortgagee (one the Mortgagee being intended to include multiple mortgagees holding a single mortgage or deed of trust) will make written requests upon Owner for a new ground lease in accordance with the provisions of this Section, the new ground lease will be entered into pursuant to the request of the Recognized Interest Holder whose Leasehold Mortgage will be prior in lien thereto according to the records of Blaine County and thereupon the written requests for a new ground lease of each person junior in priority will be deemed to be void and of no force and effect.

#### **6.6 Other Miscellaneous Provisions Concerning Leasehold Mortgages**

- (a) At Tenant's request, Owner will execute a written agreement with a Recognized Interest Holder in which Owner agrees that it consents to the granting of the Sublease or Leasehold Mortgage and that Owner will not disturb the tenancy or rights of the Recognized Interest Holder (its successors or assigns and any subsequent purchaser) so long as the Recognized Interest Holder (its successors or assigns and subsequent purchaser) cures any existing defaults as required herein and commits no default beyond the applicable notice and

curative periods hereunder and is otherwise in full compliance with the terms of this Lease. Additionally, Owner will execute the other documentation reasonably requested to confirm the rights of a Recognized Interest Holder hereunder; provided, under no circumstances will Owner be responsible for the payment of the debt secured by the Leasehold Mortgage, and in no event will Owner's fee simple estate in the Land, including Owner's reversionary interest in the Project be subject or subordinate to any Sublease or the lien of the Leasehold Mortgage.

- (b) Owner agrees that it will promptly make the reasonable amendments or modifications of the Lease as are requested by any Recognized Interest Holder, provided that there will be no adverse change in any of the substantive rights, duties or obligations of Owner under this Lease. The preceding sentence is effective regardless of the fact that the Recognized Interest Holder may make the request prior to the execution of the applicable Sublease or Leasehold Mortgage; in that event, said amendments or modifications to the Lease will become effective as of the execution of the Sublease or Leasehold Mortgage.

## **ARTICLE 7 TAXES**

From and after the Commencement Date and continuing thereafter during the Term, Tenant will pay or cause to be paid all real and personal property taxes, general and special assessments, and all other charges, assessments and taxes of every description, levied on or assessed against the Land, the Project and other improvements located on the Land. Tenant will make all payments directly to the appropriate charging or taxing authority before delinquency. If, however, the law expressly permits the payment of any or all of the above items in installments (whether or not interest accrues on the unpaid balance), Tenant may, at Tenant's election, utilize the permitted installment method, but will pay each installment before delinquency. All payments of taxes or assessments will be prorated for the year in which this Lease commences and for the year in which the Lease terminates. Tenant will have the right to contest or review by legal proceedings, as permitted under applicable law, any assessed valuation, real estate tax, or assessment; provided that, unless Tenant has paid the tax or assessment under protest, Tenant will furnish to Owner (i) proof reasonably satisfactory to Owner that the protest or contest may be maintained without payment under protest, and (ii) a surety bond or other security reasonably satisfactory to Owner securing the payment of the contested item or items and all interest, penalty and cost in connection therewith upon the final determination of the contest or review. Any amount already paid by Tenant and subsequently recovered by Owner or Tenant as the result of the contest or review will be for the account of Tenant.

## **ARTICLE 8 MAINTENANCE AND REPAIR**

Tenant agrees that it will, at its own expense, maintain or cause to be maintained the entire Land, the Project and any other improvements and appurtenances thereto and every part thereof, in good order, condition and repair and in accordance with applicable law. In the event any repairs required to be made under the provisions of this Lease are not made within thirty (30) days after written notice from Owner to do so, then Owner may, at its option, enter upon the Land and repair the same, and the cost and expense of the repairs, with interest at the applicable legal rate will be due and paid by Tenant to Owner upon demand.

## **ARTICLE 9 MECHANICS' LIENS**

Tenant will not suffer, create or permit any mechanic's liens or other liens to be filed against the fee interest of Owner in the Land or Project by reason of any work, labor, services or materials supplied or claimed to have been supplied to Tenant or anyone holding the Land or any part thereof through or under Tenant. If any mechanic's or laborer's liens or materialman's lien will be recorded against the Land or the Project, then within sixty (60) days after notice of the filing thereof, or thirty (30) days after Tenant is served with

a complaint to foreclose said lien or Owner advises Tenant in writing that Owner has been served with the complaint, whichever is earlier, Tenant will use commercially reasonable efforts cause the lien to be removed, or will transfer the lien to bond for the benefit of Owner pursuant to applicable law. If Tenant in good faith desires to contest the lien, Tenant will be privileged to do so, but in that case Tenant agrees to indemnify and save Owner harmless from all liability for damages, including attorneys' fees and costs, occasioned thereby and will, in the event of a judgment of foreclosure upon any mechanic's, laborer's or materialman's lien, cause the same to be discharged and removed prior to the execution of the judgment.

## **ARTICLE 10 CONDEMNATION**

- 10.1 **Interests of Parties on Condemnation.** If the Land or any part thereof will be taken for public purpose by condemnation as a result of any action or proceeding in eminent domain, or will be transferred in lieu of condemnation to any authority entitled to exercise the power of eminent domain, the interests of Owner, Tenant and any Recognized Interest Holder in the award or consideration for the transfer, and the allocation of the award and the other effect of the taking or transfer upon this Lease, will be as provided by this Article 10.
- 10.2 **Total Taking.** If the entire Land is taken, then (a) the right of Tenant and each Subtenant to possess the Land under this Lease will terminate on the date title to the Land vests in the condemning authority; and (b) this Lease will terminate after Tenant and each Recognized Interest Holder has received all amounts that it may be entitled to receive with respect to the taking.
- 10.3 **Partial Taking.**
- (a) In the event of taking or transfer of only a part of the Land, leaving the remainder of the Land in a location, form, shape or reduced size as to be not effectively and practicably usable in the good faith opinion of Tenant (and each Subtenant, if any) for the operation thereon of the Project, taking into consideration the effect, if any, of the taking on the availability of parking proximately located to the Project, and if Owner agrees with the determination of the Tenant (and each Subtenant, if any), which consent will not be unreasonably withheld, this Lease and all right, title and interest thereunder may be terminated by Tenant (and each Subtenant, if any) giving, within sixty (60) days of the occurrence of the event, thirty (30) days' notice to Owner of Tenant's (and each Subtenant's, if any) election to terminate.
  - (b) In the event of a taking of only a part of the Land leaving the remainder of the Land in a location, form, shape or reduced size as to be used effectively and practicably in the good faith opinion of Tenant (and each Subtenant, if any) for the purpose of operation of the Project therein, this Lease will terminate only as to the portion of the Land so taken or transferred as of the date title to the portion vests in the condemning authority, and will continue in full force and effect as to the portion of the Land not so taken or transferred. If title and possession of a portion of the Land is taken under the power of eminent domain, and the Lease continues as to the portion remaining, all compensation and damages ("**Compensation**") payable to Tenant (or the applicable Subtenant, if any) by reason of any improvements so taken will be available to be used, to the extent reasonably needed, by Tenant (or the applicable Subtenant, if any) in replacing any improvements so taken with improvements of the same type as the remaining portion of the Land.
- 10.4 **Allocation of Award.** Any Compensation awarded or payable because of the taking of all or any portion of the Land by eminent domain will be awarded in accordance with the values of the respective interests in the Land and all improvements thereon immediately prior to the taking. The



value of Owner's interest in the Land immediately prior to a taking will include the then value of its interest in the Land prior to the Expiration Date of this Lease, together with the value of its reversionary interest in the Land and Project after the Expiration Date. The value of Tenant's interest in the Land immediately prior to a taking will include the then value of its interest in the Land and Project for the remainder of the Term. The values will be those determined in the proceeding relating to the taking or, if no separate determination of the values is made in the proceeding, those determined by agreement between Owner, Tenant and any affected Recognized Interest Holders. If the agreement cannot be reached, the values will be determined by an appraiser or appraisers appointed in the manner by agreement of the parties to the dispute, or if no agreement is reached within a reasonable period of time, then an appraiser or appraisers appointed by an arbitrator appointed under Idaho Uniform Arbitration Act. In the event of separate awards, then each party may retain the separate awards made to each and any of them. To the extent any outstanding amount under any Leasehold Mortgagee exists, then the outstanding balance of the Leasehold Mortgage will be satisfied first from Tenant's award or share of the award, and if the share is insufficient, then Tenant will pay the balance from its own resources.

- 10.5 **Voluntary Conveyance.** Any voluntary conveyance by Owner under threat of a taking under the power of eminent domain in lieu of formal proceedings will be deemed a taking within the meaning of this Article 10.

#### **ARTICLE 11 ASSIGNMENT**

Tenant may not assign, sublease, convey or transfer this Lease or the Leasehold Estate, other than as expressly permitted in Article 5 and Article 6 of this Lease, without the prior written consent of Owner, which Owner will not unreasonably withhold. No assignment, sublease, conveyance or transfer of this Lease or the Leasehold Estate will release Tenant from this Lease, and Tenant will remain fully liable for all obligations binding upon Tenant under this Lease. In the event of an approved sale or transfer of Tenant's interest in this Lease, any approved assignee will be required to assume in writing the "Tenant" obligations under this Lease.

#### **ARTICLE 12 INSURANCE AND INDEMNIFICATION**

- 12.1 **Comprehensive Liability Insurance.** Tenant will, at its cost and expense, at all times during the Term, maintain in force, for the joint benefit of Owner and Tenant, a commercial general liability insurance policy or its equivalent issued by a carrier licensed to do business the State of Idaho with a Best's Insurance Guide Rating of A+, by the terms of which Owner and Tenant, are named as insureds or additional insureds, as the case may be, and are indemnified against liability for damage or injury to the Land or person (including death) of any person entering upon or using the Land or the Project. The insurance policy or policies will be maintained on the minimum basis of \$1,000,000.00 for damage to property and for bodily injury or death as to any person, and \$1,000,000.00 as to any one accident. Owner reserves the right to require reasonable increases in the limits of coverage from time to time during the Term; and the requested increase will be deemed reasonable if consistent with commercially reasonable practices for similar projects in the same geographic area. The insurance policy or policies will be stated to be primary and noncontributing with any insurance which may be carried by Owner. Evidence of said insurance will be delivered to Owner on the Commencement Date, and evidence of renewal will be delivered to Owner not less than fifteen (15) days prior to the renewal date of any insurance policies during the Term. In the event Tenant fails to timely pay any premium when due, Owner will be authorized, but not obligated, to do so, and may charge all costs and expenses thereof, including the premium and interest at the maximum rate allowed by law, to Tenant, to be paid by Tenant.

- 12.2 **Fire and Extended Coverage Property Insurance.** Tenant will, at its cost and expense and at all times during the Term, maintain in force, for the joint benefit of Owner, Tenant and all Recognized Interest Holders, a policy of insurance against loss or damage to the Project by fire and lightning, and the other perils as are covered under a "Cause of Loss-Special Form" policy or equivalent together with the broadest form of the "extended coverage" or "all risk" endorsements, or equivalent, available in Idaho including damage by wind storm, hurricane, explosion, smoke, sprinkler leakage, vandalism, malicious mischief and any other risks as are normally covered by the endorsements. Owner will be named as an additional insured on the policy of insurance, and any Recognized Interest Holder will be named as required by the Sublease or Leasehold Mortgage, and subject to terms of the Sublease or Leasehold Mortgage any insurance proceeds will be applied in the manner as set forth in this Lease. The insurance will be carried and maintained to the extent of full (actual) replacement cost of the Project; provided however, that during the period of construction, Tenant will provide or cause to be provided in lieu thereof builders' risk or similar type of insurance to the full replacement costs thereof. The insurance policy or policies will be stated to be primary and noncontributing with any insurance which may be carried by Owner. Evidence of said insurance will be delivered to Owner on the Commencement Date. Evidence of renewal will be delivered to Owner not less than fifteen (15) days prior to the renewal date of any insurance policies during the Term. In the event Tenant fails to timely pay any premium when due, Owner will be authorized, but not obligated, to do so, and may charge all costs and expenses thereof, including the premium and interest at Owner's Interest Rate, to Tenant, to be paid by Tenant as additional rent hereunder. Owner will have no obligation to obtain insurance for the benefit of Tenant.
- 12.3 **Evidence of Insurance.** Evidence of the required liability insurance will be delivered to Owner on the Commencement Date. Evidence of the required property insurance will be delivered to Owner prior to construction of the Project. Evidence of renewal will be delivered to Owner not less than fifteen (15) days prior to the renewal date of any insurance policies during the Term. In the event Tenant fails to timely pay any premium when due, Owner will be authorized, but not obligated, to do so, and may charge all costs and expenses thereof, including the premium and interest at Owner's Interest Rate, to Tenant, to be paid by Tenant as additional rent hereunder. Owner will have no obligation to obtain insurance for the benefit of Tenant.
- 12.4 **Waiver of Subrogation.** Owner and Tenant and all parties claiming under them mutually release and discharge each other from all claims and liabilities arising from or caused by any casualty or hazard covered or required hereunder to be covered in whole or in part by the casualty and liability insurance to be carried on the Project, the Land or in connection with any improvements on or activities conducted on the Land and the Project, and waive any right of subrogation which might otherwise exist in or accrue to any person on account thereof, and evidence the waiver by endorsement to the required insurance policies, provided that the release will not operate in any case where the effect is to invalidate or substantially increase the cost of the insurance coverage (provided that in the case of increased cost, the other party will have the right, within thirty (30) days following written notice, to pay the increased cost, thereby keeping the release and waiver in full force and effect).
- 12.5 **Indemnification.** Tenant (and each Subtenant, but only with respect to the Subleased Property) hereby agrees to indemnify, defend and save Owner harmless from and against any third-party claims, losses, damages and expense (including attorneys' fees and costs through litigation and all appeals) in connection with the loss of life, personal injury and damage to property caused by (a) any occurrence in, upon, at or about the Land or Project; (b) the occupancy, use, construction upon and maintenance of the Land and Project by Tenant (or the applicable Subtenant), and its guests and invitees, and any party acting by, through or under any of them; and (c) any wrongful or

negligent act or failure to act by Tenant (or the applicable Subtenant) or its employees, agents or contractors. Nothing contained herein will be construed to make Tenant or any Subtenant liable for any injury or loss caused by the negligence, gross negligence or willful misconduct of Owner or any agent or employee of Owner.

## **ARTICLE 13 DAMAGE AND DESTRUCTION**

- 13.1 **Tenant's Duty to Restore Property.** If any buildings or improvements now or hereafter on the Land are damaged and/or destroyed in whole or in part by fire, theft, the elements, or any other cause, this Lease will continue in full force and effect, and Tenant, at its sole cost and expense, will have the right to repair and restore the damaged or destroyed Project in any matter permitted by this Lease. The work of repair and restoration will be commenced by Tenant as soon as reasonably possible, with due consideration given to, among other things, clearing of damaged portions of the Land and site preparation, adjustment of insurance claims, redesign, rebidding and repermitting, obtaining a new loan or loans for construction or repair. Tenant will proceed diligently to commence repairs and restoration. Once construction has commenced, Tenant will proceed diligently thereafter to complete the construction or repair, subject to reasonable delays due to force majeure events or events beyond the reasonable control of Tenant. Tenant will not be responsible for delays caused by force majeure events or for reasons beyond the reasonable control of Tenant.
- 13.2 **Option to Terminate Lease for Destruction.** Notwithstanding Section 13.1 above, if the Project is damaged or destroyed by fire, theft or any other casualty, then Tenant will have the option of terminating this Lease by at least sixty (60) days' prior written notice of Tenant's intent to do so. If Tenant elects to terminate this Lease, then Tenant will also be required to remove, at Tenant's own expense, all debris and remains of the damaged improvements from the Land.

## **ARTICLE 14 DEFAULTS AND REMEDIES**

- 14.1 **Defaults.** Each of the following events will constitute an "Event of Default":
- 14.1.1 Tenant's abandonment of the Land, or the improvements now or hereafter constructed thereon, where the abandonment continues for a period of sixty (60) days after notice thereof by Owner to Tenant;
- 14.1.2 Any violation of the Affordability Requirements or use restrictions set forth in this Lease; provided, however, as to any violations of the use restrictions by any Subtenant, tenant or occupant of the Project, then Tenant's only obligation is to take reasonable action to stop the violation by the Subtenant, tenant or occupant promptly after receipt of written notice from Owner specifying the violation of the use restriction. The reasonable action may include legal or equitable actions to enforce the use restrictions against the Subtenant, tenant or occupant; provided, however, Tenant will not be obligated to pursue the termination of any Sublease or the eviction of the Qualified Tenant.
- 14.1.3 Tenant's failure to pay any monetary obligations of any nature whatsoever required to be paid by Tenant under this Lease when due and payable;
- 14.1.4 Tenant's failure to observe or perform any other material covenants, conditions or agreements under this Lease.
- 14.2 **Notice and Right to Cure.** As to any Event of Default occurring under this Lease, Tenant will have thirty (30) days after written notice is given by Owner specifying the nature of the default to

cure the default; provided, however, that if after exercise of due diligence and its best efforts to cure the non-monetary default Tenant is unable to do so within the thirty (30) day period, then the curing period will be extended for the reasonable time as may be reasonably approved by Owner for curing the default, so long as Tenant continues to diligently prosecute to completion the curing of the default.

- 14.3 **Remedies.** If any default by Tenant will continue uncured upon expiration of the applicable curing period, then subject to the rights of any Mortgagee or Subtenant under this Lease, Owner may, at Owner's election, terminate this Lease by notice to Tenant. All Tenant's rights in the Land, the Project and in all improvements will terminate upon termination of this Lease. Promptly after any termination, Tenant will surrender and vacate the Land and the Project, and Owner may re-enter and take possession of the Land and the Project, subject to (a) any Subleases where the Subtenant is not in default beyond any applicable cure period; (b) any leases authorized pursuant to Article 5, all of which will remain in full force and effect; and (c) any federal or state affordability programs to which the Project (or individual residential units therein) may be bound. Termination under this paragraph will not relieve Tenant from the payment of any sum then due to Owner, or from any claim for damages previously accrued, or then accruing, against Tenant. Owner will utilize commercially reasonable efforts to mitigate damages in case an Event of Default will occur.

## ARTICLE 15 SURRENDER AND REMOVAL

Upon any termination of the Term, Tenant will surrender possession of the Land and all improvements constructed and installed thereon. Tenant may remove, or cause to be removed, all personal property, trade fixtures and equipment of Tenant, other than permanent fixtures, from the Land within thirty (30) days after the date of any termination of this Lease; thereafter all personal property, trade fixtures and equipment not removed will belong to Owner without the payment of any consideration.

## ARTICLE 16 HAZARDOUS MATERIALS

- 16.1 **Definition. "Hazardous Materials"** means any material, substance or waste that is or has the characteristic of being hazardous, toxic, ignitable, reactive or corrosive, including, without limitation, petroleum, PCBs, asbestos, materials known to cause cancer or reproductive problems and those materials, substances and/or wastes, including infectious waste, medical waste, and potentially infectious biomedical waste, which are or later become regulated by any local governmental authority, the State of Idaho or the United States Government, including substances defined as "hazardous substances," "hazardous materials," "toxic substances" or "hazardous wastes" in the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended, 42 U.S.C. § 9601, et seq.; the Hazardous Materials Transportation Act, 49 U.S.C. § 1801, et seq.; the Resource Conservation and Recovery Act, 42 U.S.C. § 6901, et seq.; all corresponding and related State of Idaho and local statutes, ordinances and regulations, including without limitation any dealing with underground storage tanks; and in any other environmental law, regulation or ordinance now existing or hereinafter enacted (collectively, "**Hazardous Materials Laws**").
- 16.2 **Use of Property by Tenant.** Tenant (and each Subtenant, but only with respect to the Subleased Property) hereby agrees that it and its employees, representatives, agents, contractors, subcontractors, tenants, subtenants and any other occupants of the Land (for purpose of this Section 16.2, referred to collectively herein as "**Occupants**") will not use, generate, manufacture, process, store or dispose of, on, under or about the Land except in compliance with applicable Hazardous Materials Laws, e.g., Occupants of the Project will have the right to use and store

reasonable quantities of Hazardous Materials at the Project used by Tenant as cleaning and office supplies. store reasonable quantities of Hazardous Materials within the Project.

- 16.3 **Indemnification by Tenant.** Tenant (and each Subtenant, but only with respect to its Subleased Property) will indemnify, defend and hold Owner harmless from any claims, damages, losses or expenses (including reasonable attorneys' fees and costs through litigation and all appeals) resulting from death of or injury to any person, or damage to any property, or government mandated remediation plans, arising from by (a) Tenant's (or Subtenant's, as applicable) failure to comply with any Hazardous Materials Laws with respect to the Land, or (b) a breach of any covenant, warranty or representation of Tenant (or Subtenant, as applicable) under this Article 16. The foregoing indemnification by Tenant and each Subtenant will not extend to Hazardous Materials on, in or about the Land prior to the Commencement Date.

## ARTICLE 17 REPRESENTATIONS AND WARRANTIES

- 17.1 **By Owner.** Owner makes the following representations and warranties to Tenant: (a) Owner is duly organized and existing under the laws of its state of origin and has all requisite legal power and authority to execute, deliver and perform this Lease; (b) the execution, delivery and performance by Owner of this Lease have been duly authorized by all requisite entity action of Owner and there is no provision in its charter documents requiring further consent by any other person or entity; (c) this Lease constitutes the legal, valid and binding obligation of Owner, enforceable against Owner in accordance with its terms, except as enforceability may be limited by applicable bankruptcy, reorganization, moratorium or similar laws affecting or limiting creditors' rights generally or by equitable principles relating to enforceability; (d) Owner has fee title to the Land and there are no liens or encumbrances against the Land except as permitted under this Lease; and (e) Owner will not during the Term of the Lease cause or suffer any lien, claim or encumbrances to exist against the Land by or through Owner, except as permitted by this Lease; (f) as long as Tenant is not in material default of this Lease (beyond any applicable cure period), Tenant will quietly hold, occupy and enjoy the Land during the Term without hindrance of Owner or any person claiming by, through or under Owner; and (g) Owner will cooperate with Tenant as reasonably necessary for Tenant to enjoy the benefits of this Lease, including executing any applications, consents or other instruments that are required (by applicable law or otherwise) to be executed by the fee simple owner of the Land, including any entitlement, subdivision or development applications.
- 17.2 **By Tenant.** Tenant makes the following representations and warranties to Owner: (a) Tenant is duly organized and existing under the laws of its state of origin and has all requisite legal power and authority to execute, deliver and perform this Lease; (b) the execution, delivery and performance by Tenant of this Lease have been duly authorized by all requisite entity action of Tenant and there is no provision in its charter documents requiring further consent by any other person or entity; (c) this Lease constitutes the legal, valid and binding obligation of Tenant, enforceable against Tenant in accordance with its terms, except as enforceability may be limited by applicable bankruptcy, reorganization, moratorium or similar laws affecting or limiting creditors' rights generally or by equitable principles relating to enforceability; (d) Tenant has inspected the Land and accepts the Land in its as-is condition, except for Owner's representations, warranties and covenants under this Lease; and (e) Tenant will not during the Term of the Lease cause or suffer any lien, claim or encumbrances to exist against the Land by or through Tenant, except as permitted by this Lease.

## ARTICLE 18 NOTICES

Unless otherwise specifically required by this Lease or applicable law, any notices, approvals, consents or other communications required or permitted by this Lease or by applicable law to be served on, given to, or delivered to any party to this Lease must be in writing and will be deemed duly served, given, delivered and received only when actually received by the receiving party (or delivery is refused by the receiving party). Delivery may be by any reasonable method. Each party agrees to give notice to the other parties of its address and any change of its address for the purpose of this section by giving written notice of the change to the other party in the manner herein provided. If any party fails to provide a current address for notices, then the other parties may serve notices to the then current address for the other party (or its registered agent) in the records of the Idaho Secretary of State or the records of the Blaine County Assessor. For so long as the City of Ketchum remains the Owner, then City of Ketchum may update its notice address by public notice.

## ARTICLE 19 GENERAL PROVISIONS

- 19.1 **Survival of Indemnities.** All representations, warranties and indemnities of Owner, Tenant and each Subtenant under this Lease will survive the expiration or sooner termination of this Lease.
- 19.2 **Unavoidable Delay; Force Majeure.** If either party will be delayed or prevented from the performance of any act required by this Lease by reason of acts of God, strikes, lockouts, labor troubles, pandemics, epidemics, inability to procure materials, restrictive governmental laws, or regulations or other cause, without fault and beyond the reasonable control of the party obligated, performance of the act will be excused for the period of the delay; and the period for the performance of any act will be extended for a period equivalent to the period of the delay.
- 19.3 **Interpretation.** Time is of the essence of any obligation where time is a factor. The use herein of any gender includes all other genders, and the use of the singular number includes the plural and vice-versa, whenever the context so requires. Captions in this Lease are inserted for convenience of reference only and do not define, describe or limit the scope or the intent of this Lease or any of the terms hereof. The word “including” will be construed without limitation, as if the words “but not limited to” appear immediately after. The words shall, will and must have the same meaning, which is mandatory. This Lease will not be construed in favor of any party hereto, but to be construed fairly and broadly toward effectuating the purposes hereof. If any term, provision, covenant or condition of this Lease is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remainder of the provisions will remain in full force and effect and will in no way be affected, impaired or invalidated. For purposes of this Lease, the parties to this Lease includes Owner and Tenant, and if applicable, any Subtenant in possession of a Subleased Property, but only with respect to the Subleased Property.
- 19.4 **Entire Agreement.** This Lease contains the entire agreement between the parties regarding the subject matter hereof. Any other oral or written representations, agreements, understandings and/or statements will be of no force and effect.
- 19.5 **Waiver; Amendment.** No modification, waiver, amendment, discharge or change of this Lease will be valid unless the same is in writing and signed by the party against which the enforcement of the modification, waiver, amendment, discharge or change is or may be sought. Owner and Tenant agree that they will not amend this Lease with respect to any Subleased Property without the prior written consent of the Subtenant thereof.

- 19.6 **Attorney's Fees.** If either party retains an attorney to enforce or interpret this Lease, the prevailing party will be entitled to recover reasonable attorneys' fees and litigation costs incurred through litigation, bankruptcy proceedings and all appeals.
- 19.7 **Governing Law.** This Lease will be construed and enforced in accordance with the laws of the State of Idaho.
- 19.8 **Binding Effect.** This Lease will bind, and inure to the benefit of, the parties and their respective successors and permitted assigns.
- 19.9 **Estoppel Certificates.** Either party will execute, acknowledge and deliver to the other party, within twenty (20) days after the request by the other party, a statement in writing certifying, if it is the case, that this Lease is unmodified and in full force and effect (or if there have been modifications that the same is in full force and effect as modified); the date of commencement of this Lease; the dates for which the rent and other charges have been paid; any alleged defaults and claims against the other party; and providing any other information as may be reasonably requested.
- 19.10 **Waiver of Trial by Jury.** EXCEPT AS OTHERWISE PROVIDED BY LAW, OWNER AND TENANT MUTUALLY, EXPRESSLY, IRREVOCABLY AND UNCONDITIONALLY WAIVE TRIAL BY JURY FOR ANY PROCEEDINGS ARISING OUT OF OR IN CONNECTION WITH THIS LEASE, OR ANY CONDUCT OR COURSE OF DEALING OF THE PARTIES, STATEMENTS (WHETHER ORAL OR WRITTEN) OR ACTIONS OF ANY PERSONS. THIS WAIVER IS A MATERIAL INDUCEMENT TO OWNER TO ACCEPT DELIVERY OF THIS LEASE.

[ end of text; counterpart signature pages follows ]

COUNTERPART SIGNATURE PAGE

DATED effective as of the Effective Date.

**Owner:** CITY OF KETCHUM, an Idaho municipal corporation

By: \_\_\_\_\_  
Neil Bradshaw, Mayor

Attest:

\_\_\_\_\_  
Tara Fenwick, Ketchum City Clerk

STATE OF IDAHO    )  
                              ) ss.  
County of Blaine    )

This record was signed before me on \_\_\_\_\_ by Neil Bradshaw as Mayor,  
and by Tara Fenwick as City Clerk of the City of Ketchum.

\_\_\_\_\_  
Notary Signature





**EXHIBIT A**  
**LEGAL DESCRIPTION OF THE LAND**

DRAFT

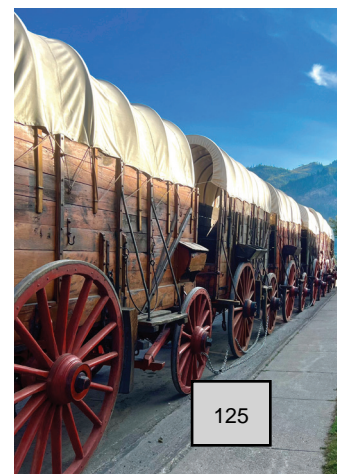
**EXHIBIT B**  
**CONCEPT PLANS FOR PROJECT**

DRAFT





# FY 2026 BUDGET





# FROM THE MAYOR

## FY 2026 BUDGET PROVIDES A BOOST TO INFRASTRUCTURE INVESTMENT

### REVENUE DECLINE FROM FORMATION OF KETCHUM FIRE DISTRICT

With voter approval last fall, the Ketchum Fire District (KFD) was created, which will become its own taxing entity. The KFD will be funded by the City through the end of the calendar year, after which it will directly collect revenue from a property tax levy. The City and the Fire District will coordinate to establish the funding needed prior to receiving district tax revenue in January. A working agreement has been discussed in the public setting, and both entities are committed to a smooth transition.

Our reduction of property taxes (\$750,000), the loss of the county ambulance contract (\$1.7M, which will now be paid directly to KFD), and the reduction in the transfer from LOT (\$800,000, which will now be paid directly to the Capital Improvement Fund) make up the decline in revenue. The reductions were partially offset by increases as a result of adjusting projections based on historical trends.

### CORE MUNICIPAL SERVICES FULLY FUNDED

The core municipal functions of streets, wastewater, parks and recreation, and police are all fully funded at existing staffing levels. Administration, planning and building, and the housing department are also funded at current personnel levels.

### COMPREHENSIVE PLAN AND ZONING CODE REWRITE

We are making progress with updating our Comprehensive Plan and Code rewrite. We have committed \$165,000 to support the significant tasks of completing the rewrite of our zoning code. This is a significant project and will better align our code with our community's vision for the future of our town.

### DISCRETIONARY FUNDS DIRECTED TOWARDS HOUSING AND INFRASTRUCTURE

In addition to funding core municipal services, this year's budget takes significant steps to address two priorities: workforce housing and city infrastructure.

#### 1. Housing for year-round residents

Housing will receive dedicated LOT funds totaling \$1.4M. We will look to supplement these funds with in-lieu housing funds and potentially some unutilized General Funds from 2025.

#### 2. Investing in our city's infrastructure

The 5-year Capital Improvement Plan (CIP) continues to prioritize the growing demand on city infrastructure, although financial constraints continue to persist. This year's budget allocates \$4.3M towards infrastructure projects. In addition to capital investment within the tax funds, the enterprise funds (water and wastewater) plan to invest over \$5.9M towards capital infrastructure. The continued partnership with Ketchum Urban Renewal Agency (KURA) will support projects ranging from sidewalk improvements to Community Housing.



### OUR PEOPLE ARE VALUED

Employees are the city's most important asset. They make it happen and get it done. The FY 2025 budget proposal covers the cost of healthcare expenses and a 3% increase in staff compensation.

### SPENDING ALIGNS WITH OUR VISION

The budget is aligned with our vision for Ketchum. Namely, ***"a city that is vibrant, connected, sustainable, and safe."***

**Neil Bradshaw**  
Mayor

**Spencer Cordovano**  
City Council President

**Amanda Breen**  
City Council

**Courtney Hamilton**  
City Council

**Tripp Hutchinson**  
City Council

**Jade Riley**  
City Administrator

**Brent Davis**  
Director of Finance and City Treasurer

**Aly Swindley**  
Assistant to the City Administrator

# FY 2026 BUDGET WORKSHOP

Text covering discussions during the 2026 Budget Workshop will be included here after the June 24 meeting date.











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# EXECUTIVE SUMMARY

The Fiscal Year 2026 proposed budget assumes \$42,774,212 in total planned expenses. The city adheres to guidelines set by the Government Finance Officers Association regarding best practices when developing the budget. The budget focuses on aligning base resources with base expenditures, ensuring long-term financial stability. When one-time revenue is known, it is aligned with one-time expenses, avoiding potential shortfalls in the future.

The base revenue forecast for the General Fund fell by 14.6% when compared to the FY 2025 Adopted budget. The reduction is the result of the approval of the Ketchum Fire District. The EMS contract payment will move with the Fire District. The LOT transfer to the General Fund is also smaller as a result. The budget assumes a three percent increase in property tax revenues as allowed by state law to fund offsetting increases in expenses due to modest employee wage growth, standard contract cost increases, and inflationary market pressures. The maximum allowed property tax amount will be reduced by \$750,000 as promised as part of the Ketchum Fire District creation. State shared revenues are up in an effort to make adjustments based on actual receipts.





The proposed FY 2025 budget makes allowances for a modest compensation increase for all employees. The General Fund is balanced as required by state law without the planned use of fund balance. However, the General Fund five-year forecast outlines future deficits based on historical cost increases and revenue performance. Management will work closely with the City Council to develop a work plan to address forecasted future deficits.

The city has two enterprise funds (Water and Wastewater) which are self-supporting via user fees. The issuance of the revenue bond for the Wastewater Fund in November 2022 was significant to addressing needed infrastructure upgrades and replacements. In spring of 2023, the city issued the first \$7 million in bonds to fund the next three to five years of capital improvement projects, which is the reason for the planned use of fund balance in FY 2026. The Water Fund remains in a sound financial position and is executing the 10-year capital improvement plan to ensure infrastructure is maintained. The recent transition toward a broader tiered rate structure has been successful in curbing water use to further preservation goals. Each fund has a shared goal to minimize the impact to rate payers through the continued implementation of operational efficiencies and cost controls. The following pages provide an overview of all funds by revenue and expense category; department details are addressed in the departmental summaries section of the budget book.





# FY 2026 BUDGET PROCESS

The city's fiscal year runs from October 1 through September 30. The annual budgeting process begins in March and culminates with the FY 2026 budget/fee hearings scheduled on July 21. The Mayor and four City Council members work part-time, holding budget and policy-setting authority for the city.

While the budget workshop and budget hearings are held on specific dates, budget discussions occur as part of normal operating procedure throughout the year. These discussions are a result of strategic priorities and the financial decisions/tradeoffs that accompany the execution of those priorities. The budget is monitored throughout the year via financial progress reporting. Monitoring is a critical part of the budget development process as the present is a strong indicator of future resource needs.

## MARCH-APRIL

Development of revenue and expenditure estimates which are based on historical performance, anticipated changes in the economy, and operational factors.

## MAY-JUNE

Refinement of the recommended revenue and expenditure estimates. The basis for refinement comes in various forms, including both internal and external forces. Internally, projections are refined and strategic discussions inform resource and expenditure edits. Externally, the city utilizes projections and market conditions to refine estimates, including but not limited to information provided by the Association of Idaho Cities (AIC).

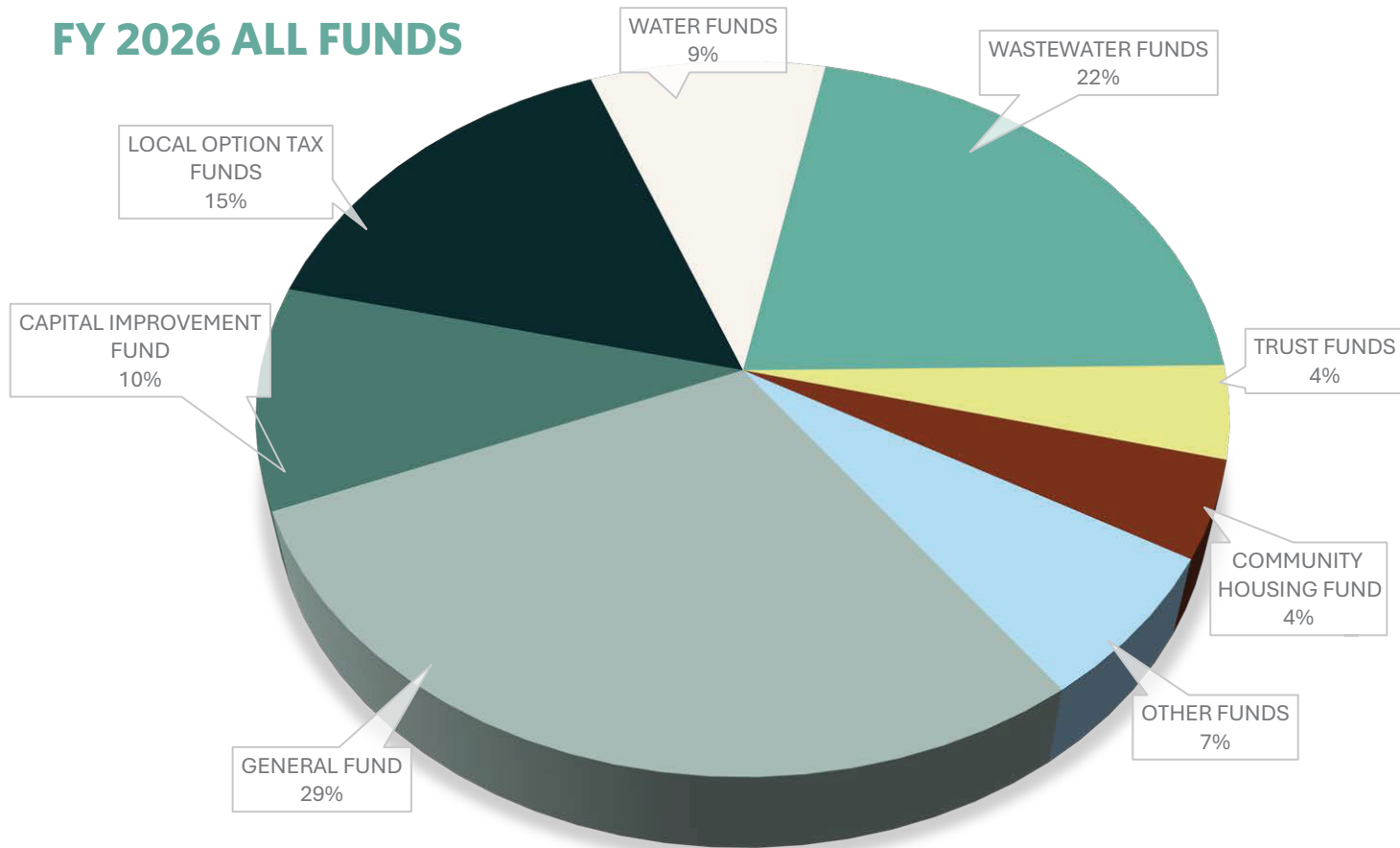
## JUNE

The draft budget document is completed and presented as part of the Budget Workshop at a special City Council meeting.

## JULY-SEPTEMBER

The City Council conducts both a budget hearing and a fee hearing. The fee hearing, per state statute, requires the city to specially note new fees, and existing fees increasing by more than 5%. These hearings are open to the public and are advertised according to state statute. The public is encouraged to participate in the hearings. Following the required hearings, the city will certify the budget with Blaine County per state statute. After which, the city will publish the final adopted budget on the city website prior to the start of the new fiscal year.

# FY 2026 ALL FUNDS



FY 2026 ALL FUNDS SUMMARY		TOTAL REVENUE*	PERSONNEL	MATERIALS & SERVICES	CAPITAL/ EQUIPMENT	TRANSFERS	PROPOSED TOTAL EXPENDITURES	CHANGE IN FUND BALANCE
TAX FUNDS	<b>TAX FUNDS</b>							
	GENERAL FUND	12,343,100	6,085,120	6,033,300	23,000	355,374	12,343,100	-
	CAPITAL IMPROVEMENT FUND	3,998,600			4,298,600		4,298,600	(300,000)
	<b>TOTAL TAX FUNDS</b>	<b>16,341,700</b>	<b>6,085,120</b>	<b>6,033,300</b>	<b>4,321,600</b>	<b>355,374</b>	<b>16,641,700</b>	<b>(300,000)</b>
LOCAL OPTION TAX FUNDS	<b>LOCAL OPTION TAX FUNDS</b>							
	ORIGINAL LOT	3,670,000		1,396,400		2,273,600	3,670,000	-
	ADDITIONAL 1% LOT	2,900,000		2,842,000		58,000	2,900,000	-
	<b>TOTAL LOCAL OPTION TAX FUNDS</b>	<b>6,570,000</b>		<b>4,238,400</b>		<b>2,331,600</b>	<b>6,570,000</b>	<b>-</b>
ENTERPRISE FUNDS	<b>ENTERPRISE FUNDS</b>							
	WATER (OPERATING & CAPITAL)	4,240,500	552,708	1,847,784	700,000	700,000	3,800,492	440,008
	WASTEWATER (OPERATING & CAPITAL)	7,404,336	911,950	2,598,895	5,242,086	500,000	9,252,931	(1,848,595)
	<b>TOTAL ENTERPRISE FUNDS</b>	<b>11,644,836</b>	<b>1,464,658</b>	<b>4,446,679</b>	<b>5,942,086</b>	<b>1,200,000</b>	<b>13,053,423</b>	<b>(1,408,587)</b>
TRUST FUNDS	<b>TRUST FUNDS</b>							
	POLICE TRUST	-		7,500			7,500	(7,500)
	PARKS TRUST	40,000			1,137,653		1,137,653	(1,097,653)
	DEVELOPMENTAL TRUST	650,000		650,000			650,000	-
	<b>TOTAL TRUST FUNDS</b>	<b>690,000</b>		<b>657,500</b>	<b>1,137,653</b>		<b>1,795,153</b>	<b>(1,105,153)</b>
OTHER FUNDS	<b>OTHER FUNDS</b>							
	COMMUNITY HOUSING	1,876,017	666,511	428,589		780,917	1,876,017	-
	WAGON DAYS	220,900		220,900			220,900	-
	GENERAL OBLIGATION FIRE BOND	617,019		617,019			617,019	-
	IN-LIEU HOUSING	800,000			2,000,000		2,000,000	(1,200,000)
	<b>TOTAL OTHER FUNDS</b>	<b>3,513,936</b>	<b>666,511</b>	<b>1,266,508</b>	<b>2,000,000</b>	<b>780,917</b>	<b>4,713,936</b>	<b>(1,200,000)</b>
<b>TOTAL ALL FUNDS</b>		<b>38,760,472</b>	<b>8,010,776</b>	<b>16,694,207</b>	<b>13,401,339</b>	<b>4,667,891</b>	<b>42,774,212</b>	<b>(4,013,740)</b>

# STAFFING OVERVIEW BY FUND

	Position	FY 24/25 Budget	FY 25/26 Budget
Legislative & Executive	Mayor	1	1
	City Council Members	4	4
		<b>5</b>	<b>5</b>
Administration	City Administrator	1	1
	Assistant to the City Administrator	1	1
	Senior Project Manager	.5	1
		<b>2.5</b>	<b>3</b>
Clerk	City Clerk & Business Manager	1	1
	Administrative Clerk	1	1
	Administrative Assistant	1	1
		<b>3</b>	<b>3</b>
Community Engagement	Director of Community Engagement	1	1
	Events and Community Engagement Specialist	1	1
		<b>2</b>	<b>2</b>
Finance	Director of Finance/City Treasurer	1	1
	Business License & Tax Specialist	1	1
	Finance Specialist	1	1
		<b>3</b>	<b>3</b>
Police	Community Service Officer	<b>2.5</b>	<b>2.5</b>
Recreation	Director of Recreation	1	1
	Recreation Supervisor	1	1
	Community Recreation Supervisor	1	1
	Youth Recreation Supervisor	1	1
	Seasonal and PT Employees	4 to 20	4 to 20
		<b>4</b>	<b>4</b>
Planning & Building	Director of Planning and Building	1	1
	Senior Planner	1	2
	Associate Planner	2	2
	Planning Technician/Administrative Manager	1	1
	Zoning Technician	1	0
		<b>6</b>	<b>6</b>
Housing	Executive Director	1	1
	Operations Manager	1	1
	Program Administrator & Case Manager (BCHA)	1	1
	Administrative Assistant	2	2
		<b>5</b>	<b>5</b>

	Position	FY 24/25 Budget	FY 25/26 Budget
Streets	Director of Streets & Facility Maintenance	1	1
	Street Supervisor	1	1
	Senior Street Mechanic	1	1
	Street Crew Lead	1	1
	Equipment Operator III	3	3
	Equipment Operator II	1	1
	Equipment Operator I	1	1
	EPI Shared position with Facility Maintenance	.5	1
	Equipment Operator (winter only)	3	3
	Administrative Assistant	1	1
	Winter seasonal	1	1
		<b>14.5</b>	<b>15</b>
Facility Maintenance	Maintenance Supervisor/City Arborist	1	1
	Buildings and Facilities Supervisor	1	1
	Grounds Supervisor	1	1
	Maintenance Worker	1	1
	Maintenance Assistant I (shared)	1.5	1.5
	Maintenance Assistant (seasonal)	1	1
	Maintenance Janitors	2	2
		<b>8.5</b>	<b>8.5</b>
Water/Wastewater	Senior Project Manager	.5	0
	Water Division Supervisor	1	1
	Water Utilities Supervisor	1	1
	Water Utilities Office Coordinator (shared)	.5	0.5
	Water Utility Maintenance Worker	4	4
	Wastewater Division Supervisor	1	1
	Wastewater Collection Supervisor	1	1
	Wastewater Plant Lab Technician	1	1
	Wastewater TP Lead Operator	1	1
	Senior Wastewater Utilities Operator	1	1
	Wastewater Utilities Maintenance Operator	2	2
	Wastewater Utilities Office Coordinator (shared)	0.5	0.5
		<b>14.5</b>	<b>14</b>

## STAFFING SUMMARY

Position	FY 24/25 Budget	FY 25/26 Budget
Legislative & Executive	5	5
Administration	2.5	3
Clerk	3	3
Community Engagement	2	2
Finance	3	3
Fire and Rescue	17	0
Police	2.5	2.5
Recreation	4	4
Planning & Building	6	6
Housing	5	5
Streets	14.5	15
Facility Maintenance	8.5	8.5
Water/Wastewater	14.5	14
	<b>87.5</b>	<b>71</b>



# GENERAL FUND

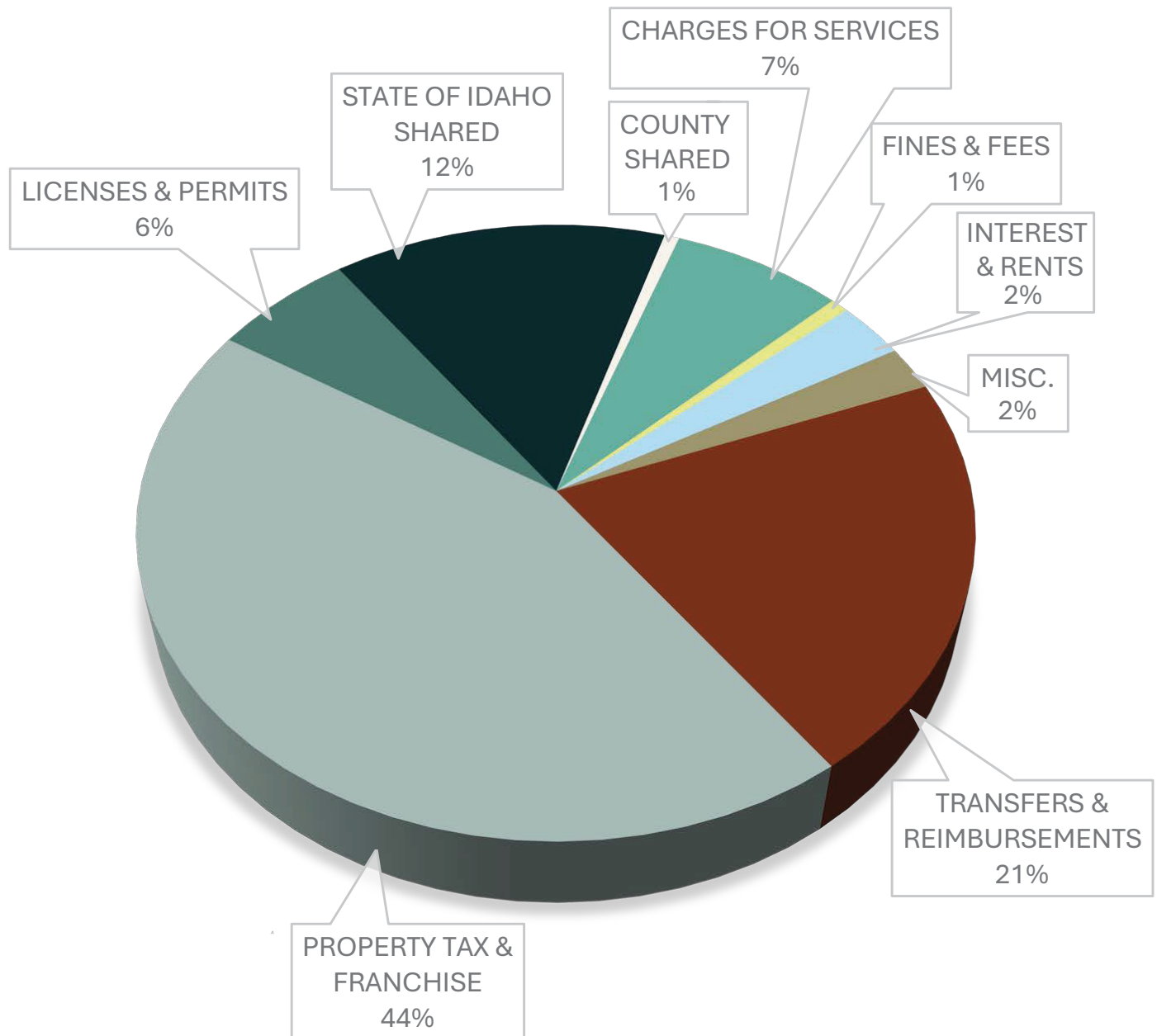
The General Fund is the City's primary source of funding for daily operations, ranging from public safety services to street maintenance to children's recreation programs. The primary revenue sources for the fund include property taxes, state revenue sharing, transfers from the Local Option Tax Fund, planning and building permits, and franchise fees.





## FY 2026 GENERAL FUND REVENUE

Base revenues are forecasted to decrease by \$2.3M compared to the adopted FY 2025 budget. The decrease is primarily the result of the newly approved Ketchum Fire District. The Fire District creation results in a loss of the EMS contract with the County (\$1.7M) and a reduced transfer into the General Fund from the Original LOT fund (\$2.0M to \$1.2M). The reductions above were partially offset by increased base budgets for development-related fees, interest revenue, and reimbursements from other funds. Planned expenses are proposed to decrease by \$2.3M. This reduction includes all previously held Fire Department expenses moving to the approved Ketchum Fire District. This large reduction is partially offset with contract increases based on development levels, and standard annual increases of other contracts citywide, including the policing contract. The proposed budget allocates a 3% increase in employee wages, ongoing funding for increases in health care, and other general operating increases. The FY 2026 proposed budget is balanced without the planned use of fund balance. This was made possible via strategic discussions and fiscal constraints. It is important to note that the recommended budget adheres to the 17% restricted General Fund balance target set by the City Council.



GENERAL FUND REVENUE DETAIL		2023 Actual	2024 Actual	2025 Revised Budget	FY 2026 Proposed Budget
PROPERTY TAX & FRANCHISE	01-3100-1000- GENERAL PROPERTY TAXES	4,894,483	5,110,417	5,228,549	4,713,368
	01-3100-1010- PROPERTY TAX CONTINGENCY	-	-	30,000	50,000
	01-3100-1010- PROPERTY TAX CONTINGENCY	-	-	30,000	50,000
	01-3100-1050- PROPERTY TAX REPLACEMENT	13,650	13,618	11,714	13,650
	01-3100-6110- GAS FRANCHISE	168,994	123,262	100,000	130,000
	01-3100-6120- T.V. CABLE FRANCHISE	140,523	134,523	150,000	137,500
	01-3100-6130- WATER UTILITY ROW FEE (5%)	121,832	129,678	136,161	150,000
	01-3100-6140- WASTEWATER UTILITY ROW FEE(5%)	121,624	136,664	143,477	148,000
	01-3100-6150- SOLID WASTE FRANCHISE	95,330	98,603	95,000	100,000
	01-3100-9000- PENALTY & INTEREST ON TAXES	18,150	18,816	15,000	18,500
	<b>TOTAL PROPERTY TAX &amp; FRANCHISE</b>	<b>5,574,585</b>	<b>5,765,581</b>	<b>5,909,901</b>	<b>5,461,018</b>
LICENSES & PERMITS	01-3200-1110- BEER LICENSES	12,668	11,404	12,700	12,000
	01-3200-1120- LIQUOR LICENSES	8,031	8,509	8,400	8,400
	01-3200-1130- WINE LICENSES	13,479	11,996	13,500	13,000
	01-3200-1140- CATERING PERMITS	1,500	1,950	1,500	1,500
	01-3200-1150- OFF-SITE BUS./SPECIAL EVENTS P	29,822	16,844	20,000	20,000
	01-3200-1400- BUSINESS LICENSES	33,218	30,335	3,300	33,000
	01-3200-1410- SHORT TERM RENTAL LICENSES	113,019	93,228	204,624	200,000
	01-3200-1520- TAXI-LIMO PERMITS	2,555	1,830	2,500	2,500
	01-3200-2100- BUILDING PERMITS	642,690	607,148	305,000	450,000
	01-3200-2140- RIGHT-OF-WAY PERMITS	10,060	16,180	4,000	13,000
	01-3200-2160- STREET EXCAVATION PERMIT FEE	1,424	1,450	1,500	1,500
	<b>TOTAL LICENSES &amp; PERMITS</b>	<b>868,465</b>	<b>800,874</b>	<b>577,024</b>	<b>754,900</b>
GRANTS	01-3300-4100- STATE GRANTS	14,412	4,039	-	-
	01-3300-4200- OTHER GRANTS	300	-	-	-
	<b>TOTAL GRANTS</b>	<b>14,712</b>	<b>4,039</b>	<b>-</b>	<b>-</b>
STATE OF IDAHO SHARED	01-3310-5100- STATE LIQUOR APPORTIONMENT	396,263	362,218	395,000	395,000
	01-3310-5200- HIGHWAY USER'S REVENUE - STREET	246,068	339,141	195,071	250,000
	01-3310-5600- STATE SHARED REVENUE	1,106,880	1,114,447	1,086,365	1,150,000
	<b>TOTAL STATE OF IDAHO SHARED</b>	<b>1,749,211</b>	<b>1,815,806</b>	<b>1,676,436</b>	<b>1,795,000</b>
COUNTY SHARED	01-3320-8400- COUNTY COURT FINES	66,383	92,663	50,000	80,000
	01-3320-8600- COUNTY AMBULANCE CONTRACT	1,513,357	1,513,357	1,685,076	-
	01-3320-8610- COUNTY AMBULANCE STORAGE	36,000	-	-	-
	<b>TOTAL COUNTY SHARED</b>	<b>1,615,740</b>	<b>1,606,020</b>	<b>1,735,076</b>	<b>80,000</b>
CHARGES FOR SERVICES	01-3400-1100- PLANNING FEES	190,435	193,812	90,000	150,000
	01-3400-1102- ANNEXATION FEES	-	5,688	-	-
	01-3400-1110- BUILDING PLAN CHECK FEES	431,712	332,515	175,500	292,500
	01-3400-1120- PLANNING PLAN CHECK FEES	283,836	221,137	122,850	204,750
	01-3400-1130- FIRE PLAN CHECK FEES	285,891	230,436	122,850	102,375
	01-3400-1500- REPRODUCTION/FINGERPRINT FEES	757	1,634	500	500
	01-3400-2250- SPECIAL FIRE FEES	17,037	169,987	50,000	-
	01-3400-3600- BANNER FEES	6,417	4,575	-	5,000
	01-3400-6100- BC SCH DIST. PARK MAINT. CONTR.	18,200	-	18,200	18,928
	01-3400-6300- PARK YOUTH PROGRAM FEES	119,839	114,341	120,000	120,000
	01-3400-6320- PARK USER FEES	14,245	20,358	20,000	20,000
	01-3400-6700- PARK CONCESSION SALES	9,658	11,349	9,000	11,000
	01-3400-6800- TREE SERVICES	150	100	-	-
	<b>TOTAL CHARGES FOR SERVICES</b>	<b>1,378,177</b>	<b>1,305,932</b>	<b>728,900</b>	<b>925,053</b>

GENERAL FUND REVENUE DETAIL (continued)		2023 Actual	2024 Actual	2025 Revised Budget	FY 2026 Proposed Budget
FINES & FEES	01-3500-1100- PARKING FINES	89,691	86,009	100,000	90,000
	01-3500-1200- ELECTRIC VEHICLE CHARGING	-	23	25	
	01-3500-1300- PAID PARKING	3,952	2,416	2,500	3,000
	01-3500-1400- PLANNING & BUILDING FINES	3,500	5,700	-	4,000
	<b>TOTAL FINES &amp; FEES</b>	<b>97,143</b>	<b>94,148</b>	<b>102,525</b>	<b>97,000</b>
INTEREST & RENTS	01-3700-1000- INTEREST EARNINGS	351,557	507,892	150,000	250,000
	01-3700-2000- RENT	3,500	2,250	6,000	6,000
	01-3700-2010- RENT-PARK RESERVATIONS	11,120	8,475	12,000	9,000
	01-3700-2020- RENT-491 SUN VALLEY ROAD	67,687	67,797	66,468	108,000
	01-3700-2040- RENT-LIFT TOWER LODGE	11,500	-	-	-
	<b>TOTAL INTEREST &amp; RENTS</b>	<b>445,364</b>	<b>586,415</b>	<b>234,468</b>	<b>373,000</b>
MISCELLANEOUS	01-3700-3600- REFUNDS & REIMBURSEMENTS	550,754	89,342	253,400	50,000
	01-3700-3610- REIMBURSEMENTS-RESORT CITIES	14,000	28,145	22,000	22,000
	01-3700-3650- REIMBURSEMENT-BLAINE CITY TOUR	8,400	7,466	8,000	8,000
	01-3700-4000- SALE OF FIXED ASSETS	-	13,515	-	
	01-3700-7000- MISCELLANEOUS	-	2,675	-	209,300
	01-3700-7030- BUILDING PERMIT REIMBURSEMENT	43	-	-	
	<b>TOTAL MISCELLANEOUS</b>	<b>573,197</b>	<b>141,143</b>	<b>283,400</b>	<b>289,300</b>
TRANSFERS & REIMBURSEMENTS	01-3700-8722- TRANSFER FROM LOT FUND	1,900,000	2,000,000	2,000,000	1,200,000
	01-3700-8763- REIMBURSEMENT FROM WATER FUND	218,048	286,444	368,138	403,634
	01-3700-8765- REIMBURSEMENT FROM WASTEWATER	298,280	337,728	746,241	864,195
	01-3710-8766- HOUSING FUND REIMB.-DEED RESTRICT	-	200,000	-	-
	01-3700-8798- URA FND REIM.-SALARIES/BENEFITS	92,040	112,941	125,000	95,000
	01-3700-8799- IDL FIRE REIMBURSEMENT	-	-	200,000	-
	01-3710-8722- LOT FUND REIMB-ADMIN. EXPENSES	3,000	5,000	5,000	5,000
	01-3710-8763- WATER FUND REIMB-ADMIN. EXPENSE	96,486	110,169	148,779	-
	01-3710-8765- WW FUND REIMB-ADMIN. EXPENSES	131,989	129,893	140,252	-
	01-3710-8798- URA FUND REIMB-ADMIN. EXPENSES	240	-	25,000	-
	01-3800-9000- FUND BALANCE	-	-	4,078,623	-
	<b>TOTAL TRANSFERS &amp; REIMBURSEMENTS</b>	<b>2,740,083</b>	<b>3,182,175</b>	<b>7,837,033</b>	<b>2,567,829</b>
<b>TOTAL REVENUE</b>		<b>15,056,677</b>	<b>15,302,134</b>	<b>19,084,763</b>	<b>12,343,100</b>

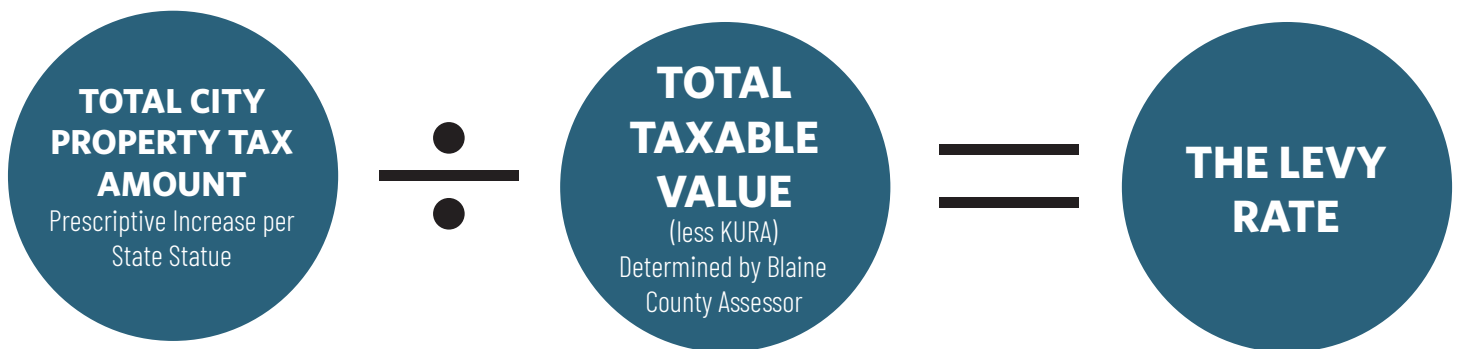
## PROPERTY TAX FAQ

Property tax represents 44% of the total revenue within the General Fund. The General Fund Property Tax budget growth is very prescriptive based on Idaho State Statute 63-802. The city can only increase the base property tax amount by 3%. The city is also allowed to increase the property tax amount based on 90% of the value of new construction and annexation, multiplied by the calculated preliminary levy rate (growth formula). A visual representation of the property tax calculation is below. It is important to point out that the city does not set a levy rate. There are two components that result in a calculated levy rate:

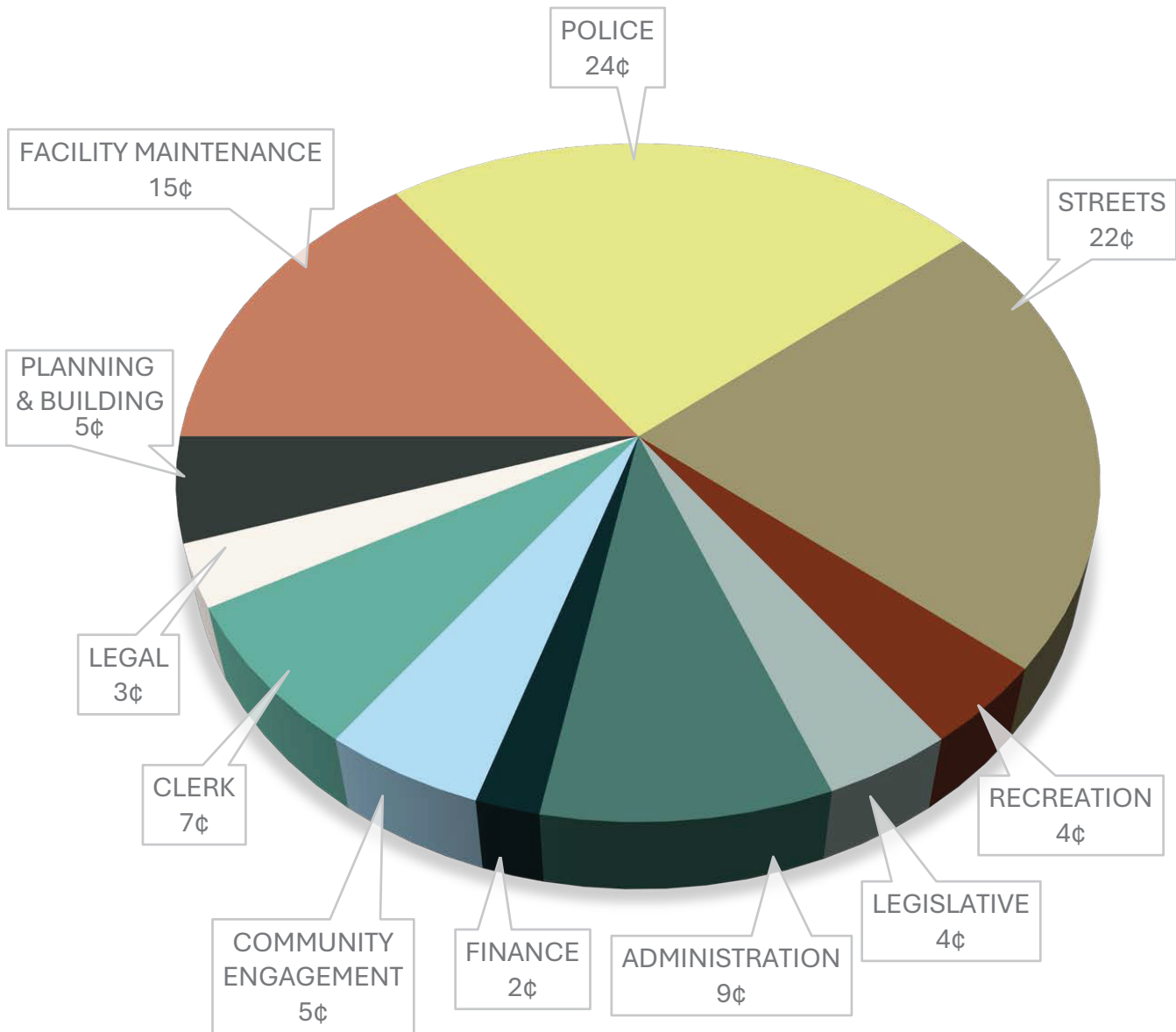
1. the total city property tax budget as stated above and prescribed by state statute; and
2. the total taxable value as determined by the Blaine County Assessor.

As mentioned above, it is important to note that the city's property tax budget is only allowed to grow by 3% annually, plus a small amount related to the growth formula. The city sees this amount in an aggregate number, while the individual taxpayer may see swings in their tax bill based on the assessed value as determined by the Blaine County Assessor. For example, if the average increase in value for a single-family home increased 5%, based on a normal distribution, there will be homes that went up far more and homes that didn't grow in value at all or less than 5%. This results in specific tax increases or decreases for the individual taxpayer.

### PRELIMINARY LEVY RATE (GROWTH FORMULA)

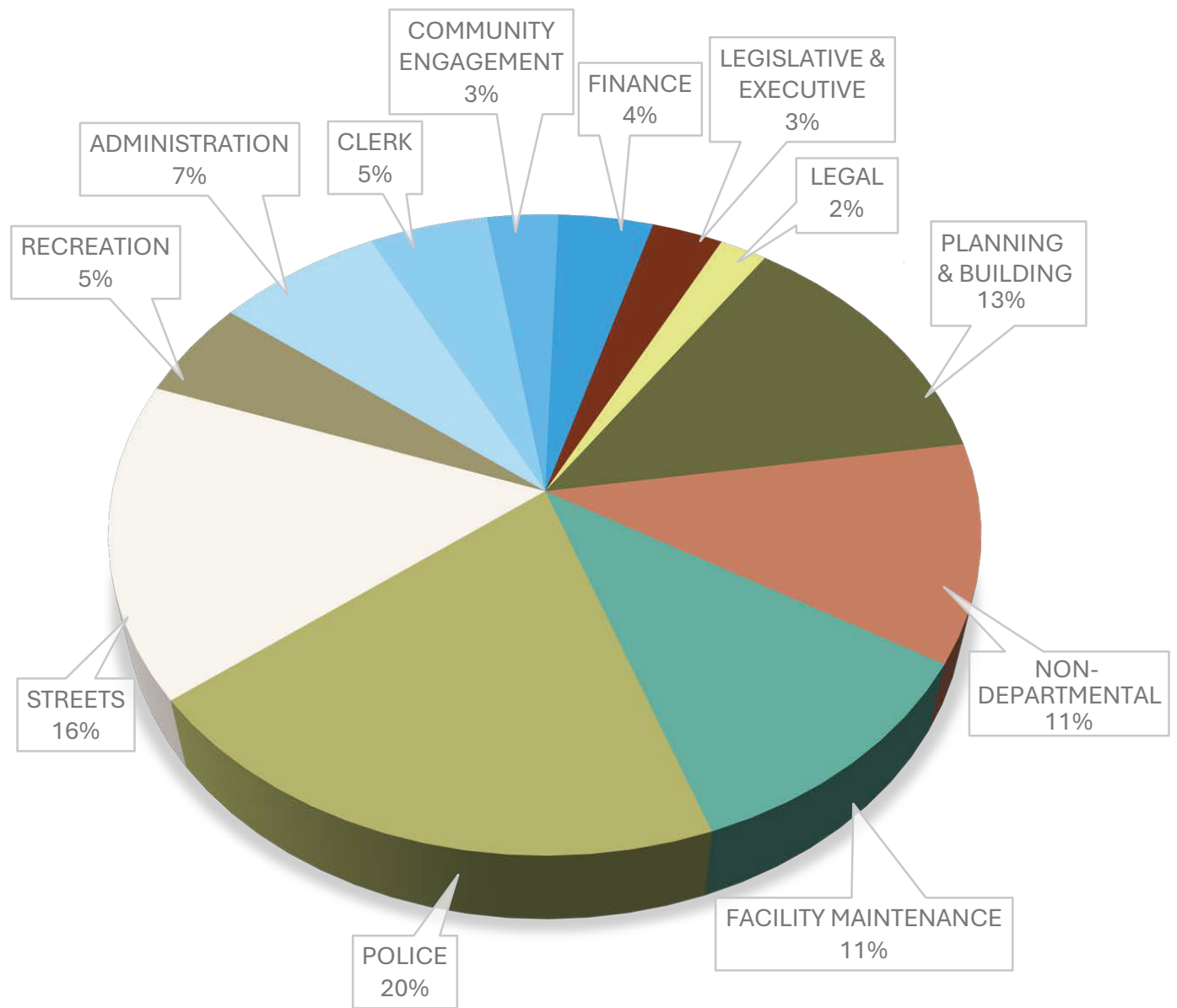


## FOR EVERY TAX DOLLAR





## GENERAL FUND EXPENDITURES



GENERAL FUND EXPENDITURES DETAIL		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
PERSONNEL SERVICES	SALARIES	3,870,042	4,072,539	4,610,275	3,389,202
	PLANNING & ZONING COMMISSION	23,600	19,200	25,200	25,200
	PART-TIME/SEASONAL	108,327	88,549	249,572	156,500
	PAID ON-CALL WAGES	72,432	193,562	135,000	-
	WOOC (WORKING OUT OF CLASS)	10,242	20,603	8,000	-
	SHIFT COVERAGE ON CALL	21,293	19,167	22,500	21,500
	OVERTIME	189,928	322,648	168,500	53,000
	FICA TAXES-CITY	336,135	375,295	429,801	276,191
	STATE RETIREMENT-CITY	343,857	336,748	392,855	414,596
	FIREMAN'S RETIREMENT-CITY	169,315	208,130	234,125	-
	DEF. COMP-ON-CALL/PT	-	-	12,000	-
	WORKER'S COMPENSATION-CITY	100,560	91,571	91,600	43,630
	HEALTH INSURANCE-CITY	1,698,227	1,495,427	1,500,938	1,054,178
	HEALTH REIMBURSEMENT ACCT(HRA)	35,953	88,489	96,500	65,000
	DENTAL INSURANCE-CITY	37,690	37,644	43,207	30,174
	VISION INSURANCE	15,809	8,851	-	14,064
	VEBA CONTRIBUTION	52,800	57,600	57,600	-
	MERP-MEDICAL EXP REIMBURSEMENT	6,150	6,713	7,200	-
	ST & LONG TERM DISABILITY	16,735	25,387	26,092	19,972
	VACATION/SICK ACCRUAL/COMP PAYOUT	24,434	56,547	31,793	-
	OTHER EMPLOYEE BENEFITS	12,000	17,539	26,400	26,400
	STATE UNEMPLOYMENT INSURANCE	646	1,390	18,000	6,000
	PERFORMANCE AWARDS	763	1,870	4,200	-
	<b>TOTAL PERSONNEL</b>	<b>7,146,938</b>	<b>7,545,467</b>	<b>8,191,359</b>	<b>5,595,607</b>
MATERIAL SERVICES	OFFICE SUPPLIES & POSTAGE	32,718	29,410	40,467	38,550
	OPERATING SUPPLIES	69,637	42,829	79,365	35,000
	OPERATING SUPPLIES EMS	54,539	54,289	63,000	-
	RECREATION SUPPLIES	11,145	8,962	11,000	11,000
	YOUTH GOLF	1,070	1,090	1,000	1,100
	RESALE ITEMS-CONCESSION SUPPLY	4,756	6,770	7,500	7,500
	STATE SALES TAX	8,424	10,456	8,750	8,500
	MINOR EQUIPMENT	2,612	3,104	3,800	3,500
	MOTOR FUELS & LUBRICANTS	177,755	92,405	143,592	105,500
	COMPUTER SOFTWARE	1,830	898	8,800	8,300
	PARKING OPS PROCESSING FEES	12,892	21,030	26,000	21,000
	PARKING OPS EQUIPMENT FEES	5,658	1,365	11,000	6,000
	ELECTIONS	-	-	2,500	1,000
	PROFESSIONAL SERVICES	1,031,439	1,375,427	1,035,712	1,187,750
	PROFESSIONAL SERVICES - IDBS	418,139	583,451	260,000	423,525
	RESORT CITIES	1,085	2,364	25,000	25,000
	PROFESSIONAL SERVICES-CITY TREES	16,360	14,007	15,000	15,000
	PROFESSIONAL SERVICES EMS	7,364	28,881	20,000	-
	PROF SERVICES-FLOOD PLAIN PROG. REM	8,269	17,450	10,000	10,000
	IT PROFESSIONAL SERVICES	-	-	178,260	165,000
	PROF SERVICES-CITY BEAUTIFICATION	52,658	54,362	85,000	80,000
	BLAINE CITY TOUR	5,989	10,221	8,000	8,000
	PROF. SERVICES-BCSO CONTRACT	1,748,234	1,965,953	1,918,055	1,994,777
	CITY PROSECUTOR	46,600	50,260	47,998	50,000
	ADVERTISING & LEGAL PUBLICATION	21,194	27,363	23,000	28,000
	PROPERTY ACQUISITION	-	-	2,248,346	-
	GEOGRAPHIC INFO SYSTEMS	6,170	8,389	10,000	15,000
	1ST/WASHINGTON RENT	36,000	36,000	18,000	-
	PROPERTY & LIABILITY INSURANCE	93,778	122,922	116,015	120,000

GENERAL FUND EXPENDITURES DETAIL		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
MATERIALS AND SERVICES	DUES, SUBSCRIPTIONS & MEMBERSHIP	11,448	6,235	14,140	12,640
	PERSONNEL TRAINING/TRAVEL/MTG	11,903	20,910	52,515	37,500
	TRAINING/TRVL./MTG-CITY ADM/ASST	1,689	3,014	12,000	8,000
	ASSISTANT FIRE CHIEF TRAINING	50	-	-	-
	MAYOR/COUNCIL-TRAINING/TRAVEL/MTG	38	3,292	3,000	30,000
	TRAINING EMS	13,827	12,943	12,000	-
	TRAINING-FACILITY	3,557	1,421	12,000	-
	IDL FIRE EXPENSES	-	-	200,000	-
	TRAINING/TRAVEL/MTG-P&Z COMM	143	1,354	3,000	3,000
	TELEPHONE & COMMUNICATIONS	85,263	67,163	77,570	58,720
	COMPUTER NETWORK/SERVICES	95,971	123,005	80,000	140,000
	TELEPHONE & COMMUNICATION EMS	31,995	20,291	21,000	-
	REPAIR & MAINT—MACHINERY & EQ	6,012	1,101	2,500	-
	COMMUNICATIONS	97,906	59,160	105,000	50,000
	UTILITIES	123,183	151,657	155,182	122,000
	CUSTODIAL & CLEANING SERVICES	47,042	60,776	80,000	65,000
	MOTOR FUELS & LUBRICANTS EMS	8,325	9,048	8,000	-
	REPAIR & MAINTENANCE-BUILDINGS	21,834	38,320	80,000	50,000
	REPAIR & MAINT-491 SV ROAD	70,179	45,595	77,000	70,000
	REPAIR & MAINT-WARM SPRINGS PR	32,223	48,003	48,100	48,000
	REPAIR & MAINT—AUTOMOTIVE	45,950	49,085	52,700	30,500
	REPAIR & MAINT-AUTO EQUIP EMS	14,864	4,196	12,000	-
	REPAIR & MAINT—MACHINERY & EQ	127,475	83,144	158,650	90,000
	REPAIR & MAINT—MACHINERY & EQ	386	1,763	2,500	3,000
	CONTRACT FOR SERVICE	164,185	97,467	156,904	257,138
	COMPUTER SERVICES	29,876	38,638	45,500	-
	MISCELLANEOUS EXPENSE	-	-	475,000	199,300
	OTHER PURCHASED SERVICES	23,074	21,107	28,250	19,000
	SIGNS & SIGNALIZATION	5,609	17,233	16,000	16,000
	IDL FIRE REIMBURSEMENTS	9,107	16,531	-	-
	STREET LIGHTING	16,896	21,280	18,500	18,500
	MAINTENANCE & IMPROVEMENTS	235,598	281,135	374,300	336,000
	REPAIR & MAINT—FACILITY	7,549	1,956	-	-
	<b>TOTAL MATERIALS &amp; SERVICES</b>	<b>5,219,472</b>	<b>5,876,479</b>	<b>8,808,470</b>	<b>6,033,299</b>
CAPITAL OUTLAY	OFFICE FURNITURE & EQUIPMENT	6,813	8,255	3,000	18,000
	AUTOMOTIVE EQUIPMENT	5,000	-	5,000	5,000
	LEASE-AERIAL TOWER	58,430	58,430	58,430	-
	LEASE-ENFORCER PUC PUMPER	-	140,802	141,000	-
	<b>TOTAL CAPITAL OUTLAY</b>	<b>70,243</b>	<b>207,486</b>	<b>207,430</b>	<b>23,000</b>

TRANSFERS	GENERAL FUND EXPENDITURES DETAIL	FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
	TRANSFER TO GF UTILITY	2,228	60,000	-	-
	TRANSFER TO GENERAL CIP FUND	253,802	-	847,677	-
	TRANSFER TO CITY/CO HOUSING	266,481	430,517	500,000	-
	TRANSFER TO IN-LIEU HOUSING	201,061	-	-	-
	TRANSFER TO PARK TRUST-KAC	10,000	10,000	10,000	10,000
	MERIT/COMPENSATION ADJUSTMENTS	163,488	161,811	140,000	204,000
	HEALTH INSURANCE CONTINGENCY	-	-	-	80,000
	PROPERTY TAX CONTINGENCY	-	-	-	50,000
	GENERAL FUND OP. CONTINGENCY	207,210	363,969	379,826	347,194
	<b>TOTAL TRANSFERS</b>	<b>1,104,270</b>	<b>1,026,297</b>	<b>1,877,503</b>	<b>639,374</b>
	<b>TOTAL GENERAL FUND EXPENDITURES</b>	<b>13,540,922</b>	<b>14,655,729</b>	<b>19,084,762</b>	<b>12,343,100</b>



# GENERAL FUND DEPARTMENTAL SUMMARIES

## ADMINISTRATION

This budget contains the operating accounts for Administration. The City Administrator supports the Mayor and City Council and provides oversight of all departments on day-to-day city operations.

### FY 2025 HIGHLIGHTS

- Adjusted professional contracts for service
  - Reduced Services (e.g., engineering)
  - IT services were transferred to Non-Departmental to represent city-wide impact
- General Fund portion of the Senior Project Manager's workload was adjusted to 50% General Fund and 50% Enterprise Funds

### FY 2026 BUDGET HIGHLIGHTS

- Clerk, Community Engagement, and Clerk budgets are now separated out from Administration.





# FY 2026 ADMINISTRATION BREAKOUT

ADMINISTRATION EXPENDITURES		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
PERSONNEL SERVICES	01-4150-1000 SALARIES	726,893	809,951	965,737	364,738
	01-4150-1500 PART TIME SALARIES	6,228	15,616	10,000	10,000
	01-4150-1900 OVERTIME	81	1,458	-	1,500
	01-4150-2100 FICA TAXES-CITY	55,580	68,113	73,879	27,902
	01-4150-2200 STATE RETIREMENT-CITY	95,693	108,993	114,270	43,623
	01-4150-2400 WORKMEN'S COMPENSATION-CITY	1,094	1,110	1,200	394
	01-4150-2500 HEALTH INSURANCE-CITY	250,881	265,645	294,644	120,809
	01-4150-2505 HEALTH REIMBURSEMENT ACCT(HRA)	8,879	21,884	19,000	6,000
	01-4150-2510 DENTAL INSURANCE-CITY	5,915	6,857	8,209	2,532
	01-4150-2515 VISION	3,833	1,935	-	1,584
	01-4150-2600 ST & LONG TERM DISABILITY	3,098	5,723	5,187	1,973
	01-4150-2700 VACATION/SICK ACCRUAL PAYOUT	-	9,029	-	-
	01-4150-2760 OTHER EMPLOYEE BENEFITS	12,000	17,539	26,400	26,400
	<b>TOTAL PERSONNEL</b>	<b>1,170,174</b>	<b>1,333,852</b>	<b>1,518,526</b>	<b>607,455</b>
MATERIALS AND SERVICES	01-4150-3100 OFFICE SUPPLIES & POSTAGE	26,798	21,285	25,000	25,000
	01-4150-3310 STATE SALES TAX-GEN. GOV. & PAR	42	858	250	-
	01-4150-4200 PROFESSIONAL SERVICES	138,751	252,608	-	60,000
	01-4150-4400 ADVERTISING & LEGAL PUBLICATION	10,215	8,084	12,000	-
	01-4150-4600 PROPERTY & LIABILITY INSURANCE	93,778	122,922	116,015	-
	01-4150-4800 DUES, SUBSCRIPTIONS & MEMBERSHIPS	7,262	4,510	7,500	6,000
	01-4150-4900 PERSONNEL TRAINING/TRAVEL/MTG	4,102	10,791	20,000	-
	01-4150-4902 TRAINING/TRVL/MTG-CITY ADM/ASST	1,689	3,014	12,000	8,000
	01-4150-5100 TELEPHONE & COMMUNICATIONS	45,260	43,693	43,000	-
	01-4150-5110 COMPUTER NETWORK	95,971	123,005	80,000	-
	01-4150-5150 COMMUNICATIONS	97,906	59,160	105,000	-
	01-4150-5200 UTILITIES	30,392	29,087	42,682	32,000
	01-4150-5900 REPAIR & MAINTENANCE-BUILDINGS	-	125	-	-
	01-4150-6500 CONTRACTS FOR SERVICES	53,183	8,666	25,000	132,138
	01-4150-6510 COMPUTER SERVICES	29,876	38,638	45,500	-
	01-4150-7400 OFFICE FURNITURE & EQUIPMENT	6,388	7,780	1,000	5,000
	<b>TOTAL OPERATING</b>	<b>641,615</b>	<b>734,224</b>	<b>534,947</b>	<b>268,138</b>
<b>TOTAL ADMINISTRATIVE</b>		<b>1,811,789</b>	<b>2,068,076</b>	<b>2,053,473</b>	<b>875,593</b>



## CLERK

The City Clerk is responsible for a range of services such as procurement, maintaining ordinances/resolutions, public record requests, retention of official city records, and information technology.

### FY 2025 HIGHLIGHTS

- Increase in ICRMP annual premiums due to reevaluation of city-owned assets and substantial rises in the reinsurance markets.
- Two vacant positions to be filled before the fiscal year end

### FY 2026 BUDGET HIGHLIGHTS

- The Clerk department budget is now separated from the overall Administration budget.
- Due to the separation of the Ketchum Fire District, ICRMP insurance premiums will decrease substantially (~29%), resulting in a year-over-year overall reduction of 21% in premiums.





CLERK EXPENDITURES		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
PERSONNEL SERVICES	01-4150-1000 SALARIES	-	-	-	244,231
	01-4150-1500 PART TIME SALARIES	-	-	-	1,500
	01-4150-2100 FICA TAXES-CITY	-	-	-	18,684
	01-4150-2200 STATE RETIREMENT-CITY	-	-	-	29,210
	01-4150-2400 WORKMEN'S COMPENSATION-CITY	-	-	-	264
	01-4150-2500 HEALTH INSURANCE-CITY	-	-	-	49,048
	01-4150-2505 HEALTH REIMBURSEMENT ACCT(HRA)	-	-	-	4,000
	01-4150-2510 DENTAL INSURANCE-CITY	-	-	-	1,776
	01-4150-2515 VISION	-	-	-	720
	01-4150-2600 ST & LONG TERM DISABILITY	-	-	-	1,321
	<b>TOTAL PERSONNEL</b>	-	-	-	<b>350,754</b>
OPERATING	01-4150-4400 ADVERTISING & LEGAL PUBLICATIONS	-	-	-	12,000
	01-4150-4600 PROPERTY & LIABILITY INSURANCE	-	-	-	120,000
	01-4150-4900 PERSONNEL TRAINING/TRAVEL/MTG	-	-	-	5,000
	01-4150-5100 TELEPHONE & COMMUNICATIONS	-	-	-	43,000
	01-4150-5110 COMPUTER NETWORK	-	-	-	80,000
	01-4150-7400 OFFICE FURNITURE & EQUIPMENT	-	-	-	3,000
	<b>TOTAL OPERATING</b>	-	-	-	<b>263,000</b>
<b>TOTAL CLERK</b>		-	-	-	<b>613,754</b>



# COMMUNITY ENGAGEMENT

The Community Engagement team oversees city-wide public communications, presentations, and outreach. They provide campaign, media, and promotional support to all city departments. The department produces all city events, cultivates event partnerships with other organizations, and permits all private events taking place in public spaces. The Community Engagement team also provides staffing support to the Arts Commission.

## FY 2025 HIGHLIGHTS

- Led the city partnership to produce FIS World Cup Finals events
- Evaluated and renegotiated all department contracts for services to increase operational efficiency and save funds to hire an additional staff member
- Hired an additional full-time, contracted position to expand department services

## FY 2026 BUDGET HIGHLIGHTS

- Community Engagement department budget is now separated from the overall Administration budget
- Redevelopment of city-wide websites is underway, with funds accounted for and plans to launch the new platforms in FY 2026
- Identifying new public/private event partnership opportunities to conduct new cultural events in Ketchum without increasing budget funds





COMMUNITY ENGAGEMENT EXPENDITURES		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
PERSONNEL SERVICES	01-4154-1000 SALARIES	-	-	-	184,953
	01-4154-2100 FICA TAXES-CITY	-	-	-	14,149
	01-4154-2200 STATE RETIREMENT-CITY	-	-	-	22,121
	01-4154-2400 WORKMEN'S COMPENSATION-CITY	-	-	-	200
	01-4154-2500 HEALTH INSURANCE-CITY	-	-	-	42,807
	01-4154-2505 HEALTH REIMBURSEMENT ACCT(HRA)	-	-	-	3,000
	01-4154-2510 DENTAL INSURANCE-CITY	-	-	-	1,236
	01-4154-2515 VISION	-	-	-	576
	01-4154-2600 ST & LONG TERM DISABILITY	-	-	-	1,000
	<b>TOTAL PERSONNEL</b>	-	-	-	<b>270,042</b>
MATERIAL AND SERVICES	01-4154-4200 PROFESSIONAL SERVICES	-	-	-	80,000
	01-4154-4900 PERSONNEL TRAINING/TRAVEL/MTG	-	-	-	5,000
	01-4154-5150 COMMUNICATIONS	-	-	-	50,000
	01-4154-7400 OFFICE FURNITURE & EQUIPMENT	-	-	-	1,000
	<b>TOTAL OPERATING</b>	-	-	-	<b>136,000</b>
<b>TOTAL COMMUNITY ENGAGEMENT</b>		-	-	-	<b>406,042</b>



The Finance team manages the budget, accounts payable, accounts receivable, treasury/investments, payroll, benefits management, business licensing, business tax, short-term rentals, and financial analysis and reporting.

- Complete revamp of Accounts Payable process and workflow (Ramp); estimated monthly efficiency gain of 80+ labor hours city-wide
- Implementation of new short-term rental management system
- Identified over \$350K in annualized health care savings

- Finance department budget now separated from overall Administration budget
- Planned move to the cloud for Enterprise Resource Planning system
- Finalize full documentation of Finance processes
- Official start of Ketchum Fire District



FINANCE EXPENDITURES		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
PERSONNEL SERVICES	01-4156-1000 SALARIES	-	-	-	276,853
	01-4156-1900 OVERTIME	-	-	-	3,000
	01-4156-2100 FICA TAXES-CITY	-	-	-	21,410
	01-4156-2200 STATE RETIREMENT-CITY	-	-	-	33,471
	01-4156-2400 WORKMEN'S COMPENSATION-CITY	-	-	-	299
	01-4156-2500 HEALTH INSURANCE-CITY	-	-	-	69,310
	01-4156-2505 HEALTH REIMBURSEMENT ACCT(HRA)	-	-	-	4,000
	01-4156-2510 DENTAL INSURANCE-CITY	-	-	-	2,250
	01-4156-2515 VISION	-	-	-	912
	01-4156-2600 ST & LONG TERM DISABILITY	-	-	-	1,497
	<b>TOTAL PERSONNEL</b>	-	-	-	<b>413,001</b>
MATERIALS AND SERVICES	01-4156-3100 OFFICE SUPPLIES & POSTAGE	-	-	-	2,500
	01-4156-4200 PROFESSIONAL SERVICES	-	-	-	18,000
	01-4156-4900 PERSONNEL TRAINING/TRAVEL/MTG	-	-	-	12,000
	01-4156-6510 COMPUTER SERVICES	-	-	-	60,000
	01-4156-7400 OFFICE FURNITURE & EQUIPMENT	-	-	-	5,000
	<b>TOTAL OPERATING</b>	-	-	-	<b>97,500</b>
	<b>TOTAL FINANCE</b>	-	-	-	<b>510,501</b>



# FACILITIES

The Facilities Department is responsible for maintaining the city's infrastructure. This budget includes funding for maintaining parks and public facilities, including street trees, public restrooms, and city beautification.

## FY 2025 HIGHLIGHTS

- CIP focus on Rotary Park upgrades
- Continued maintenance on Warm Springs Preserve
- Project Main Street beautification

## FY 2026 BUDGET HIGHLIGHTS

- Construction to begin at Warm Springs Preserve, including the connector trail to Bald Mountain
- Project Main Street beautification (phase II)
- Ore wagon Museum enhancements (new doors)
- 491 Sun Valley Road (Visitor Center) upgrades
- Upgrades to street trees throughout town





FACILITIES EXPENDITURES		FY 20223 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2025 Proposed Budget
PERSONNEL SERVICES	01-4194-1000 SALARIES	253,993	285,855	362,894	457,254
	01-4194-1500 PART-TIME/SEASONAL	26,984	276	60,921	35,000
	01-4194-1800 SHIFT COVERAGE ON CALL	3,892	2,380	5,000	4,000
	01-4194-1900 OVERTIME	7,499	8,623	8,500	8,500
	01-4194-2100 FICA TAXES - CITY	25,128	25,376	32,422	38,524
	01-4194-2200 STATE RETIREMENT - CITY	32,584	30,745	48,822	56,183
	01-4194-2400 WORKER'S COMPENSATION-CITY	5,827	4,779	3,983	6,743
	01-4194-2500 HEALTH INSURANCE - CITY	147,630	120,970	162,596	157,873
	01-4194-2505 HEALTH REIMBURSEMENT ACCT(HRA)	4,051	10,348	10,000	10,000
	01-4194-2510 DENTAL INSURANCE-CITY	2,871	2,737	4,566	4,536
	01-4194-2515 VISION	799	845	-	2,160
	01-4194-2600 LONG TERM DISABILITY	1,222	1,586	2,115	2,565
	01-4194-2700 VACATION/SICK ACCRUAL PAYOUT	-	1,984	-	-
	01-4194-2800 STATE UNEMPLOYMENT INSURANCE	64	1,390	8,000	5,000
	<b>TOTAL PERSONNEL</b>	<b>512,543</b>	<b>497,895</b>	<b>709,819</b>	<b>788,338</b>
MATERIALS AND SERVICES	01-4194-3100 OFFICE SUPPLIES & POSTAGE	(78)	98	300	300
	01-4194-3200 OPERATING SUPPLIES	6,398	5,479	10,000	7,500
	01-4194-3500 MOTOR FUELS & LUBRICANTS	15,013	8,227	16,000	2,500
	01-4194-4200 PROFESSIONAL SERVICES	102,582	85,009	62,718	75,000
	01-4194-4210 PROFESSIONAL SERVC.-CITY TREES	16,360	14,007	15,000	15,000
	01-4194-4220 PROF SERV.-CITY BEAUTIFICATION	52,658	54,362	85,000	80,000
	01-4194-4800 DUES, SUBSCRIPTIONS & MEMBERSHIPS	329	305	440	440
	01-4194-4900 PERSONNEL TRAINING/TRAVEL/MTG	50	872	1,000	1,500
	01-4194-5100 TELEPHONE & COMMUNICATIONS	360	481	720	500
	01-4194-5200 UTILITIES	31,792	63,398	36,000	60,000
	01-4194-5300 CUSTODIAL & CLEANING SERVICES	47,042	60,776	80,000	65,000
	01-4194-5900 REPAIR & MAINTENANCE-BUILDINGS	21,834	24,985	56,000	50,000
	01-4194-5910 REPAIR & MAINT-491 SV ROAD	70,179	45,595	77,000	70,000
	01-4194-5950 REPAIR & MAINT-WARM SPRINGS PR	32,223	48,003	48,100	48,000
	01-4194-6000 REPAIR & MAINT-AUTOMOTIVE EQUI	13,025	3,875	3,500	5,000
	01-4194-6100 REPAIR & MAINT-MACHINERY & EQ	7,268	4,405	6,000	5,000
	01-4194-6950 MAINTENANCE	38,233	30,744	36,000	36,000
	<b>TOTAL OPERATING</b>	<b>455,267</b>	<b>450,621</b>	<b>533,778</b>	<b>521,740</b>
	<b>TOTAL FACILITY MAINTENANCE</b>	<b>967,810</b>	<b>948,516</b>	<b>1,243,597</b>	<b>1,310,078</b>

## LEGAL SERVICES

The Legal Services Department includes funding for the City Attorney and City Prosecutor. A contracted City Attorney provides legal counsel for the city. The City Attorney performs legal research; negotiates, reviews, and drafts contracts, resolutions, and ordinances; monitors federal, state, and local laws and regulations; and defends city litigation.

### FY 2025 HIGHLIGHTS

- Assumed a 3% increase in contracts for legal services

### FY 2026 BUDGET HIGHLIGHTS

- Services remain status quo





LEGAL SERVICES EXPENDITURES		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
MATERIALS & SERVICES	01-4160-4200 PROFESSIONAL SERVICES	156,859	215,128	209,804	200,000
	01-4160-4270 CITY PROSECUTOR	46,600	50,260	47,998	50,000
	TOTAL LEGAL	203,458	265,388	257,802	250,000

The Legislative and Executive Department budget contains operating accounts for the Mayor and City Council. The Mayor serves as chief executive of the city, and the City Council holds the legislative powers, including the approval of ordinances, the annual budget, and contracts. The Mayor recommends policy matters to the City Council, with the City Administrator handling the implementation.



LEGISLATIVE AND EXECUTIVE EXPENDITURES		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
PERSONNEL SERVICES	01-4110-1000 SALARIES	120,686	120,686	120,686	167,108
	01-4110-2100 FICA TAXES-CITY	8,519	8,726	9,232	12,784
	01-4110-2200 STATE RETIREMENT-CITY	14,257	13,650	14,434	19,986
	01-4110-2400 WORKER'S COMPENSATION-CITY	123	95	157	117
	01-4110-2500 HEALTH INSURANCE-CITY	217,189	162,315	137,867	137,866
	01-4110-2505 HEALTH REIMBURSEMENT ACCT(HRA)	3,601	1,334	8,000	8,000
	01-4110-2510 DENTAL INSURANCE-CITY	3,609	3,346	3,768	3,768
	01-4110-2515 VISION	817	983	-	1,824
	01-4110-2600 ST & LONG TERM DISABILITY	571	731	806	1,116
	<b>TOTAL PERSONNEL</b>	<b>369,372</b>	<b>311,863</b>	<b>294,950</b>	<b>352,569</b>
MATERIALS AND SERVICES	01-4110-3100 OFFICE SUPPLIES & POSTAGE	708	-	3,167	1,000
	01-4110-3200 OPERATING SUPPLIES	76	-	2,125	-
	01-4110-4000 ELECTIONS	-	-	2,500	1,000
	01-4110-4200 PROFESSIONAL SERVICES	8,600	9,460	9,460	8,000
	01-4110-4800 DUES, SUBSCRIPTIONS & MEMBERSHIPS	-	223	1,700	1,700
	01-4110-4910 MAYOR/COUNCIL-TRAINING/TRAVEL/MTG	38	3,292	3,000	15,000
	01-4110-7400 OFFICE FURNITURE & EQUIPMENT	-	-	1,000	1,000
	<b>TOTAL OPERATING</b>	<b>9,423</b>	<b>12,975</b>	<b>22,952</b>	<b>27,700</b>
<b>TOTAL LEGISLATIVE &amp; EXECUTIVE</b>		<b>378,794</b>	<b>324,838</b>	<b>317,902</b>	<b>380,269</b>



# PLANNING AND BUILDING

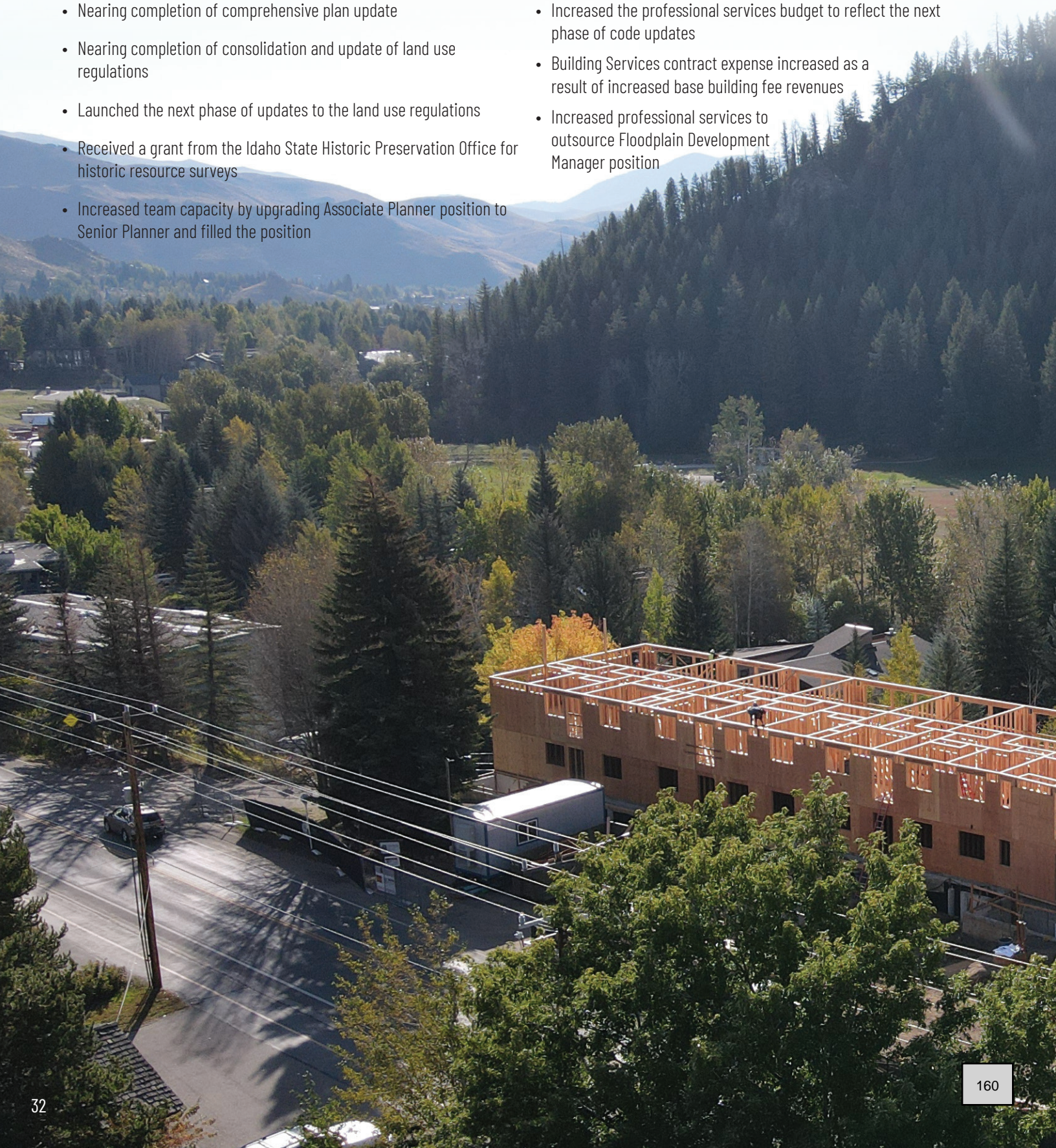
The Planning and Building Department is responsible for long-range (comprehensive) planning, current planning functions, and management of all developments, both past and present. The Planning and Building Department administers the Zoning Code, Subdivision Code, various Building Codes, and coordinates reviews from other city departments. The Planning and Building Department provides staff support to the Planning and Zoning Commission, City Council, and the Historic Preservation Commission.

## FY 2025 HIGHLIGHTS

- Nearing completion of comprehensive plan update
- Nearing completion of consolidation and update of land use regulations
- Launched the next phase of updates to the land use regulations
- Received a grant from the Idaho State Historic Preservation Office for historic resource surveys
- Increased team capacity by upgrading Associate Planner position to Senior Planner and filled the position

## FY 2026 BUDGET HIGHLIGHTS

- Increased the professional services budget to reflect the next phase of code updates
- Building Services contract expense increased as a result of increased base building fee revenues
- Increased professional services to outsource Floodplain Development Manager position





PLANNING AND BUILDING EXPENDITURES		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
PERSONNEL SERVICES	01-4170-1000 SALARIES	411,163	441,300	509,601	547,157
	01-4170-1200 PLANNING & ZONING COMMISSION	23,600	19,200	25,200	25,200
	01-4170-1900 OVERTIME	-	107	-	-
	01-4170-2100 FICA TAXES-CITY	36,373	38,785	76,755	41,857
	01-4170-2200 STATE RETIREMENT-CITY	56,123	58,063	59,154	65,440
	01-4170-2400 WORKER'S COMPENSATION-CITY	3,666	3,977	6,220	4,518
	01-4170-2500 HEALTH INSURANCE-CITY	126,135	121,253	140,406	128,421
	01-4170-2505 HEALTH REIMBURSEMENT ACCT(HRA)	3,738	9,945	9,000	9,000
	01-4170-2510 DENTAL INSURANCE-CITY	3,213	3,458	3,990	3,708
	01-4170-2515 VISION	876	818	-	1,728
	01-4170-2600 ST & LONG TERM DISABILITY	1,597	3,035	3,058	3,362
	01-4170-2700 VACATION/SICK ACCRUAL PAYOUT	-	29,999	6,793	-
	01-4170-2710 VACATION/COMPENSATION PAYOUT	23,330	-	-	-
	<b>TOTAL PERSONNEL</b>	<b>689,815</b>	<b>729,941</b>	<b>840,177</b>	<b>830,391</b>
MATERIALS AND SERVICES	01-4170-3100 OFFICE SUPPLIES & POSTAGE	3,421	3,188	6,000	4,000
	01-4170-3200 OPERATING SUPPLIES	4,992	6,060	1,200	5,000
	01-4170-4200 PROFESSIONAL SERVICES	128,330	310,388	245,842	260,000
	01-4170-4210 PROFESSIONAL SERVICES - IDBS	418,139	583,451	260,000	423,525
	01-4170-4220 PROF SVCS-FLOOD PLAIN PROG REM	8,269	17,450	10,000	10,000
	01-4170-4400 ADVERTISING & LEGAL PUBLICATIONS	10,008	18,027	10,000	15,000
	01-4170-4500 GEOGRAPHIC INFO SYSTEMS	6,170	8,389	10,000	15,000
	01-4170-4800 DUES, SUBSCRIPTIONS & MEMBERSHIPS	3,687	1,137	4,000	4,000
	01-4170-4900 PERSONNEL TRAINING/TRAVEL/MTG	1,358	6,398	10,000	10,000
	01-4170-4970 TRAINING/TRAVEL/MTG-P&Z COMM	143	1,354	3,000	3,000
	01-4170-5100 TELEPHONE & COMMUNICATIONS	270	360	-	720
	01-4170-6910 OTHER PURCHASED SERVICES	254	4,714	2,000	3,000
	01-4170-7400 OFFICE FURNITURE & EQUIPMENT	425	475	1,000	3,000
	<b>TOTAL OPERATING</b>	<b>585,466</b>	<b>961,389</b>	<b>563,042</b>	<b>756,245</b>
<b>TOTAL PLANNING &amp; BUILDING</b>		<b>1,275,281</b>	<b>1,691,331</b>	<b>1,403,219</b>	<b>1,586,636</b>



## POLICE

The Ketchum Police Department, contracted through the Blaine County Sheriff's Office, is responsible for enforcing all local and state laws to protect the residents and visitors of Ketchum. The department consists of patrol/traffic enforcement functions, investigations, and administration. Funding for the Community Service Officers (CSO) is also contained in the department budget. The officers focus on parking enforcement and compliance with the city code.

### FY 2025 HIGHLIGHTS

- Implemented a 3% salary and contract increase
- Purchased one patrol vehicle and related upfitting





POLICE EXPENDITURES		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
PERSONNEL SERVICES	01-4210-1000 SALARIES	102,542	125,188	115,690	143,541
	01-4210-1500 PART-TIME	19,092	-	27,851	20,000
	01-4210-1900 OVERTIME	5,224	3,011	5,000	5,000
	01-4210-2100 FICA TAXES-CITY	10,048	10,084	10,981	13,223
	01-4210-2200 STATE RETIREMENT-CITY	13,303	13,017	17,167	18,281
	01-4210-2400 WORKMEN'S COMPENSATION-CITY	3,693	3,214	4,637	2,895
	01-4210-2500 HEALTH INSURANCE-CITY	84,624	86,401	80,539	80,539
	01-4210-2505 HEALTH REIMBURSEMENT ACCT(HRA)	1,211	7,774	4,000	4,000
	01-4210-2510 DENTAL INSURANCE-CITY	1,579	1,663	2,028	2,028
	01-4210-2515 VISION	585	392	-	1,056
	01-4210-2600 ST & LONG TERM DISABILITY	399	681	681	716
	<b>TOTAL PERSONNEL</b>	<b>242,299</b>	<b>251,422</b>	<b>268,574</b>	<b>291,279</b>
MATERIALS AND SERVICES	01-4210-3100 OFFICE SUPPLIES & POSTAGE	1,319	4,293	5,000	5,000
	01-4210-3200 OPERATING SUPPLIES	633	830	300	1,000
	01-4210-3500 MOTOR FUELS & LUBRICANTS	6,050	7,079	7,000	1,500
	01-4210-3600 COMPUTER SOFTWARE	1,031	99	2,000	1,500
	01-4210-3610 PARKING OPS PROCESSING FEES	12,892	21,030	26,000	21,000
	01-4210-3620 PARKING OPS EQUIPMENT FEES	5,658	1,365	11,000	6,000
	01-4210-4200 PROFESSIONAL SERVICES	17,297	8,830	59,750	59,750
	01-4210-4250 PROF. SERVICES-BCSO CONTRACT	1,748,234	1,965,953	1,918,055	1,994,777
	01-4210-5100 TELEPHONE & COMMUNICATIONS	3,441	4,808	4,350	5,000
	01-4210-6000 REPAIR & MAINT—AUTOMOTIVE EQU.	5,176	17,977	13,000	10,000
	01-4210-7500 AUTOMOTIVE EQUIPMENT	-	-	5,000	5,000
	<b>TOTAL OPERATING</b>	<b>1,801,732</b>	<b>2,032,263</b>	<b>2,051,455</b>	<b>2,110,527</b>
<b>TOTAL ADMINISTRATION</b>		<b>2,044,031</b>	<b>2,283,685</b>	<b>2,320,028</b>	<b>2,401,805</b>



## RECREATION

The Recreation Department is responsible for providing safe and healthy recreation opportunities for the citizens of Ketchum and visitors to the community. The department operates structured recreation programs throughout the year at the Terry Tracy Recreation Center at Atkinson Park.

### FY 2025 HIGHLIGHTS

- Facilitation of WRPA (Wood River Pickleball Alliance) and WRT (Wood River Tennis) play at Atkinson Park's free and upgraded courts
- Enhancement to existing Ketchum Bike Park
- Continued to offer the most affordable year-round youth recreation programs in the valley, supplying nearly \$7,000 in need-based scholarships to participants
- Worked with BCRD (Recreation District) & BCSD (School District) on their master plan for Hemingway Elementary and the valley's recreation infrastructure feasibility assessment (ongoing)

### FY 2026 BUDGET HIGHLIGHTS

- Expansion of recreational offerings, including Garden Club in the spring, winter composting, fall skateboard classes, and USTA-driven beginner tennis classes for youth
- Installation of pavers at Atkinson Park courts for improved waiting area and viewing
- Year-round assistance (partnership) with the ERC for youth programming
- Facilitation of Terry Tracy Recreation Center upgrades (footprint expansion)





RECREATION EXPENDITURES		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
PERSONNEL SERVICES	01-4510-1000 SALARIES	261,424	246,244	275,420	283,682
	01-4510-1500 PART-TIME/SEASONAL	43,692	55,845	85,000	65,000
	01-4510-2100 FICA TAXES - CITY	23,979	23,798	27,540	26,675
	01-4510-2200 STATE RETIREMENT - CITY	30,307	29,104	43,056	33,928
	01-4510-2400 WORKER'S COMPENSATION - CITY	7,704	5,529	7,700	4,709
	01-4510-2500 HEALTH INSURANCE - CITY	105,184	88,363	83,829	83,829
	01-4510-2505 HEALTH REIMBURSEMENT ACCT(HRA)	1,246	4,459	5,000	5,000
	01-4510-2510 DENTAL INSURANCE-CITY	2,567	2,350	2,526	2,526
	01-4510-2515 VISION	976	716	-	1,104
	01-4510-2600 ST & LONG TERM DISABILITY	1,159	1,545	1,613	1,828
	01-4510-2700 VACATION/SICK ACCRUAL PAYOUT	-	1,248	-	-
	01-4510-2800 STATE UNEMPLOYMENT INSURANCE	-	-	1,000	1,000
	<b>TOTAL PERSONNEL</b>	<b>478,238</b>	<b>459,200</b>	<b>532,684</b>	<b>509,281</b>
MATERIALS AND SERVICES	01-4510-3100 OFFICE SUPPLIES & POSTAGE	550	547	1,000	750
	01-4510-3200 OPERATING SUPPLIES	3,904	4,294	4,500	4,500
	01-4510-3250 RECREATION SUPPLIES	11,145	8,962	11,000	11,000
	01-4510-3280 YOUTH GOLF	1,070	1,090	1,000	1,100
	01-4510-3300 RESALE ITEMS-CONCESSION SUPPLY	4,756	6,770	7,500	7,500
	01-4510-3310 STATE SALES TAX-PARK	8,382	9,599	8,500	8,500
	01-4510-3500 MOTOR FUELS & LUBRICANTS	2,523	1,735	3,500	1,500
	01-4510-4200 PROFESSIONAL SERVICE	6,000	9,867	3,842	7,000
	01-4510-4410 ADVERTISING & PUBLICATIONS	970	1,252	1,000	1,000
	01-4510-4800 DUES, SUBSCRIPTIONS & MEMBERSHIPS	60	60	500	500
	01-4510-4900 PERSONNEL TRAINING/TRAVEL/MTG	940	600	1,000	1,000
	01-4510-5100 TELEPHONE & COMMUNICATIONS	4,550	650	1,500	1,500
	01-4510-5200 UTILITIES	3,575	10,307	11,400	10,500
	01-4510-6000 REPAIR & MAINT—AUTOMOTIVE EQU.	2,817	667	3,500	3,000
	01-4510-6100 REPAIR & MAINT—MACHINERY & EQ	386	1,763	2,500	3,000
	01-4510-7500 AUTOMOTIVE EQUIPMENT	5,000	-	-	-
	<b>TOTAL OPERATING</b>	<b>56,627</b>	<b>58,162</b>	<b>62,242</b>	<b>62,350</b>
<b>TOTAL RECREATION</b>		<b>534,865</b>	<b>517,362</b>	<b>594,926</b>	<b>571,631</b>

# STREETS

The Streets Department is responsible for maintaining the City of Ketchum's infrastructure. This budget includes funding for snow removal, resurfacing streets, improving drainage, street sweeping, street lighting, repairing potholes, and installing and maintaining street signs and traffic markings.

## FY 2025 HIGHLIGHTS

- Increased maintenance and improvements budget by \$20,000 (paint striping costs keep increasing)
- Increased telephone and communications budget by \$5,000
- Department was fully staffed for the majority of FY 2025

## FY 2026 BUDGET HIGHLIGHTS

- Request to increase Professional Service budget by \$41,000 (snow hauling budget was underfunded in FY 2025; increase needed to meet yearly average/account for increase in hourly hauling rates)
- The Streets Department budget overall has decreased based on adjustments due to historical spending.
- Proposed acquisition of new snow blower to replace the 1985 Idaho Norland snow blower
- Open position: Mechanic/Heavy Equipment Operator





STREETS EXPENDITURES		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
PERSONNEL SERVICES	01-4310-1000 SALARIES	646,292	660,155	719,144	719,685
	01-4310-1500 PART-TIME	12,331	16,812	65,800	25,000
	01-4310-1800 SHIFT COVERAGE ON CALL	17,401	16,787	17,500	17,500
	01-4310-1900 OVERTIME	44,192	21,496	35,000	35,000
	01-4310-2100 FICA TAXES-CITY	58,509	56,396	60,978	60,985
	01-4310-2200 STATE RETIREMENT-CITY	91,119	74,672	87,463	92,353
	01-4310-2400 WORKER'S COMPENSATION-CITY	31,698	23,493	27,628	23,491
	01-4310-2500 HEALTH INSURANCE-CITY	264,927	217,402	216,685	183,676
	01-4310-2505 HEALTH REIMBURSEMENT ACCT(HRA)	5,036	14,782	15,500	12,000
	01-4310-2510 DENTAL INSURANCE-CITY	6,733	5,811	6,576	5,814
	01-4310-2515 VISION	3,792	1,362	-	2,400
	01-4310-2600 ST & LONG TERM DISABILITY	3,171	3,760	4,323	4,594
	01-4310-2700 VACATION/SICK ACCRUAL PAYOUT	-	7,411	-	-
	01-4310-2800 STATE UNEMPLOYMENT INSURANCE	-	-	6,000	-
	<b>TOTAL PERSONNEL</b>	<b>1,185,201</b>	<b>1,120,341</b>	<b>1,262,597</b>	<b>1,182,498</b>
MATERIALS AND SERVICES	01-4310-3200 OPERATING SUPPLIES	11,970	19,403	16,240	17,000
	01-4310-3400 MINOR EQUIPMENT	2,612	3,104	3,800	3,500
	01-4310-3500 MOTOR FUELS & LUBRICANTS	144,533	64,823	109,092	100,000
	01-4310-3600 COMPUTER SOFTWARE	799	799	6,800	6,800
	01-4310-4200 PROFESSIONAL SERVICES	326,175	165,948	204,000	220,000
	01-4310-4900 PERSONNEL TRAINING/TRAVEL/MTG	390	1,190	4,515	3,000
	01-4310-5100 TELEPHONE & COMMUNICATIONS	7,524	7,867	7,000	8,000
	01-4310-5200 UTILITIES	20,338	17,773	19,500	19,500
	01-4310-6000 REPAIR & MAINT—AUTOMOTIVE EQU.	2,008	4,499	8,700	7,500
	01-4310-6100 REPAIR & MAINT—MACHINERY & EQ	126,039	82,495	98,650	90,000
	01-4310-6910 OTHER PURCHASED SERVICES	17,200	15,939	16,000	16,000
	01-4310-6920 SIGNS & SIGNALIZATION	5,609	17,233	16,000	16,000
	01-4310-6930 STREET LIGHTING	16,896	21,280	18,500	18,500
	01-4310-6950 MAINTENANCE & IMPROVEMENTS	197,366	250,391	338,300	300,000
	<b>TOTAL OPERATING</b>	<b>879,459</b>	<b>672,743</b>	<b>867,097</b>	<b>825,800</b>
<b>TOTAL STREETS</b>		<b>2,064,661</b>	<b>1,793,084</b>	<b>2,129,694</b>	<b>2,008,298</b>

# NON-DEPARTMENTAL

The Non-Departmental budget book section contains expenses associated with city-wide activities and initiatives that benefit all departments and transfers out of the General Fund to support other funds (including Capital Improvement and Trust Funds).

## FY 2025 HIGHLIGHTS

- IT services were transferred to Non-Departmental to represent city-wide impact
- City-wide contingency budget was reduced by \$60,000

## FY 2026 BUDGET HIGHLIGHTS

- Budget now includes contract with IT provider (Ketchum Computers) with applicable contract increases



NON-DEPARTMENTAL EXPENDITURES		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
PERSONNEL SERVICES	01-4193-1000 SALARIES	52,878	66,335	70,980	-
	01-4193-2100 FICA TAXES-CITY	4,045	5,743	5,430	-
	01-4193-2200 STATE RETIREMENT-CITY	6,205	8,504	8,489	-
	01-4193-2400 WORKMEN'S COMPENSATION-CITY	75	79	75	-
	01-4193-2500 HEALTH INSURANCE-CITY	13,698	15,493	14,520	-
	01-4193-2510 DENTAL INSURANCE-CITY	284	375	504	-
	01-4193-2600 ST & LONG TERM DISABILITY	170	-	-	-
	<b>TOTAL PERSONNEL</b>	<b>77,356</b>	<b>96,530</b>	<b>99,998</b>	<b>-</b>
MATERIALS AND SERVICES	01-4193-4200 PROFESSIONAL SERVICE	121,574	282,155	213,296	200,000
	01-4193-4210 RESORT CITIES	1,085	2,364	25,000	25,000
	01-4193-4220 IT PROFESSIONAL SERVICES	-	-	178,260	165,000
	01-4193-4250 BLAINE CITY TOUR	5,989	10,221	8,000	8,000
	01-4193-4400 PROPERTY ACQUISITION	-	-	2,248,346	-
	01-4193-4500 1ST/WASHINGTON RENT	36,000	36,000	18,000	-
	01-4193-6500 CONTRACT FOR SERVICE	111,002	88,802	131,904	125,000
	01-4193-6900 MISCELLANEOUS EXPENSE	-	-	475,000	199,300
	01-4193-8802 TRANSFER TO GF UTILITY DIREC	2,228	60,000	-	-
	01-4193-8803 TRANSFER TO GENERAL CIP FUND	253,802	-	847,677	-
	01-4193-8804 TRANSFER TO CITY/CO HOUSING	266,481	430,517	500,000	-
	01-4193-8810 TRANSFER TO IN-LIEU HOUSING	201,061	-	-	-
	01-4193-8893 TRANSFER TO PARK TRUST-KAC	10,000	10,000	10,000	10,000
	01-4193-8895 TRANSFER TO OTHER FUNDS	-	7,817	-	-
	01-4193-9910 MERIT/COMPENSATION ADJUSTMENTS	163,488	153,994	140,000	204,000
	01-4193-9920 HEALTH INSURANCE CONTINGENCY	-	-	-	80,000
	01-4193-9925 PROPERTY TAX CONTINGENCY	-	-	-	50,000
	01-4193-9930 GENERAL FUND OP. CONTINGENCY	207,210	363,969	379,826	362,193
	<b>TOTAL OPERATING</b>	<b>1,379,920</b>	<b>1,445,838</b>	<b>5,175,309</b>	<b>1,428,493</b>
	<b>TOTAL NON-DEPARTMENTAL</b>	<b>1,457,275</b>	<b>1,542,368</b>	<b>5,275,307</b>	<b>1,428,493</b>



# LOCAL OPTION TAX FUNDS

- Continue to fund the services that have been funded historically, with an emphasis on emergency services, public transportation, CIP, and events
- Consolidated Dispatch decreased as a result of the approved Ketchum Fire District
- Mountain Rides contribution increased 2.9% (\$824k to \$848k)
- Able to meet all contractual funding requests





# ORIGINAL LOT

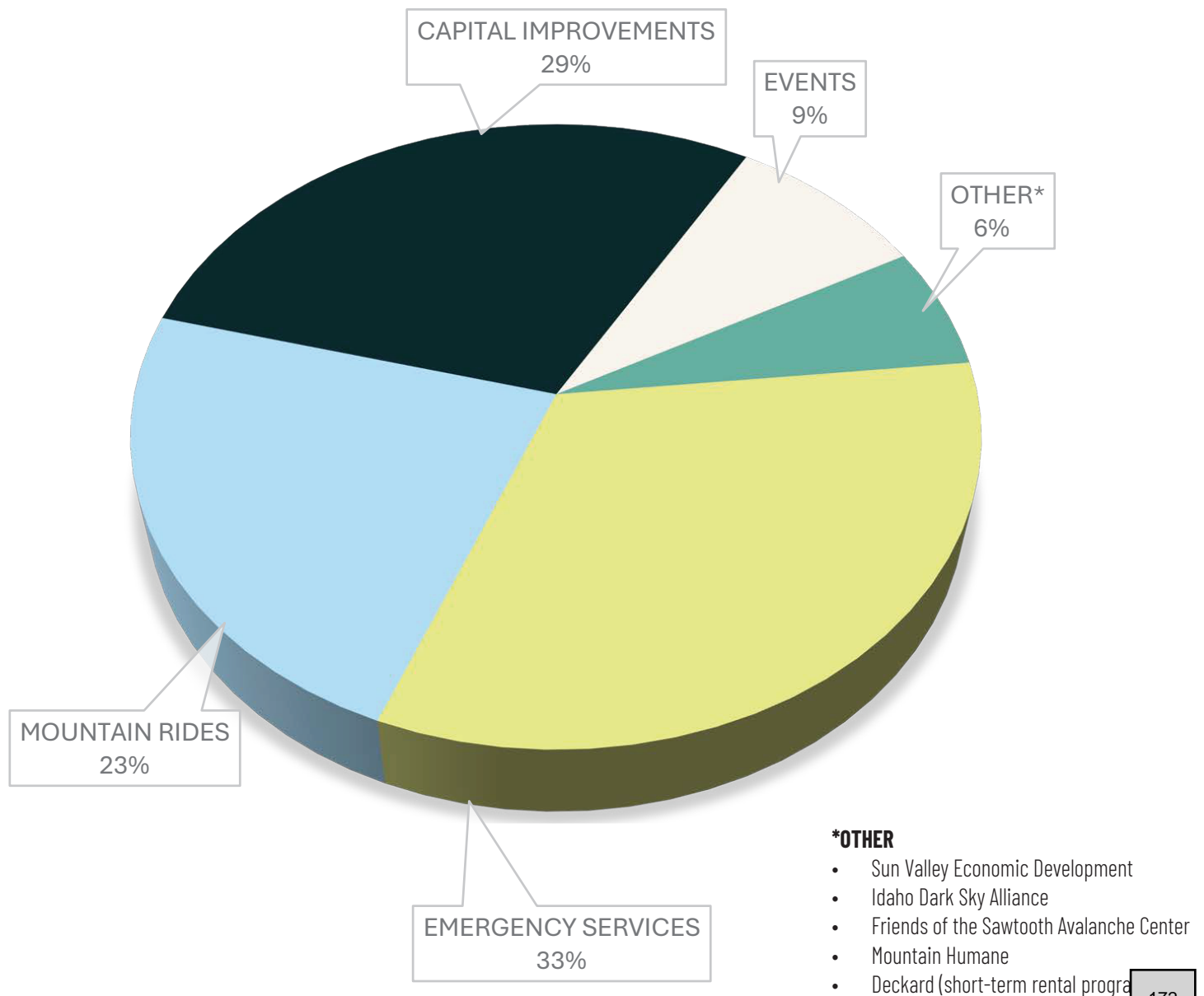
The original Local Option Tax (LOT) became effective on December 15, 1978. Since the original adoption of the LOT, voters have approved or modified the tax in 1979, 1983, 1984, 1988, 1997, and 2011. In 2011, voters approved a new fifteen-year term.

The LOT is to be used for:

- Municipal transportation
- Capital improvements
- City promotion, visitor information, and special events
- Direct costs to collect and enforce the tax, including administrative and legal fees the tax
- Open space acquisition and recreation
- Emergency services (police, fire, and ambulance)
- Property tax relief
- The tax imposes 1% on retail, 1% on building materials, 2% on liquor by the drink, and 2% on short-term lodging and rentals.

LOCAL OPTION TAX ORIGINAL FUND REVENUE		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
REVENUE	22-3100-3000 ORIGINAL LOT TAX	3,877,851	3,705,749	3,195,890	3,600,000
	22-3700-1000 INTEREST EARNINGS	16,977	20,248	-	10,000
	22-3700-8725 TRANSFER FROM ADDITIONAL 1%-LOT	66,270	66,247	48,945	60,000
	22-3800-9000 FUND BALANCE	-	-	1,358,391	
	TOTAL LOT REVENUE	3,961,098	3,792,244	4,603,226	3,670,000

LOCAL OPTION TAX ORIGINAL FUND EXPENDITURES		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
EXPENDITURES	22-4910-3610 PROCESSING FEE XBP	1,766	2,578	1,000	2,000
	22-4910-4200 PROFESSIONAL SERVICES	21,591	21,591	21,591	32,714
	22-4910-5000 ADMINISTRATIVE EXPENSE-GEN FND	3,000	5,000	5,000	5,000
	22-4910-6040 SUN VALLEY MARKETING ALLIANCE	20,833	-	-	-
	22-4910-6060 EVENTS/PROMOTIONS	88,037	51,281	115,195	120,000
	22-4910-6070 SVED	15,000	17,250	15,000	15,000
	22-4910-6075 IDAHO DARK SKY ALLIANCE	2,500	2,500	2,500	3,000
	22-4910-6080 MOUNTAIN RIDES	769,000	796,000	824,000	848,000
	22-4910-6085 FRIENDS OF THE SAWTOOTH NF	4,000	5,000	5,000	10,000
	22-4910-6090 CONSOLIDATED DISPATCH	166,403	171,395	180,512	160,291
	22-4910-6095 MOUNTAIN HUMANE	4,500	4,078	4,078	2,995
	22-4910-8801 REIMBURSE GF POLICE/FIRE/AMB	1,900,000	2,000,000	2,000,000	1,200,000
	22-4910-8802 TRANSFER TO WAGON DAYS FUND	132,250	171,250	166,850	197,400
	22-4910-8803 TRANSFER TO GENERAL CIP	531,691	213,963	1,262,500	1,073,600
	<b>TOTAL LOT EXPENDITURES</b>	<b>3,660,571</b>	<b>3,461,887</b>	<b>4,603,226</b>	<b>3,670,000</b>

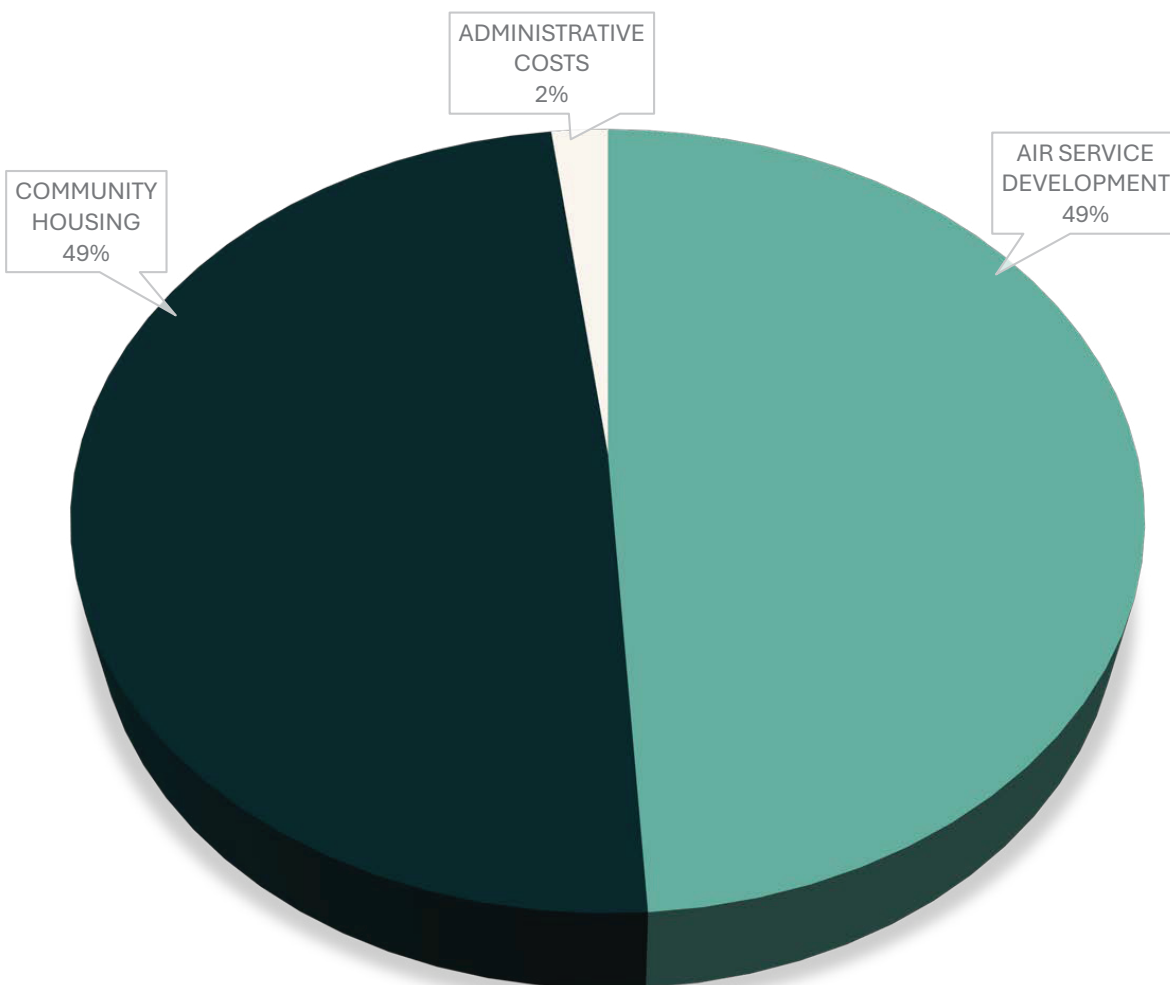


## ADDITIONAL 1% LOT EXPENDITURES

In November 2013, an additional 1% was added to the LOT with authority to collect for five years and was subsequently renewed by voters in 2018 for the following public purposes:

- maintain and increase commercial air service to Friedman Memorial Airport through the use of minimum revenue guarantees or other inducements to air providers;
- promote and market the existing service and any future service to increase passengers;
- all ancillary costs associated with the ongoing effort to maintain and increase commercial air service, including management costs and busing due to flight diversions; and
- direct costs to collect and enforce the tax, including administrative and legal fees.

On May 16, 2023, voters approved the renewal of the Additional 1% LOT, but with a new allocation of 0.5% for Air Service preservation and 0.5% for implementation of the Housing Action Plan.



ADDITIONAL 1% LOT FUND EXPENDITURES		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
REVENUE	25-3100-3010 ADDITIONAL 1%	3,315,442	3,010,151	2,447,253	2,900,000
	25-3800-9000 FUND BALANCE USE	-	-	299,125	-
	<b>TOTAL ADDITIONAL LOT REVENUE</b>	<b>3,315,442</b>	<b>3,010,151</b>	<b>2,746,378</b>	<b>2,900,000</b>
EXPENDITURES	25-4910-4220 SUN VALLEY AIR SERVICE BOARD	2,362,495	1,488,047	1,199,154	1,421,000
	25-4910-4240 SVASB RELEASE FUND BALANCE	1,192,190	-	299,125	-
	25-4910-8822 TRANSFER TO ORIG LOT-DIR COST	66,270	66,247	48,945	58,000
	25-4910-8824 TRANSFER TO HOUSING	317,639	1,505,075	1,199,154	1,421,000
	<b>TOTAL LOT EXPENDITURES</b>	<b>3,938,594</b>	<b>3,059,370</b>	<b>2,746,378</b>	<b>2,900,000</b>



# CONTRACT SERVICES

The table on the next page represents the budgeted amounts, at the time this document was published, for services rendered by other agencies. The list includes several contracts/commitments that influence city strategic initiatives, including public safety, public transportation, sustainability, and economic development.





CONTRACT SERVICES EXPENDITURES		FY 2026 Proposed Budget
CONTRACT SERVICES	BLAINE COUNTY SHERIFF (GENERAL FUND/LOT)	1,994,777
	MOUNTAIN RIDES (LOT)	848,000
	CONSOLIDATED DISPATCH (LOT)	160,291
	SUSTAINABILITY POSITION (GENERAL FUND)	125,000
	DECKARD (STRS - LOT)	32,714
	SUN VALLEY ECONOMIC DEVELOPMENT (LOT)	15,000
	FRIENDS OF THE SAWTOOTH AVALANCHE CENTER (LOT)	10,000
	MOUNTAIN HUMANE (LOT)	2,995
	IDAHO DARK SKY ALLIANCE (LOT)	3,000
	<b>TOTAL CONTRACT SERVICES EXPENDITURES</b>	<b>3,191,777</b>

# CAPITAL IMPROVEMENT PLAN

## (GENERAL FUND DEPARTMENTS)

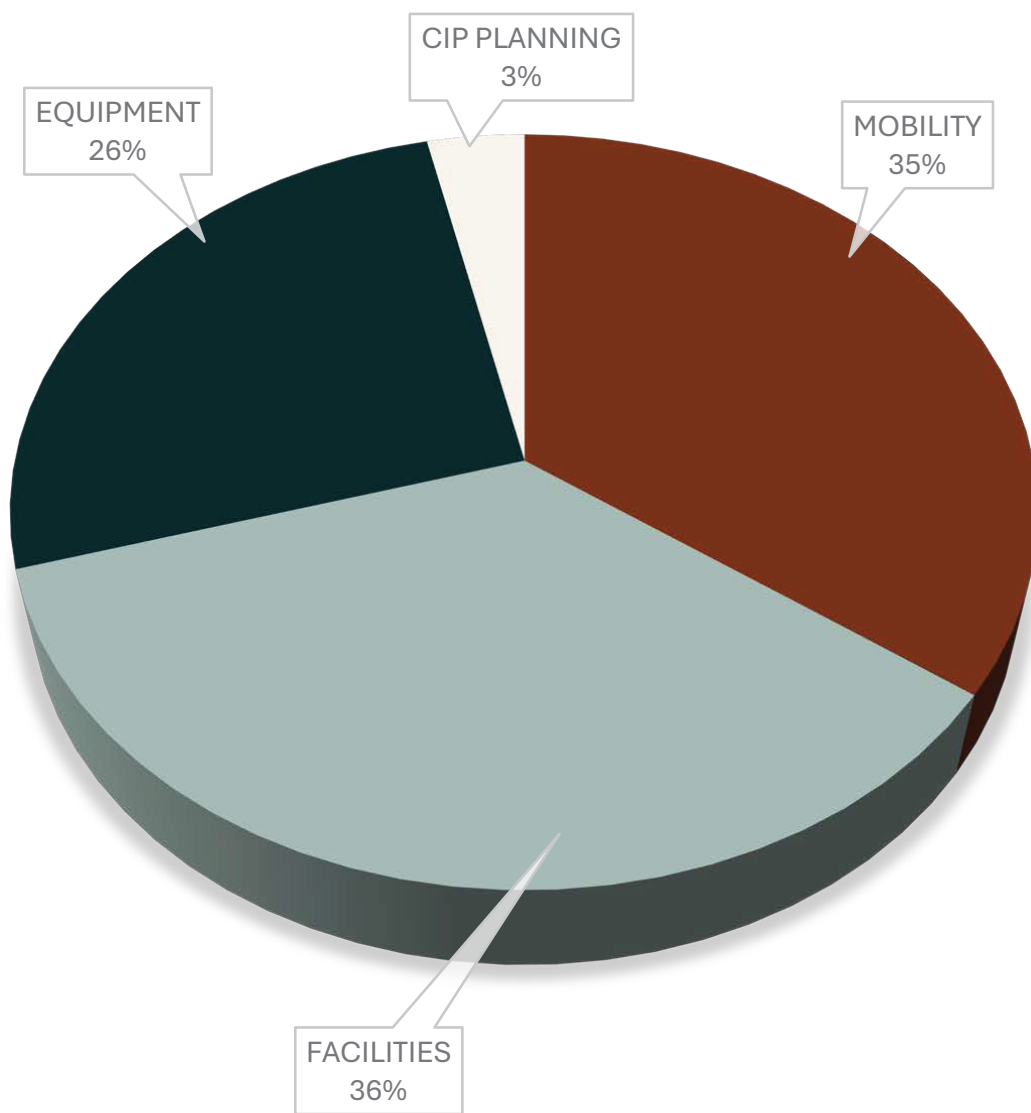
Planned expense appropriation for FY 2026 totals \$4,298,600. As part of the continual capital planning process, the 5-year CIP is updated and intended to be a planning document that informs the budget build each year.



## FY 2026 CAPITAL IMPROVEMENT PLAN

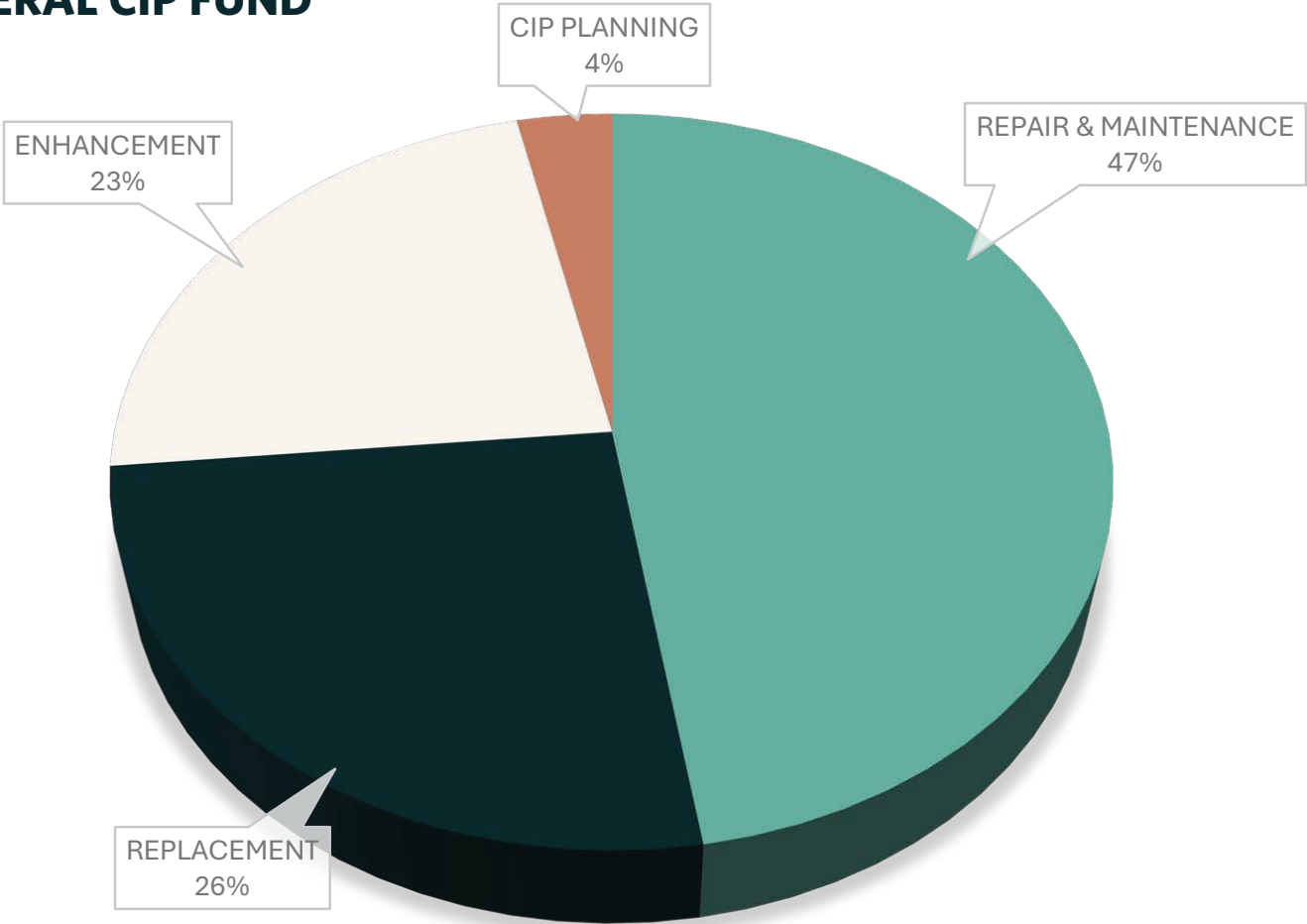
The following pages contain expense details for FY 2026 and a 5-Year summary document for FY 2027-2031. Over 70% of the FY 2026 CIP is driven by facilities and mobility. When considering expenditure type, repair and maintenance make up 49% of planned expenditures, followed by replacement (27%) and enhancement (24%). The highest priority of the FY 2026 CIP is to maintain current assets with the goal of avoiding additional deferred infrastructure maintenance. Resources are limited. Thus, it is anticipated that the projects will be strategically released throughout the year, with priority given to repair and maintenance projects and replacement projects.

The 5-year CIP shown identifies a significant funding gap when considering capital needs. Strategic discussions are ongoing with the goal of finding a stable base funding source for the capital improvement plan. Currently, the base resources tied to the capital improvement plan have improved compared to FY 2025. However, they are still insufficient. The capital improvement plan is a standing strategic topic and is reviewed frequently.





GENERAL CIP FUND



GENERAL CIP FUND		FY 2026 Proposed Budget
REVENUE	03-3100-6100- IDAHO POWER FRANCHISE	300,000
	03-3700-1000- INTEREST EARNINGS	25,000
	03-3700-8722- TRANSFER FROM LOT FUND	1,073,600
	03-3700-8798- URA FUNDING	2,600,000
	03-3800-9000- FUND BALANCE	300,000
	TOTAL REVENUE	4,298,600
EXPENDITURES	03-4193-7110- DOWNTOWN CORE SIDEWALK INFILL (P)	900,000
	03-4194-7162- TOWN SQUARE REMODEL PHASE I	250,000
	03-4193-7501- PUBLIC PARKING MANAGEMENT/IMPROVEMENTS (P)	100,000
	03-4193-7502- INFRASTRUCTURE FOR HOUSING	1,350,000
	03-4193-7611- PAVEMENT MANAGEMENT PROGRAM (P)	600,000
	03-4193-7199- LONG-TERM PLANNING & DESIGN (P)	150,000
	03-4193-7180- POWER LINE UNDERGROUNDING (P)	88,600
	03-4194-7120- ATKINSON PARK IRRIG. UPGRADES	150,000
	03-4193-7614- BOOM TRUCK	100,000
	03-4193-7200- TECHNOLOGY UPGRADES	65,000
	03-4210-7100- POLICE VEHICLE (NEW)	60,000
	03-4193-7160- TOWN SQUARE ALLEY-ASPHALT	50,000
	03-4193-7210- SUSTAINABILITY	50,000
	03-4193-7615- STREETS READER BOARDS	45,000
	03-4194-7156- ORE WAGON R&M	25,000
	03-4194-7176- CITY HALL ELECTRICAL REPLACEMENT	15,000
	03-4194-7161- VISITOR CENTER BUILDING R&M	300,000
	TOTAL EXPENDITURES	4,298,600



GENERAL CIP FUND 5-YEAR CIP FY 2027-2031		FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
REVENUE	IDAHO POWER FRANCHISE	300,000	300,000	300,000	300,000	300,000
	INTEREST EARNINGS	25,000	25,000	25,000	25,000	25,000
	TRANSFER FROM GENERAL FUND	TBD	TBD	TBD	TBD	TBD
	TRANSFER FROM LOT FUND	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
	URA FUNDING	2,300,000	3,650,000	2,800,000	2,300,000	
	<b>TOTAL REVENUE</b>	<b>3,625,000</b>	<b>4,975,000</b>	<b>4,125,000</b>	<b>3,625,000</b>	<b>1,325,000</b>
EXPENDITURES	DOWNTOWN CORE SIDEWALK (P)	900,000	900,000	900,000	900,000	900,000
	PAVEMENT MANAGEMENT PROG (P)	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
	POWER LINE UNDERGROUNDING (P)	150,000	180,000	180,000	180,000	180,000
	TECHNOLOGY UPGRADES/REPLACEMENT	65,000	65,000	65,000	65,000	65,000
	SUSTAINABILITY INFRASTRUCTURE	50,000	50,000	50,000	50,000	50,000
	REPLACE CITY TRASH CANS	10,000	-	10,000	-	10,000
	TASERS	7,000	-	7,000	-	7,000
	2000 ELGIN GEO VAC TRUCK SWEEPER REPLACEMENT	450,000	-	-	-	-
	SH-75 PATHWAY CONSTRUCTION	257,000	-	-	-	-
	ZAMONI	60,000	-	-	-	-
	POLICE VEHICLE REPLACEMENT	60,000	-	-	-	-
	RIFLE REPLACEMENT	18,000	-	-	-	-
	TOOL CAT/BOBCAT REPLACEMENT (STREETS)	83,900	-	-	-	-
	CRACK SEALER REPLACEMENT	90,000	-	-	-	-
	YMCA PARKING PHASE 2	800,000	-	-	-	-
	MINI SWEEPER (FACILITIES)	-	150,000	-	-	-
	SH-75 CORRIDOR SIGNAL UPGRADES	-	140,000	-	-	-
	TOOL CAT/BOBCAT (RECREATION)	-	60,000	-	-	-
	KENWORTH REPLACEMENT DUMP TRUCK (STREETS)	-	300,000	-	-	-
	00' FLAT BED REPLACEMENT (STREETS)	-	70,000	-	-	-
	HOT PATCHER REPLACEMENT	-	100,000	-	-	-
	HOUSING PROJECTS (LIFT TOWER)	-	2,200,000	-	-	-
	EAST AVENUE IMPROVEMENTS 2ND & 5TH	-	-	1,650,000	-	-
	CAT 962 LOADER REPLACEMENT (STREETS)	-	-	550,000	-	-
	WARM SPRINGS/LEWIS ROUNDABOUT	-	-	250,000	1,220,000	-
	VEHICLE REPLACEMENT (STREETS)	-	-	60,000	60,000	-
	PLOW REPLACEMENT (STREETS)	-	-	-	-	600,000
	<b>TOTAL EXPENDITURES</b>	<b>5,000,900</b>	<b>6,215,000</b>	<b>5,722,000</b>	<b>4,475,000</b>	<b>3,812,000</b>
	<b>ANNUAL NET POSITION</b>	<b>(1,375,900)</b>	<b>(1,240,000)</b>	<b>(1,597,000)</b>	<b>(850,000)</b>	<b>(2,487,000)</b>

(P) Denotes parent project

Denotes KURA contribution



# COMMUNITY HOUSING FUND

The FY 2026 budget continues to implement the Ketchum Housing Action Plan and fulfills the Ketchum/BCHA contract for services by the Blaine County Housing Authority. The BCHA staffing/programming is expected to be co-funded with Blaine County, similar to the countywide sustainability approach.

## FY 2025 HIGHLIGHTS

- Continued Ownership and Preservation Program
- Purchased condominiums and land to build
- Selected developer for the South YMCA site
- Fully staffed (reduced from 8.5 full time staff to 6.5, plus contractors)

## FY 2026 BUDGET HIGHLIGHTS

- Continue Ownership and Preservation Program
- No identified funding for long-term Rental Preservation Program
- Continue current staffing and service levels





HOUSING		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
REVENUE	54-3700-2000 LIFT TOWER LODGE RENTS	55,888	73,317	94,836	70,000
	54-3700-2020 DEED RESTRICTION RENTS	-	12,527	-	-
	54-3700-3600 REFUNDS & REIMBURSEMENTS(BCHA)	3,020	202,266	252,055	-
	54-3700-3610 REFUNDS & REIM BLAINE COUNTY	127,926	184,687	150,000	154,500
	54-3700-4000 DEED RESTRICTED PROP SALE	-	-	378,000	230,517
	54-3700-8701 TRANSFER FROM GENERAL FUND	266,481	430,517	500,000	-
	54-3700-8705 TRANSFER FROM ADDITIONAL .50%	317,639	1,505,075	1,199,154	1,421,000
	54-3700-8730 TRANSFER FROM IN-LIEU FUND	-	-	500,000	-
<b>TOTAL REVENUE</b>		<b>770,954</b>	<b>2,408,390</b>	<b>3,074,045</b>	<b>1,876,017</b>
PERSONNEL SERVICES	54-4410-1000 SALARIES	143,398	279,224	692,968	440,057
	54-4410-2100 FICA TAXES-CITY	12,528	23,145	-	33,664
	54-4410-2200 STATE RETIREMENT-CITY	17,670	31,152	-	52,631
	54-4410-2400 WORKMEN'S COMPENSATION-CITY	564	529	-	1,248
	54-4410-2500 HEALTH INSURANCE-CITY	32,673	72,234	-	124,099
	54-4410-2505 HEALTH REIMBURSEMENT ACCT(HRA)	-	5,541	-	7,000
	54-4410-2510 DENTAL INSURANCE-CITY	925	2,199	-	3,540
	54-4410-2515 VISION REIMBURSEMENT ACCT(HRA)	43	667	-	1,632
	54-4410-2600 LONG TERM DISABILITY	608	1,319	-	2,640
	<b>TOTAL PERSONNEL</b>	<b>225,733</b>	<b>437,541</b>	<b>692,968</b>	<b>666,511</b>
MATERIAL AND SERVICES	54-4410-3100 GENERAL OFFICE	971	14,093	11,500	11,489
	54-4410-4200 PROFESSIONAL SERVICES	323,317	194,267	75,000	100,000
	54-4410-4225 DEED RESTRICTIONS	-	859,469	1,035,635	208,100
	54-4410-4250 LIFT TOWER LODGE PROFF. SVCS	49,432	34,329	-	40,000
	54-4410-5110 COMPUTER NETWORK	3,730	3,662	-	4,000
	54-4410-5200 LIFT TOWER LODGE UTILITIES	7,661	19,907	-	25,000
	54-4410-5900 LIFT TOWER LDG REPAIR & MAINT	72,409	38,122	-	40,000
	<b>TOTAL OPERATING</b>	<b>687,195</b>	<b>1,393,280</b>	<b>1,511,335</b>	<b>428,589</b>
CAPITAL	54-4410-7100 PROPERTY ACQUISITION	-	-	50,000	-
	<b>TOTAL CAPITAL</b>	<b>-</b>	<b>-</b>	<b>50,000</b>	<b>-</b>
OTHER	54-4410-8000 REIMBURSEMENT BCHA OP & PROG	-	319,359	357,495	395,900
	54-4410-8010 REIMBURSE BCHA BLAINE CO CONTR.	104,667	150,000	150,000	154,500
	54-4410-8030 REIMBURSE GENERAL FUND	-	200,000	230,517	230,517
	<b>TOTAL OTHER</b>	<b>104,667</b>	<b>753,377</b>	<b>738,012</b>	<b>780,917</b>
<b>TOTAL EXPENDITURES</b>		<b>1,017,595</b>	<b>2,584,199</b>	<b>2,992,315</b>	<b>1,876,017</b>



# ENTERPRISE FUNDS

## WATER FUND

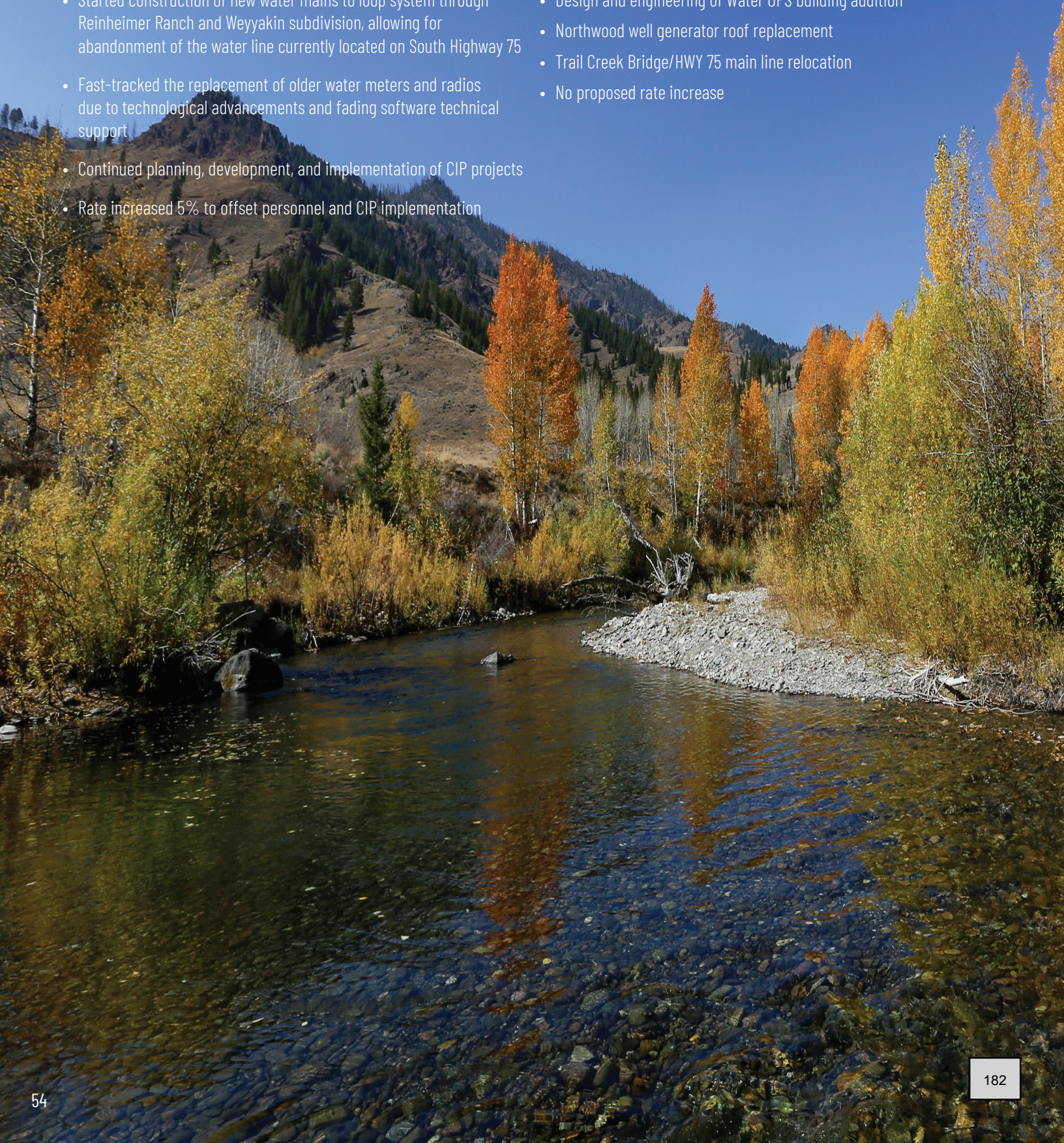
The Water Division is responsible for providing potable water to Ketchum's residents and businesses. The division operates several well sites and reservoirs throughout the city. The division also reads meters, repairs meters, supervises the installation of water taps, and processes utility billing.

### FY 2025 HIGHLIGHTS

- Started construction of new water mains to loop system through Reinheimer Ranch and Weyyakin subdivision, allowing for abandonment of the water line currently located on South Highway 75
- Fast-tracked the replacement of older water meters and radios due to technological advancements and fading software technical support
- Continued planning, development, and implementation of CIP projects
- Rate increased 5% to offset personnel and CIP implementation

### FY 2026 BUDGET HIGHLIGHTS

- Design and engineering of Water OPS building addition
- Northwood well generator roof replacement
- Trail Creek Bridge/HWY 75 main line relocation
- No proposed rate increase

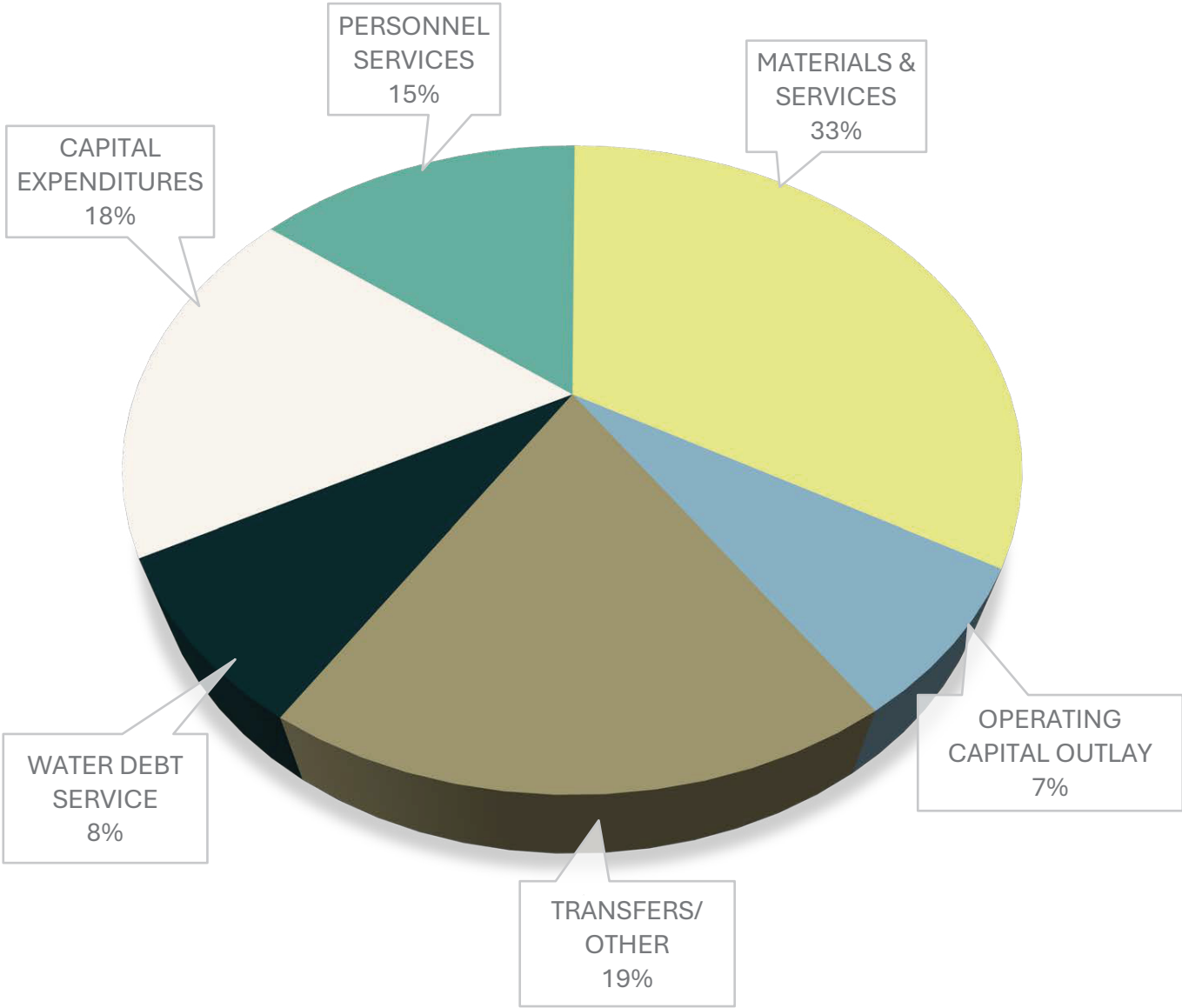




# FY 2026 WATER REVENUE

WATER REVENUE		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
OPERATING REVENUE	63-3400-6100- WATER CHARGES	2,599,850	3,143,298	2,723,222	3,298,000
	63-3400-6600- WA CONNECT FEE/FIRELINE/METER	11,710	1,100	23,000	10,000
	63-3700-1000- INTEREST EARNINGS	105,823	169,624	10,000	100,000
	63-3700-3600- REFUNDS & REIMBURSEMENTS	(23,216)	26,409	-	-
	63-3700-4000- SALE OF FIXED ASSETS	5,000	-	-	-
	63-3700-5000- AMORTIZED BOND PREMIUM	2,119	2,119	-	-
	63-3700-7000- MISCELLANEOUS REVENUE	3,741	2,643	2,500	2,500
	63-3700-8000- GAIN(LOSS) ON PENSION ACTIVITY	(58,510)	(17,261)	-	-
	63-3800-9000- FUND BALANCE	-	-	56,186	-
	<b>TOTAL OPERATING REVENUE (FUND 63)</b>	<b>2,646,518</b>	<b>3,327,932</b>	<b>2,814,908</b>	<b>3,410,500</b>
CAPITAL REVENUE	64-3400-7300- WATER CONNECTION FEES	166,253	130,317	25,000	100,000
	64-3700-1000- INTEREST EARNINGS	21,647	34,858		30,000
	64-3700-3600- REFUNDS & REIMBURSEMENTS	100	-	-	-
	64-3700-8763- TRANSFER FROM WATER FUND	534,000	760,000	240,000	700,000
	64-3800-9000- FUND BALANCE	-	-	823,000	-
	<b>TOTAL CAPITAL REVENUE (FUND 64)</b>	<b>722,000</b>	<b>925,175</b>	<b>1,088,000</b>	<b>830,000</b>
	<b>TOTAL REVENUE (FUNDS 63 &amp; 64)</b>	<b>3,368,518</b>	<b>4,253,107</b>	<b>3,902,908</b>	<b>4,240,500</b>

FY 2026 WATER EXPENDITURES



WATER EXPENDITURES		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
OPERATING EXPENDITURES	63-4340-1000- SALARIES-WATER	281,631	344,783	426,134	326,609
	63-4340-1800- SHIFT COVERAGE ON CALL	22,405	20,895	20,000	22,000
	63-4340-1900- OVERTIME	11,862	20,289	11,000	20,000
	63-4340-2100- FICA TAXES-CITY	25,086	29,020	34,129	28,199
	63-4340-2200- STATE RETIREMENT-CITY	38,624	43,478	54,673	44,086
	63-4340-2400- WORKMEN'S COMPENSATION-CITY	8,468	6,980	11,513	5,863
	63-4340-2500- HEALTH INSURANCE-CITY	85,895	87,309	194,163	93,833
	63-4340-2505- HEALTH REIMBURSEMENT ACCT(HRA)	448	7,931	12,429	6,000
	63-4340-2510- DENTAL INSURANCE-CITY	2,549	2,754	4,871	2,910
	63-4340-2515- VISION	893	894	-	1,272
	63-4340-2600- LONG TERM DISABILITY	1,148	2,004	2,701	1,937
	63-4340-3100- OFFICE SUPPLIES & POSTAGE	572	771	1,000	1,000
	63-4340-3120- DATA PROCESSING	6,993	7,785	6,000	7,500
	63-4340-3200- OPERATING SUPPLIES	18,113	19,361	16,500	20,000
	63-4340-3250- LABORATORY/ANALYSIS	917	6,721	6,500	3,000
	63-4340-3400- MINOR EQUIPMENT	2,494	2,031	2,500	3,000
	63-4340-3500- MOTOR FUELS & LUBRICANTS	9,838	13,573	10,000	10,000
	63-4340-3600- COMPUTER SOFTWARE	6,241	5,966	10,000	10,000
	63-4340-3800- CHEMICALS	6,980	9,568	10,000	10,000
	63-4340-4200- PROFESSIONAL SERVICES	28,462	101,979	170,000	150,000
	63-4340-4300- STATE & WA DISTRICT FEES	55,671	78,324	65,000	65,000
	63-4340-4600- INSURANCE	14,000	18,000	19,000	16,000
	63-4340-4800- DUES, SUBSCRIPTIONS, & MEMBERS	1,139	740	1,000	1,000
	63-4340-4900- PERSONNEL TRAINING/TRAVEL/MTG	1,080	3,420	5,000	5,000
	63-4340-5000- ADMINISTRATIVE EXPENSE-GEN FND	97,619	110,169	148,779	-
	63-4340-5100- TELEPHONE & COMMUNICATIONS	14,738	8,785	12,000	12,000
	63-4340-5200- UTILITIES	107,505	143,057	120,000	120,000
	63-4340-5500- RIGHT-OF-WAY FEE	121,832	129,678	136,161	150,000
	63-4340-6000- REPAIR & MAINT-AUTO EQUIP	10,827	3,183	5,500	6,000
	63-4340-6100- REPAIR & MAINT-MACH & EQUIP	30,883	61,517	60,000	60,000
	63-4340-6910- OTHER PURCHASED SERVICES	9,882	2,967	10,000	10,000
	63-4340-7900- DEPRECIATION EXPENSE	236,770	259,561	275,000	275,000
	63-4340-8801- REIMBURSE CITY GENERAL FUND	218,048	286,444	368,138	403,634
	63-4340-8864- TRANSFER TO WA CAPITAL IMP FND	534,000	760,000	240,000	700,000
	63-4340-9910- MERIT/COMPENSATION ADJUSTMENTS	-	-	35,000	-
	63-4340-9930- WATER FUND OP. CONTINGENCY	13,900	-	-	200,000
	63-4800-4200- PROF. SERVICES-PAYING AGENT	450	450	500	500
	63-4800-8300- DEBT SRVC ACCT PRINCIPAL-2015B	-	-	35,000	86,125
	63-4800-8400- DEBT SRVC ACCT INTEREST-2015B	106,008	104,825	104,000	51,125
	63-4800-8600- DEBT SRVC ACCT PRINCIPAL-2016	-	-	162,000	168,950
	63-4800-8700- DEBT SRVC ACCT INTEREST-2016	17,815	15,045	8,717	2,950
	<b>TOTAL OPERATING EXPENDITURES (FUND 63)</b>	<b>2,151,786</b>	<b>2,720,258</b>	<b>2,814,908</b>	<b>3,100,492</b>

WATER EXPENDITURES <i>(cont.)</i>		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
CAPITAL EXPENDITURES	64-4340-7135- MAIN STREET	-	316,490	23,000	-
	64-4340-7500- AUTOMOTIVE EQUIPMENT	91,445	-	-	-
	64-4340-7501- WORK TRUCK	-	53,972	-	-
	64-4340-7600- MACHINERY AND EQUIPMENT	136,461	-	-	-
	64-4340-7601- VAC TAILER SYSTEM	-	37,088	-	-
	64-4340-7650- WATER METERS	50,214	34,103	100,000	200,000
	64-4340-7653- WATER METER REPLACEMENT	5,130	-	-	-
	64-4340-7800- CONSTRUCTION	334,730	23,768	110,000	150,000
	64-4340-7804- REINHEIMER WEST MAILINE EXT	-	4,428	-	-
	64-4340-7805- REINHEIMER EAST MAILINE EXT	-	18,306	-	-
	64-4340-7806- NEW STAND-BY GENERATOR WA/ADM.	5,270	270,917	-	-
	64-4340-7807- WEYAKIN MAINLINE EXT	-	569	-	-
	64-4340-7809- S. KETCHUM WATER LINE PROJ. A	-	-	480,000	-
	64-4340-7810- S. KETCHUM WATER LINE PROJ. B	-	-	375,000	-
	64-4340-7811- TRAIL CREEK HWY 75 MAINLINE	-	-	-	200,000
	64-4340-7812- OPS BUILDING ADDITION DESIGN	-	-	-	100,000
	64-4340-7813- NORTHWOOD WELL ROOF ADDITION	-	-	-	50,000
	<b>TOTAL CAPITAL EXPENDITURES (FUND 64)</b>	<b>623,250</b>	<b>759,640</b>	<b>1,088,000</b>	<b>700,000</b>
	<b>TOTAL EXPENDITURES (FUNDS 63 &amp; 64)</b>	<b>2,775,036</b>	<b>3,479,898</b>	<b>3,902,908</b>	<b>3,800,492</b>



WATER CIP FUND 5-YEAR CIP (FY 2027-2031)		FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
EXPENDITURES	OPS BUILDING ADDITION CONSTRUCTION	1,000,000	-	-	-	-
	TRAIL CREEK MAINLINE REPLACEMENT	150,000	150,000	-	-	-
	WATER METERS	100,000	100,000	100,000	-	-
	GENERAL CONSTRUCTION/CONTINGENCY	100,000	100,000	100,000	-	-
	SPUR LN. LOOP TIE IN	-	100,000	-	-	-
	SADDLE/HWY 75 TO 10TH MAINLINE EXTENSION	-	400,000	312,500	-	-
	TRAIL CREEK WELL REBUILD	-	-	600,000	-	-
	ESTIMATE	-	-	-	1,000,000	1,000,000
TOTAL EXPENDITURES		1,350,000	850,000	1,112,500	1,000,000	1,000,000



# WASTEWATER FUNDS

The Wastewater Division is responsible for collecting and treating domestic wastewater. The Sun Valley Water and Sewer District and the City of Ketchum own the wastewater treatment facility. The division operates the wastewater treatment plant and maintains the collection system in the City of Ketchum.

## FY 2025 HIGHLIGHTS

- Completion of the Collection System Facility Plan to identify maintenance and growth needs of the sewer infrastructure (expected August 2025)
- Completion of aeration basin modifications and blower building upgrades to transition to a treatment process for Nitrogen removal
- Sewer line relocated across Highway 75 to accommodate the Trail Creek Bridge replacement
- Rate increase of 5%

## FY 2026 BUDGET HIGHLIGHTS

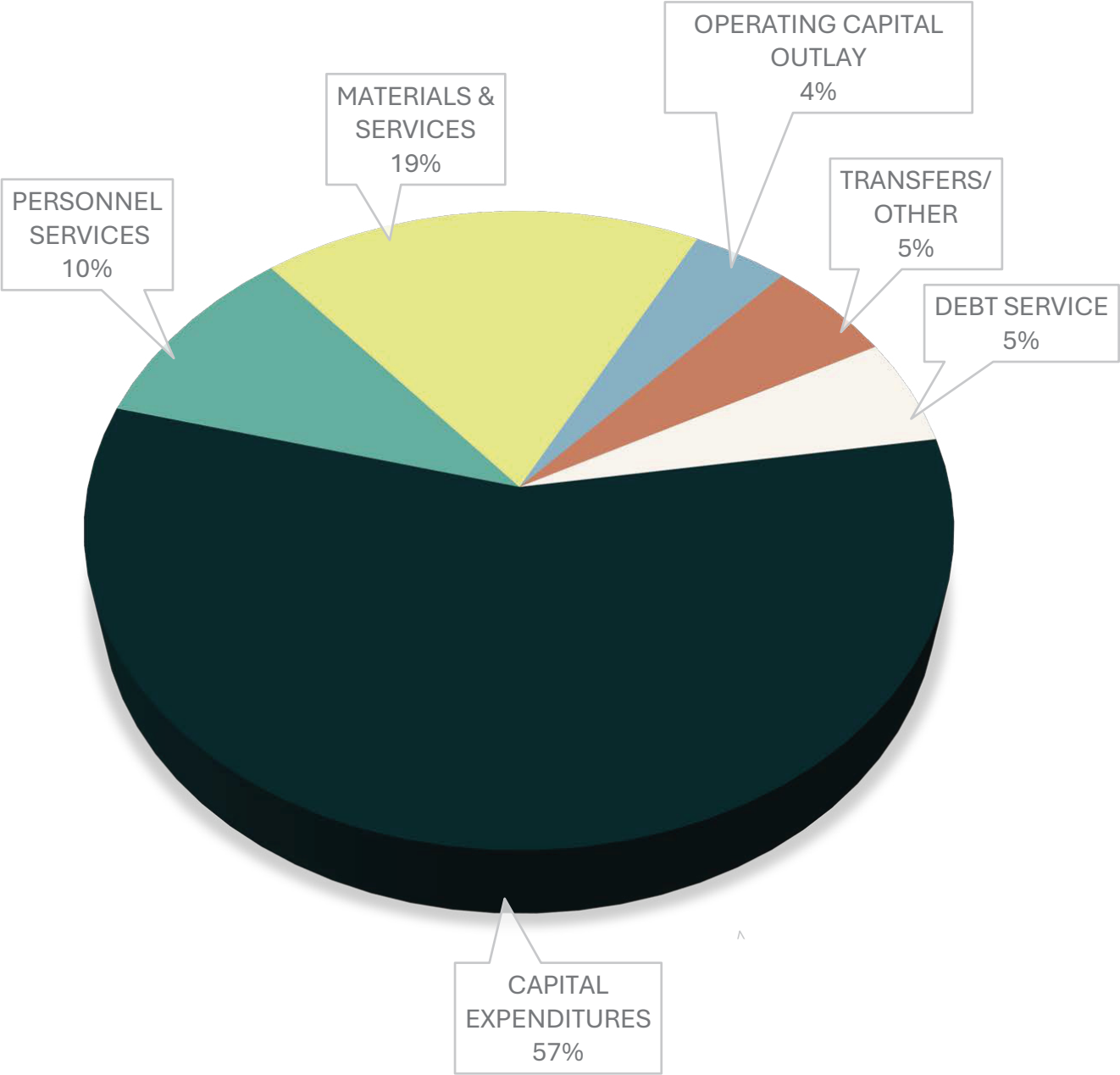
- Capital improvement projects
  - Construction of solids dewatering infrastructure (expected completion date of August 2027)
  - Sewer main repairs
  - Replace wastewater operations vehicle
  - Aeration basins 1 and 2 upgrade design
- Proposed rate increase of 4%





WASTEWATER REVENUE		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
OPERATING REVENUE	65-3300-1200 GRANTS STATE	-	8,696	-	-
	65-3400-7100 WASTEWATER CHARGES	2,584,103	2,781,134	2,869,542	2,960,000
	65-3400-7300 WASTEWATER INSPECTION FEES	640	440	-	-
	65-3400-7800 SUN VALLEY WA & SW DISTRICT CH	808,441	556,519	737,067	1,138,293
	65-3700-1000 INTEREST EARNINGS	46,054	107,607	15,000	60,000
	65-3700-3600 REFUNDS & REIMBURSEMENTS	42,994	(200,980)	-	-
	65-3700-5000 AMORTIZED BOND PREMIUM	66,411	-	-	-
	65-3700-7000 MISCELLANEOUS REVENUE	-	-	-	-
	65-3700-8000 GAIN(LOSS) ON PENSION ACTIVITY	(46,798)	(23,015)	-	-
	<b>TOTAL OPERATING REVENUE (FUND 65)</b>	<b>3,501,846</b>	<b>3,230,401</b>	<b>3,621,609</b>	<b>4,158,293</b>
CAPITAL REVENUE	67-3400-7300 WASTEWATER CONNECTION FEES	78,786	82,518	40,000	75,000
	67-3400-7800 SUN VALLEY WA & SW DISTRICT CH	-	968,840	2,277,068	2,571,043
	67-3400-9200 DEBT PROCEEDS	-	-	-	-
	67-3700-1000 INTEREST EARNINGS	183,649	455,209	100,000	100,000
	67-3700-8765 TRANSFER FROM WASTEWATER FUND	-	579,927	-	500,000
	67-3800-9000 FUND BALANCE	-	-	2,965,783	-
	<b>TOTAL CAPITAL REVENUE (FUND 67)</b>	<b>262,435</b>	<b>2,086,494</b>	<b>5,382,851</b>	<b>3,246,043</b>
<b>TOTAL REVENUE (FUNDS 65 &amp; 67)</b>		<b>3,764,280</b>	<b>5,316,895</b>	<b>9,004,459</b>	<b>7,404,336</b>

FY 2026 WASTEWATER EXPENDITURES





WASTEWATER FUND EXPENDITURES		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
OPERATING EXPENDITURES	65-4350-1000- SALARIES-WASTEWATER	444,991	516,119	525,300	530,195
	65-4350-1800- SHIFT COVERAGE ON CALL	16,593	19,877	22,968	20,000
	65-4350-1900- OVERTIME	14,320	15,360	15,000	15,000
	65-4350-2100- FICA TAXES-CITY	37,300	40,571	43,090	43,237
	65-4350-2200- STATE RETIREMENT-CITY	58,869	62,008	67,367	67,597
	65-4350-2400- WORKMEN'S COMPENSATION-CITY	9,253	7,600	10,545	7,815
	65-4350-2500- HEALTH INSURANCE-CITY	234,662	228,167	275,520	203,403
	65-4350-2505- HEALTH REIMBURSEMENT ACCT(HRA)	6,540	7,853	16,604	13,000
	65-4350-2510- DENTAL INSURANCE-CITY	5,338	5,467	6,215	5,652
	65-4350-2515- VISION	1,553	826	-	2,712
	65-4350-2600- LONG TERM DISABILITY	2,039	3,112	3,146	3,338
	65-4350-3100- OFFICE SUPPLIES & POSTAGE	566	(172)	700	500
	65-4350-3120- DATA PROCESSING	7,221	7,785	7,500	8,000
	65-4350-3200- OPERATING SUPPLIES	14,551	11,376	14,800	14,000
	65-4350-3400- MINOR EQUIPMENT	1,846	1,035	1,500	2,000
	65-4350-3500- MOTOR FUELS & LUBRICANTS	18,445	11,995	20,000	20,000
	65-4350-3600- COMPUTER SOFTWARE	1,555	2,798	5,000	5,000
	65-4350-3800- CHEMICALS	123,250	103,583	104,500	105,000
	65-4350-4200- PROFESSIONAL SERVICES	39,864	64,261	60,000	80,000
	65-4350-4201- IPDES PERMIT FEE	3,452	3,642	3,711	3,800
	65-4350-4600- INSURANCE	32,000	32,000	40,000	90,000
	65-4350-4900- PERSONNEL TRAINING/TRAVEL/MTG	3,111	2,128	2,500	3,000
	65-4350-5000- ADMINISTRATIVE EXPENSE-GEN FND	131,989	129,893	140,252	-
	65-4350-5100- TELEPHONE & COMMUNICATIONS	5,922	7,589	7,000	7,000
	65-4350-5200- UTILITIES	180,488	157,393	175,000	175,000
	65-4350-5500- RIGHT-OF-WAY FEE (STREET DEPT)	121,624	136,664	143,477	148,000
	65-4350-6000- REPAIR & MAINT-AUTO EQUIP	7,403	20,489	12,000	12,000
	65-4350-6100- REPAIR & MAINT-MACH & EQUIP	45,990	57,805	70,000	70,000
	65-4350-6150- OHIO GULCH REPAIR & REPLACE	-	82	500	-
	65-4350-6900- COLLECTION SYSTEM SERVICES/CHA	30,895	51,558	65,000	65,000
	65-4350-7900- DEPRECIATION EXPENSE	358,055	403,362	330,000	375,000
	65-4350-8801- REIMBURSE CITY GENERAL FUND	298,280	337,728	746,241	864,195
	65-4350-8867- TRANSFER TO WW CAP IMP FUND	-	579,927	-	500,000
	65-4350-9910- MERIT/COMPENSATION ADJUSTMENTS	-	-	35,000	-
	65-4350-9930- WASTEWATER FUND OP. CONTINGENCY	22,900	-	-	50,000
	65-4800-4200- PROF. SERVICES-PAYING AGENT	3,250	1,000	-	1,000
	65-4800-8300- DEBT SRVC ACCT PRNCPL.-2014C	58,787	-	-	-
	65-4800-8400- DEBT SRVC ACCT INTEREST-2014C	-	-	-	-
	65-4800-8500- DEBT SRVC ACCT PRNCPL-S2023	-	(2)	200,000	210,000
	65-4800-8600- DEBT SRVC ACCT INTEREST-S2023	119,916	292,439	300,400	290,400
	<b>TOTAL OPERATING EXPENDITURES (FUND 65)</b>	<b>2,462,819</b>	<b>3,323,320</b>	<b>3,470,836</b>	<b>4,010,845</b>

<b>WASTEWATER FUND EXPENDITURES</b> (cont.)		<b>FY 2023</b> <b>Actuals</b>	<b>FY 2024</b> <b>Actuals</b>	<b>FY 2025</b> <b>Revised Budget</b>	<b>FY 2026</b> <b>Proposed Budget</b>
CAPITAL EXPENDITURES	67-4350-7600- BOB CAT UW56 TOOLCAT	69,593	-	-	-
	67-4350-7800- CONSTRUCTION (P)	-	-	-	100,000
	67-4350-7809- ENERGY EFFICIENCY PROJECTS	1,213	11,252	50,000	50,000
	67-4350-7812- MICROSCOPE	5,734	-	-	-
	67-4350-7813- CAPITAL IMP PLAN(NO SHARING)	170,415	141,962	225,000	100,000
	67-4350-7814- AERATION BASINS - ANOXIC AND M	-	940,375	-	-
	67-4350-7815- AERATION BASINS BLOWERS & ELEC.	262,819	1,629,715	2,100,090	-
	67-4350-7816- UPGRADE FILTER PLC	-	-	50,000	-
	67-4350-7817- REMOVE DIGESTER NO 1 BLDG & FL	77,011	19,219	-	-
	67-4350-7818- ROTARY DRUM THICK & DEWATERING	-	154,757	2,924,760	4,678,586
	67-4350-7819- REPLACE PUMPS	-	-	33,000	-
	67-4350-7820- VEHICLE REPLACEMENT	-	-	-	70,000
	67-4350-7821- AERATION BASIN UPGRADE (BASINS 1 & 2)	-	-	-	160,000
	67-4350-7822- OUTFALL CLEARING	-	-	-	83,500
	<b>TOTAL CAPITAL EXPENDITURES (FUND 67)</b>	<b>586,786</b>	<b>2,897,281</b>	<b>5,382,850</b>	<b>5,242,086</b>
	<b>TOTAL EXPENDITURES (FUNDS 65 &amp; 67)</b>	<b>3,049,605</b>	<b>6,220,601</b>	<b>8,853,686</b>	<b>9,252,931</b>

WASTEWATER CIP FUND 5-YEAR CIP (FY 2027-2031)		FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
PROJECTS	SOLIDS DEWATERING IMPROVEMENTS	3,997,073	-	-	-	-
	PUMP REPLACEMENTS	353,250	-	-	-	-
	HEADWORKS REPAIR	50,000	-	-	-	-
	AERATION UPGRADES	2,680,500	1,855,500	-	-	-
	ENERGY EFFICIENCY PROJECTS	50,000	50,000	50,000	50,000	50,000
	REPLACE VFD'S	-	782,000	-	-	-
	UV EQUIPMENT	-	-	580,000	1,216,000	-
	DIGESTER BLOWERS	-	-	952,000	-	877,000
	DIGESTER 3 & 4	-	-	-	924,000	700,000
	REPLACE GENERATORS	-	-	-	820,000	885,000
	PARKING LOT REPAVING	-	-	-	-	75,000
TOTAL EXPENDITURES		7,130,823	2,687,500	1,582,000	3,010,000	2,587,000







**Development Services:** The Development Services Trust Fund is an account established for bonds or other monies deposited as required by city ordinances for development projects. If projects do not fulfill their obligations, the funds may be withdrawn and used to mitigate any issues connected to the development. In the vast majority of cases, the funds are returned to the applicant in full.

**Parks and Recreation:** The Parks and Recreation Trust Fund provides budget authority to receive and expend money obtained through grants, donations, and General Fund contributions. A sub-account houses donations made toward the Warm Springs Preserve. A new sub-account was created to house Pump Park donations and expenditures. Federal law typically requires that money received through grants be segregated into separate funds and that the receipt and expenditure of such money be accounted for separately from other city functions. The fund also provides an avenue to segregate donations to ensure that such funds are spent in accordance with the instructions of donors.

**Police:** The Police Trust Fund provides budget authority to receive and expend money obtained through forfeitures and seized assets. Federal law requires that money received through such forfeitures be segregated into separate funds and that the receipt and expenditure of such money be accounted for separately from other city functions. Federal law also limits the expenditure of such funds to specific uses, such as drug enforcement, education activities, and capital equipment or improvements.

TRUST FUNDS		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
POLICE TRUST	<b>POLICE TRUST (FUND 90)</b>				
	REVENUE	263	374	7,500	7,500
	EXPENDITURE	-	-	7,500	7,500
PARKS TRUST	<b>PARKS TRUST (FUND 93)</b>				
	REVENUE	195,866	165,540	1,130,650	40,000
	EXPENDITURE	223,680	72,166	1,130,650	1,137,653
DEV. TRUST	<b>DEVELOPMENTAL TRUST (FUND 94)</b>				
	REVENUE	1,078,252	-	650,000	650,000
	EXPENDITURE	749,355	-	650,000	650,000



# OTHER FUNDS





**General Obligation Fire Bond:** The 2020 General Obligation Bonds were authorized by the requisite two-thirds of the voters at the election held on November 5, 2019, in the amount of \$11,500,000. Ordinance 1201 provides for the repayment of the bonds over a 25-year term. The final payment is scheduled for September 2044. Interest rates on the bonds vary from 2% to 5% with a true interest cost of 1.92% over the life of the bonds.

**Community Housing In-Lieu Fund:** The purpose of the Community Housing In-Lieu Fund is to provide budget authority to administer the city's Community Housing In-Lieu Program. In-lieu funds are restricted for uses that advance community housing efforts.

**Wagon Days Fund:** The Wagon Days Fund provides budget authority to support the annual Wagon Days Celebration that takes place over Labor Day weekend. The Wagon Days Celebration is funded through a mix of donations and ticket and souvenir sales, coupled with the Local Option Tax Fund.

OTHER FUNDS		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
WAGON DAYS	<b>WAGON DAYS (FUND 02)</b>				
	REVENUE	158,935	182,874	188,000	220,900
	EXPENDITURE	163,817	190,582	188,000	220,900
G.O. FIRE BOND	<b>GENERAL OBLIGATION FIRE BOND (FUND 41)</b>				
	REVENUE	611,880	630,078	617,019	617,019
	EXPENDITURE	611,769	630,078	617,019	617,019
IN-LIEU HOUSING	<b>IN-LIEU HOUSING (FUND 52)</b>				
	REVENUE	694,050	939,788	2,394,874	2,000,000
	EXPENDITURE	768,449	1,451,982	2,394,874	2,000,000

# PROPOSED FEE SCHEDULE CHANGES

The following is a list of fees, including the fee description, the current adopted fee, and the proposed fee for FY 2026, along with the percentage change. This is included as part of the requirement per state statute Title 63, Chapter 13.





Charts outlining the FY 2026 fees and changes will be included here at a later date.

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**FY 2026  
Budget Workshop**  
June 24, 2025

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**Agenda**

<p><b>Session 1</b></p> <p>All Funds Overview</p> <p>General Fund</p> <ul style="list-style-type: none"> <li>• Overview and Long-term Financial Model</li> <li>• Department Highlights</li> </ul> <p>Original LOT</p> <ul style="list-style-type: none"> <li>• Emergency Services</li> <li>• Contract Services</li> </ul> <p>Additional 1% LOT</p> <p>Capital Improvement Plan</p> <ul style="list-style-type: none"> <li>• FY 2025 Overview &amp; Detail</li> <li>• Out Years &amp; Long-Term Funding</li> <li>• Strategic Projects Discussion</li> </ul>	<p><b>Session 2 (after lunch)</b></p> <p>Housing</p> <p>Enterprise Funds</p> <ul style="list-style-type: none"> <li>• Water</li> <li>• Wastewater</li> </ul> <p>Other Funds</p> <p>Council Feedback &amp; Action</p>
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## Housekeeping

**Budget book edits:**


- Workshop intentionally blank; alignment issue
- Table of Contents FY 2025 usage vs. 2026
- Page 6 Alignment issue
- Page 10 Duplicate account (1010), not duplicated in the total
- Page 16 Mayor/Council training/travel budget = \$15,000
- Page 18 'Clerk' duplicated, should be 'Finance'
- Page 27 Column header typos
- Page 33 4210/'IDBS' should be 'SAFEbuilt' (old label)
- Page 34 Police 2026 highlights will be added (in deck)
- Page 40 Image quality issue
- Page 42 Image quality issue
- Page 47 Add FY 2025 Revised Budget column

**October 1<sup>st</sup> Budget Corrections:**

- Resort Cities (lobbyist contract) – funding from contingency
- Legal contracts (\$11k) – funding from contingency
- Sustainability contract final number – funding from contingency

3

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## Housekeeping

**Handouts/Materials:**

- Hard Copy Budget Book
- Mayor & Council Priorities Handout
- General Fund 5-Year Financial Forecast
- CIP
  - FY 2026 (Priority)
  - 5-Year Plan (2027-2031)
- Housing In-Lieu Fund Forecast
- Water Fund 5-Year Financial Forecast
- Wastewater Fund 5-Year Financial Forecast

4

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## Mayor & Council Priorities

Amanda	Courtney	Neil	Spencer	Tripp
<b>Housing Programs Crossover:</b>				
Ownership Preservation Program	Ownership Preservation Program	Ownership Preservation Program	Ownership Preservation Program	Ownership Preservation Program
Housing Development (new)		Housing Development (new)		Housing Development (new)
	Sale of 291 units & Parkside unit	Explore land acquisition	Sale of 291 units	Explore land acquisition
	Family & middle-income		Middle-income	
	Rental Preservation Program		Rental Preservation Program	
<b>Crossover:</b>				
Comp Plan & Code Rewrite	Comp Plan & Code Rewrite	Comp Plan & Code Rewrite	Comp Plan & Code Rewrite	Forest Service Park
Forest Service Park	Forest Service Park	Forest Service Park	Forest Service Park	
Sidewalk infill		Sidewalk infill	Sidewalk prioritization	
Fire consolidation	Fire consolidation	Fire consolidation		
Town Square revamp & Starbucks lease		Town Square revamp & Starbucks lease		
	10" Street roundabout	Undergrounding of lines		Undergrounding of lines (WS path)
Bike/ped plan (east/west)	Saddle Road bike path connector	10" Street roundabout		
	Animal-resistant trash cans	Downtown/bus connector	Animal-resistant trash cans	Grow & expand Mountain Rides
<b>Other:</b>				
	Focus on Streets maintenance	Warm Springs Preserve	Consultants (review overall spend)	Rebuild of Atkinson Park soccer field
	E-bike enforcement	Wastewater project upgrade	Historical district (via zoning code)	
	West Ketchum trail bridge		Mtn overlay district (via zoning code)	
	Stop sign/traffic calming study		FAR exceedance	
	Resort Cities Coalition		City standards (sidewalks & ROW)	
	Sustainability:		Recreation funding increase	
	Fire station & Ore Wagon solar		(ex: Bigwood rope tow)	
	Upgrade City Hall power		Grey water/water use study	
	Composting		Wildfire & avalanche studies	
	Electric vehicles			
<b>Staffing:</b>				
		Culture development	County health trust/cafe/teraria plan	Competitive comp. for Housing
			Ketchum Police Department	Consider sustainability personnel
			In-house paralegal	Consider a new law firm
			Electeds' compensation	Consider a grant writing position

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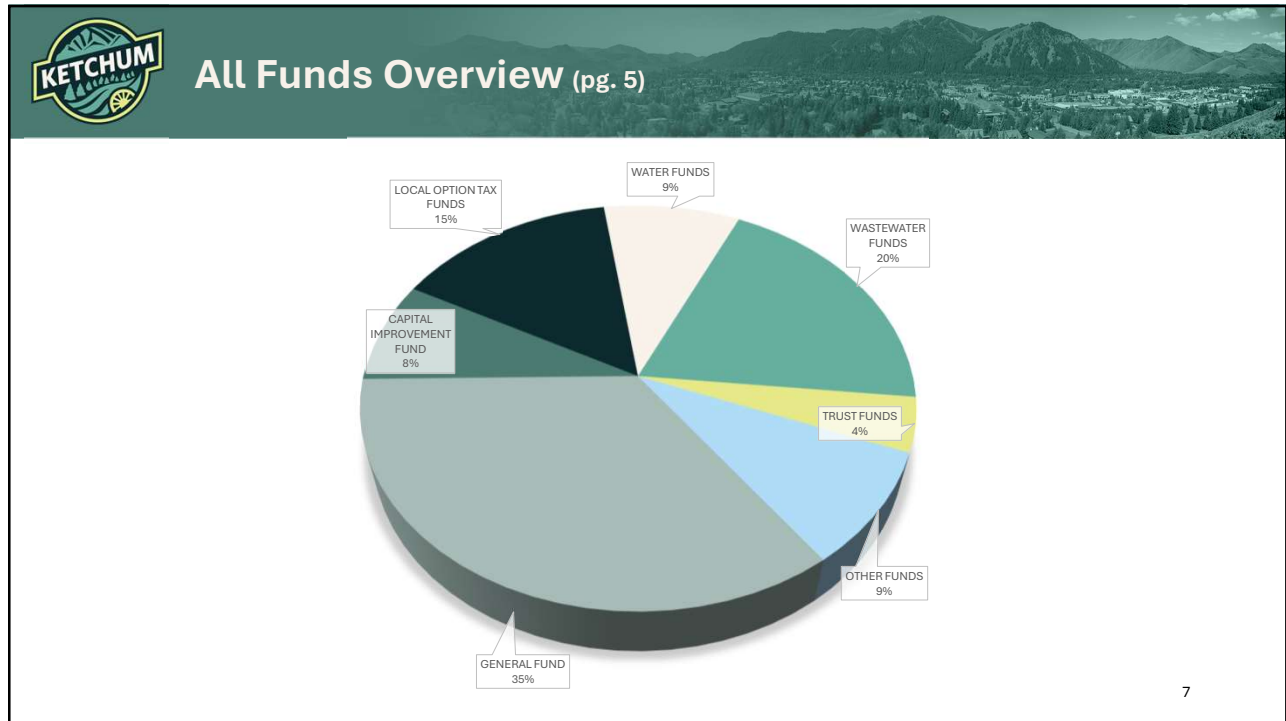


## Mayor & Council Priorities

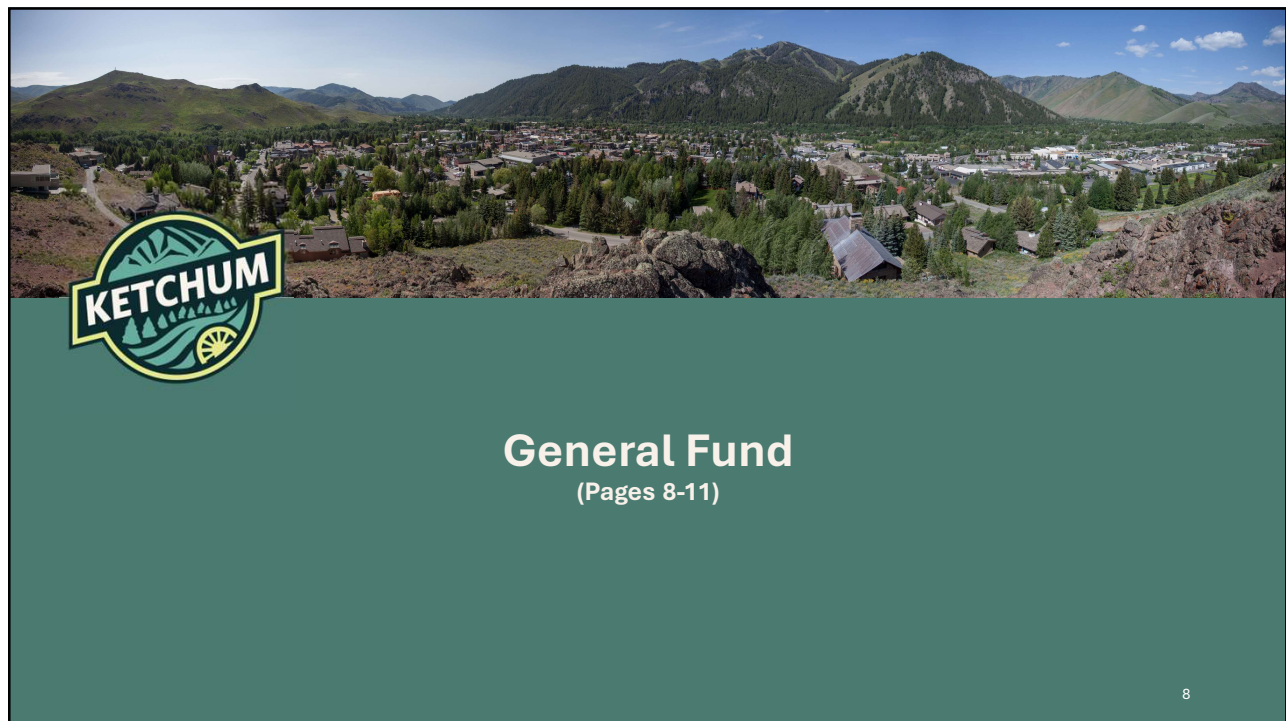
Amanda	Courtney	Neil	Spencer	Tripp
<b>Housing Programs Crossover:</b>				
Ownership Preservation Program	Ownership Preservation Program	Ownership Preservation Program	Ownership Preservation Program	Ownership Preservation Program
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	Family & middle-income		Middle-income	
	Rental Preservation Program		Rental Preservation Program	
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Comp Plan & Code Rewrite	Comp Plan & Code Rewrite	Comp Plan & Code Rewrite	Comp Plan & Code Rewrite	Forest Service Park
Forest Service Park	Forest Service Park	Forest Service Park	Forest Service Park	
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7



8



## General Fund Details (pg. 8-11)

### Revenue

#### Property Tax

- 3% Base Increase

#### State Shared

- Highway, liquor, sales tax
- Inputs reflect projections
- Development Revenue base levels increased
  - Still a conservative approach to base revenue expectations

#### Interest

- Increased due to economic conditions
  - Still at an amount lower than FY 2025 projected actuals

### Expenditures

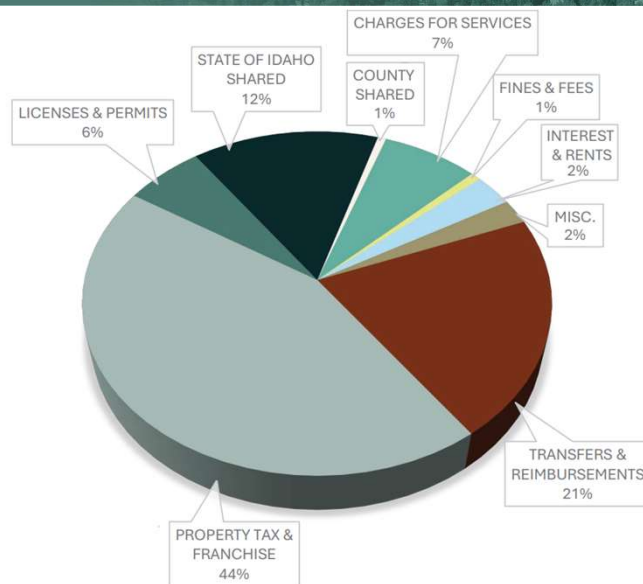
- 3% increase in wages
- Line by line operational approach

9

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## General Fund Revenue (pg. 9)



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## Property Tax – Math & Myths (pg. 12)

### Property Tax Levy Rate Formula



11

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## Property Tax Myths

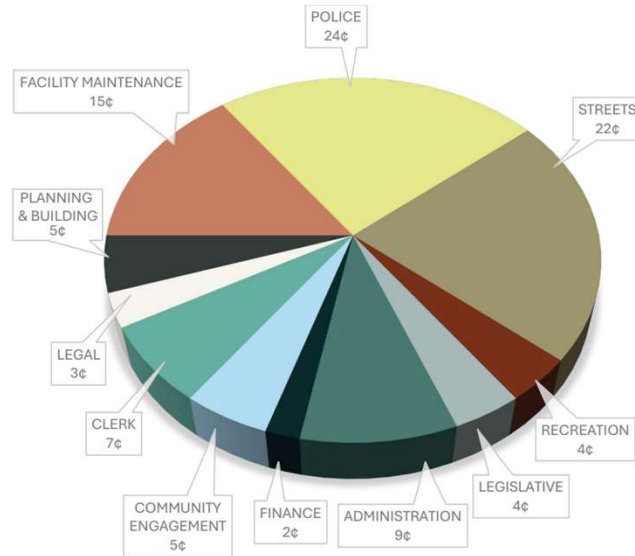
- Cities set a levy amount...
  - Not True – districts set a budget amount the levy is the result of math
- Cities have complete control over a homeowner's tax bill...
  - Not True – districts can choose to take or not take the allowed increase. This amount is a very small fraction of the total taxes.
- If a City takes the 3% base tax increase, all property owners will see a 3% increase...
  - Not True – what a property owner's taxes do is dependent on the value of the property and how the value changed compared to the average change

12

12



## For Every Tax Dollar (pg. 13)

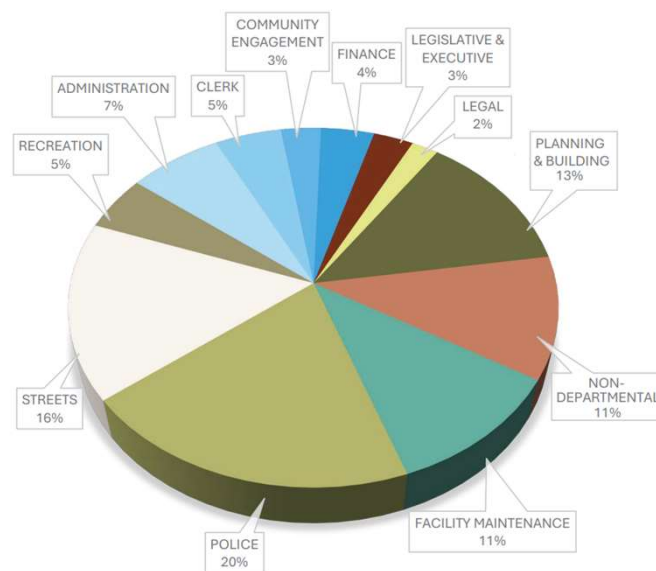


13

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## General Fund Expenses (pg. 14)



14

14



## General Fund 5-Year Forecast

See Handout

### General Fund Revenues

Revenue Source	FY 2024 Actual	FY 2025 Amended Budget	FY 2026 Current Status	FY 2027 Projected	FY 2028 Projected	FY 2029 Projected	FY 2030 Projected
1 Undesignated Fund Balance		\$8,032,793	\$3,954,170	\$3,954,170	\$3,867,229	\$3,689,067	\$3,415,209
2 Property Tax	\$5,142,852	\$5,285,263	\$4,745,518	\$4,899,747	\$5,058,989	\$5,223,406	\$5,393,167
3 Franchise Fees	\$622,730	\$624,638	\$665,500	\$678,810	\$692,386	\$706,234	\$720,359
4 Licenses & Permits	\$800,874	\$577,024	\$754,900	\$777,547	\$800,873	\$824,900	\$849,647
5 Grants	\$4,039	\$0	\$0	\$0	\$0	\$0	\$0
6 Highway State Share	\$339,141	\$195,071	\$250,000	\$255,000	\$260,100	\$265,302	\$270,608
7 Liquor Tax	\$362,218	\$395,000	\$395,000	\$402,900	\$410,958	\$419,177	\$427,561
8 Sales Tax Allocation	\$1,114,447	\$1,086,365	\$1,150,000	\$1,161,500	\$1,173,115	\$1,184,946	\$1,196,695
9 County Agreement/Shared	\$1,606,020	\$1,735,076	\$80,000	\$81,600	\$83,232	\$84,897	\$86,595
10 Charges for Services	\$1,311,632	\$728,900	\$925,053	\$952,805	\$981,389	\$1,010,830	\$1,041,155
11 Miscellaneous Revenue/Reimbursements	\$1,993,181	\$2,373,803	\$2,177,129	\$2,198,900	\$2,220,889	\$2,243,098	\$2,265,529
12 LOT Transfer & Reimbursement	\$2,005,000	\$2,005,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000
13 Total	\$15,302,133	\$15,006,140	\$12,343,100	\$12,608,809	\$12,881,932	\$13,162,690	\$13,451,315

### General Fund Expenditures

Expenditure Type	FY 2024 Prelim. Actual	FY 2025 Amended Budget	FY 2026 Projected	FY 2027 Projected	FY 2028 Projected	FY 2029 Projected	FY 2030 Projected
14 Personnel	\$7,545,466	\$8,316,959	\$5,799,607	\$6,031,591	\$6,272,855	\$6,523,769	\$6,784,720
15 Materials & Services	\$5,876,479	\$6,495,124	\$6,033,299	\$6,153,965	\$6,277,044	\$6,402,585	\$6,530,637
16 Operating Capital	\$207,487	\$207,430	\$23,000	\$23,000	\$23,000	\$23,000	\$23,000
17 Operating Contingency/Transfers	\$1,016,479	\$4,065,249	\$487,194	\$487,194	\$487,194	\$487,194	\$487,194
18 Total	\$14,647,911	\$19,084,763	\$12,343,100	\$12,695,750	\$13,060,093	\$13,436,548	\$13,825,551
19 Net Surplus/(Assumed Use of Fund Balance)	\$654,222	-\$4,078,623	\$0	-\$86,941	-\$178,161	-\$273,868	-\$374,236
20 Net Surplus to CIP Fund			\$0				
21 Total Fund Balance		\$3,954,170	\$3,954,170	\$3,867,229	\$3,689,067	\$3,415,209	\$3,040,973
22 17% Assigned Fund Balance	\$2,490,145		\$2,098,327	\$2,158,278	\$2,220,216	\$2,284,213	\$2,350,344
23 Projected Unassigned Fund Balance			\$1,855,843	\$1,708,951	\$1,468,852	\$1,130,996	\$690,630

\*Annual growth assumptions (revenues): Property Tax 3.25%; Franchise Fees, Licenses & Permits 3%; Highway & Liquor 2%; Sales Tax 1%  
 \*Annual growth assumptions (expenses): Personnel 4.0%; Materials & Services 2.0%

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## Department Highlights

(Pages 18 – 41)

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## Department Highlights

### Administration (pg. 18)

- Clerk, Community Engagement, and Finance budgets are now separated out from Administration.

### Clerk (pg. 20)

- The Clerk department budget is now separated from the overall Administration budget.
- Due to the separation of the Ketchum Fire District, ICRMP insurance premiums will decrease substantially (~29%), resulting in a year-over-year overall reduction of 21% in premiums.

### Community Engagement (pg. 22)

- Community Engagement department budget is now separated from the overall Administration budget
- Redevelopment of city-wide websites is underway, with funds accounted for and plans to launch the new platforms in FY 2026
- Identifying new public/private event partnership opportunities to conduct new cultural events in Ketchum without increasing budget funds

17

17



## Department Highlights

### Facilities (pg. 20)

- Construction to begin at Warm Springs Preserve, including the connector trail to Bald Mountain
- Project Main Street beautification (phase II)
- Ore wagon Museum enhancements (new doors)
- 491 Sun Valley Road (Visitor Center) upgrades
- Upgrades to street trees throughout town

### Finance (pg. 24)

- Finance department budget now separated from overall Administration budget
- Planned move to the cloud for Enterprise Resource Planning system
- Continued benefit management, including the possibility of a Health Trust
- Finalize full documentation of Finance processes
- Official start of Ketchum Fire District

18

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## Department Highlights

### Legal (pg. 28)

- Services remain status quo

### Legislative & Executive (pg. 30)

- Travel/training/meeting allotment increased for expanded conference offerings

### Planning & Building (pg. 32)

- Increased the professional services budget to reflect the next phase of code updates
- Building Services contract expense increased as a result of increased base building fee revenues
- Increased professional services to outsource Floodplain Development Manager position

19

19



## Department Highlights

### Police (pg.30)

- Hemingway Police Field Day (approaching 20 years!)
- Bicycle Rodeo: Approximately 50 children participated this year, one of the largest participation rates yet. This is a good lead up to the upcoming bicycle education program the City is about to unroll.
- 16% reduction in DUI arrests this year over last year. A contributing factor is the evening foot patrol in the downtown business area as well as foot presence at special events.

### Recreation (pg. 32)

- Expansion of recreational offerings, including Garden Club in the spring, winter composting, fall skateboard classes, and USTA-driven beginner tennis classes for youth
- Installation of pavers at Atkinson Park courts for improved waiting area and viewing
- Year-round assistance (partnership) with the ERC for youth programming
- Exploration of Terry Tracy Recreation Center upgrades (footprint expansion)

20

20



## Department Highlights

### Streets (pg. 34)



- Request to increase Professional Service budget by \$41,000 (snow hauling budget was underfunded in FY 2025; increase needed to meet yearly average/account for increase in hourly hauling rates)
- The Streets Department budget overall has decreased based on adjustments due to historical spending.
- Proposed acquisition of new snow blower to replace the 1985 Idaho Norland snow blower

### Non-Departmental (pg. 36)

- Budget now includes contract with IT provider (Ketchum Computers) with applicable contract increases

21

21






## General Fund Q&A

Administration	Jade Riley	Planning & Building	Jamie Shaw
Clerk	Trent Donat	Police	Jamie Shaw
Community Engagement	Daniel Hansen	Recreation	John Kearney
Facilities	Juerg Stauffacher	Streets	Ramsy Hoehn
Finance	Brent Davis		

22

22



## Local Option Tax Funds

Original  
Additional 1%  
(Pages 42 – 45)

23

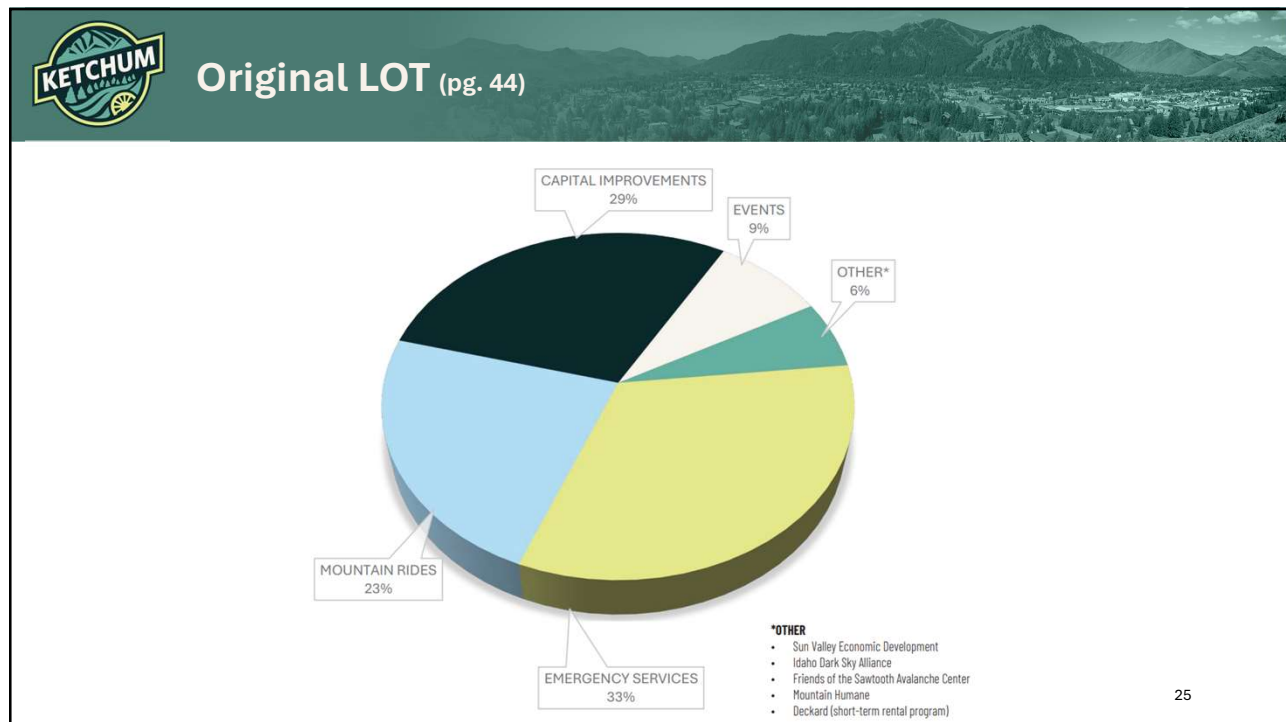
23



## Original LOT

24

24



25



26





## Contract Partners

CONTRACT SERVICES EXPENDITURES		FY 2026 Proposed Budget
CONTRACT SERVICES	BLAINE COUNTY SHERIFF (GENERAL FUND/LOT)	1,994,777
	MOUNTAIN RIDES (LOT)	848,000
	CONSOLIDATED DISPATCH (LOT)	160,291
	SUSTAINABILITY POSITION (GENERAL FUND)	125,000
	DECKARD (STRS - LOT)	32,714
	SUN VALLEY ECONOMIC DEVELOPMENT (LOT)	15,000
	FRIENDS OF THE SAWTOOTH AVALANCHE CENTER (LOT)	10,000
	MOUNTIAN HUMANE (LOT)	2,995
	IDAHO DARK SKY ALLICANCE (LOT)	3,000
<b>TOTAL CONTRACT SERVICES EXPENDITURES</b>		<b>3,191,777</b>

27

27



## City/County Sustainability Program

28

28



## City/County Sustainability Program

Total Program Request:

With fundraising for MT2030 (status quo): \$261,840

- Blaine County share: \$130,920
- Ketchum share: \$130,920

Sponsoring MT2030: \$311,840

- Blaine County share: \$155,920
- Ketchum share: \$155,920

29

29



## Mountain Rides

30

30



## Mountain Rides – Funding History & Request

### FY 2023

- Capital \$125k
- Operations \$644k
- **Total \$769k**

### FY 2024

- Capital \$125k
- Operations \$671k
- **Total \$796k**

### FY 2025

- Capital \$125k
- Operations \$699k
- **Total \$824k**

### FY 2026 (request)

- Capital \$125k
- Operations \$723k
- **Total \$848k**

#### Staff Recommendation:

- Continue to identify operating and capital contributions separately.
- Allocating \$125k of the request for Capital expenditures/local match funds.

31

31



## Other Contract Partners

CONTRACT SERVICES EXPENDITURES		FY 2026 Proposed Budget
CONTRACT SERVICES	BLAINE COUNTY SHERIFF (GENERAL FUND/LOT)	1,994,777
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	DECKARD (STRS - LOT)	32,714
	SUN VALLEY ECONOMIC DEVELOPMENT (LOT)	15,000
	FRIENDS OF THE SAWTOOTH AVALANCHE CENTER (LOT)	10,000
	MOUNTAIN HUMANE (LOT)	2,995
	IDAHO DARK SKY ALLIANCE (LOT)	3,000
	<b>TOTAL CONTRACT SERVICES EXPENDITURES</b>	<b>3,191,777</b>

32

32







## Contract Service Partners Q&A

33

33

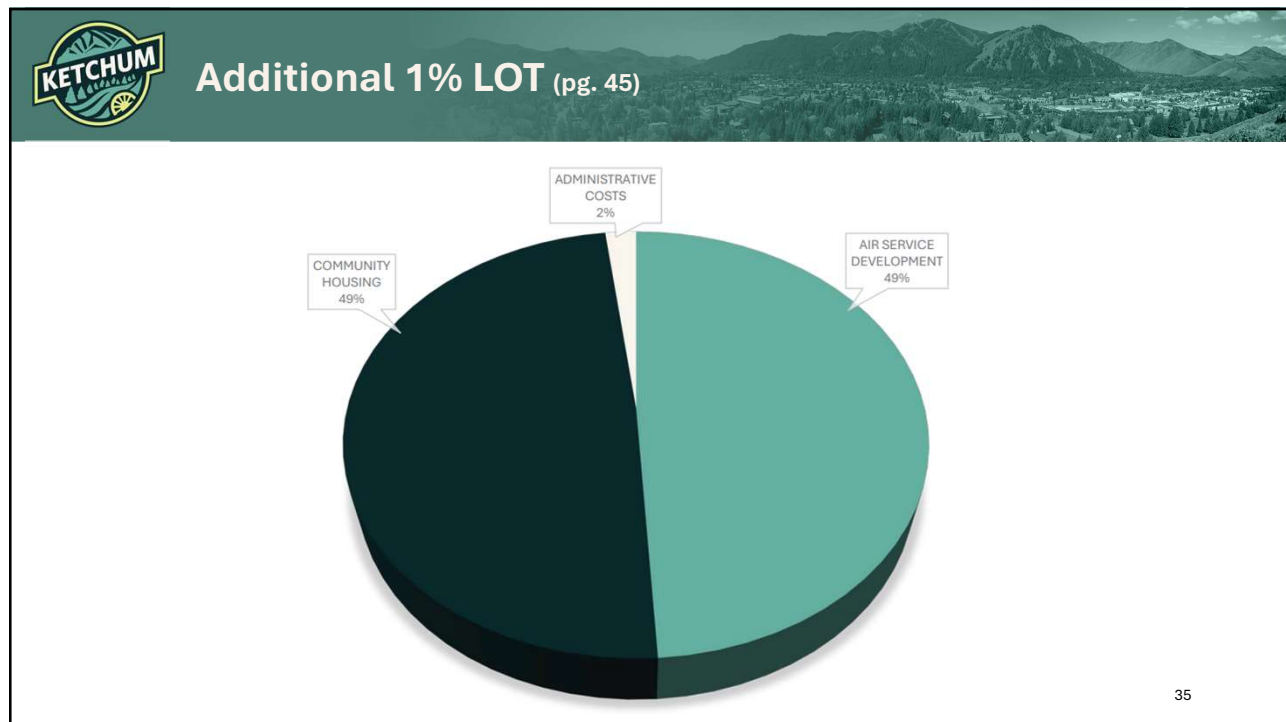


## Additional 1% LOT

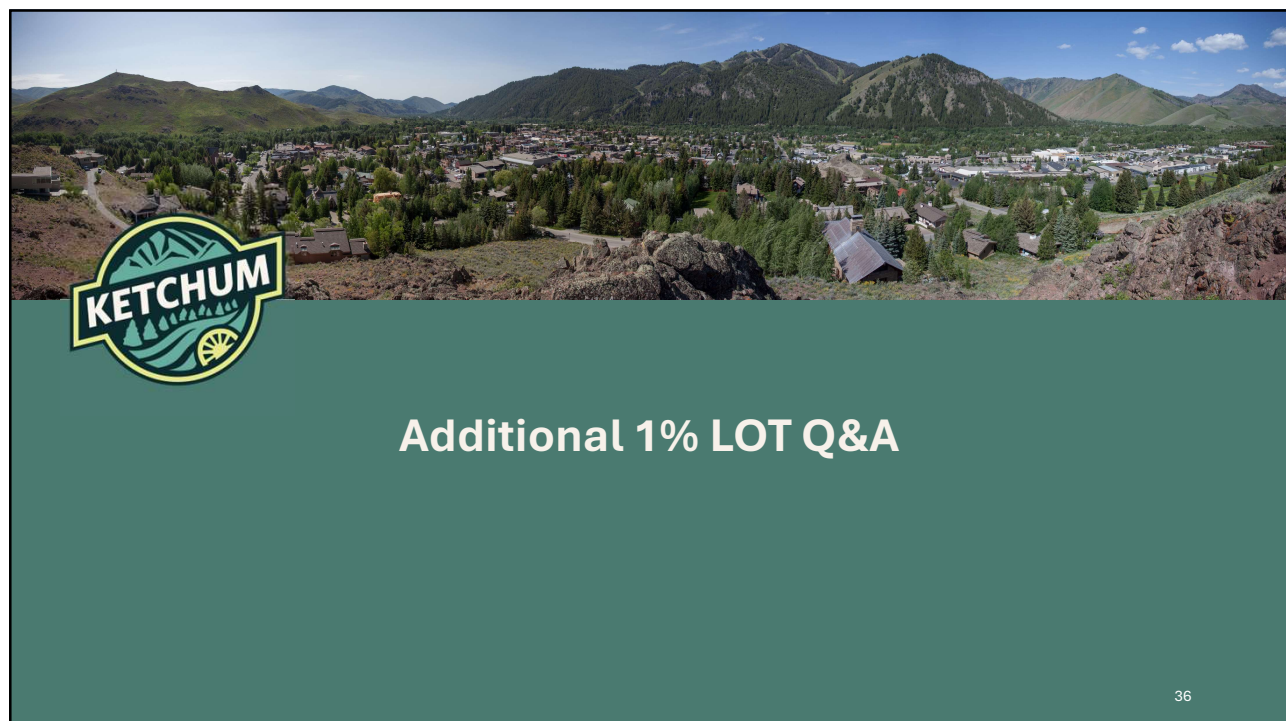
34

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## FY 2026 CIP Funding Priority/Sources (pg. 50)

**FY 2026 Priority**

**Recommendation:** Ensure the preservation of current assets/service levels.

**Category Priority Order**

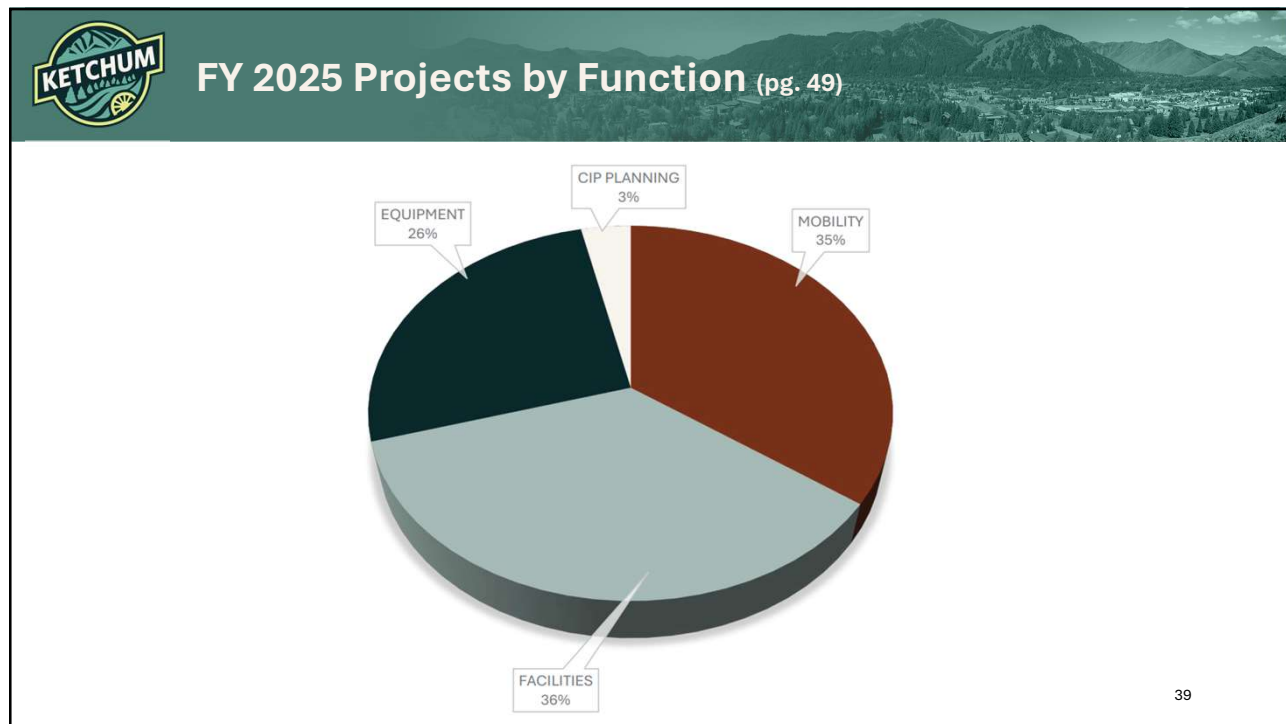
- Repair & Maintenance
- Replacement
- Enhancement

**Funding Sources for FY 2026**

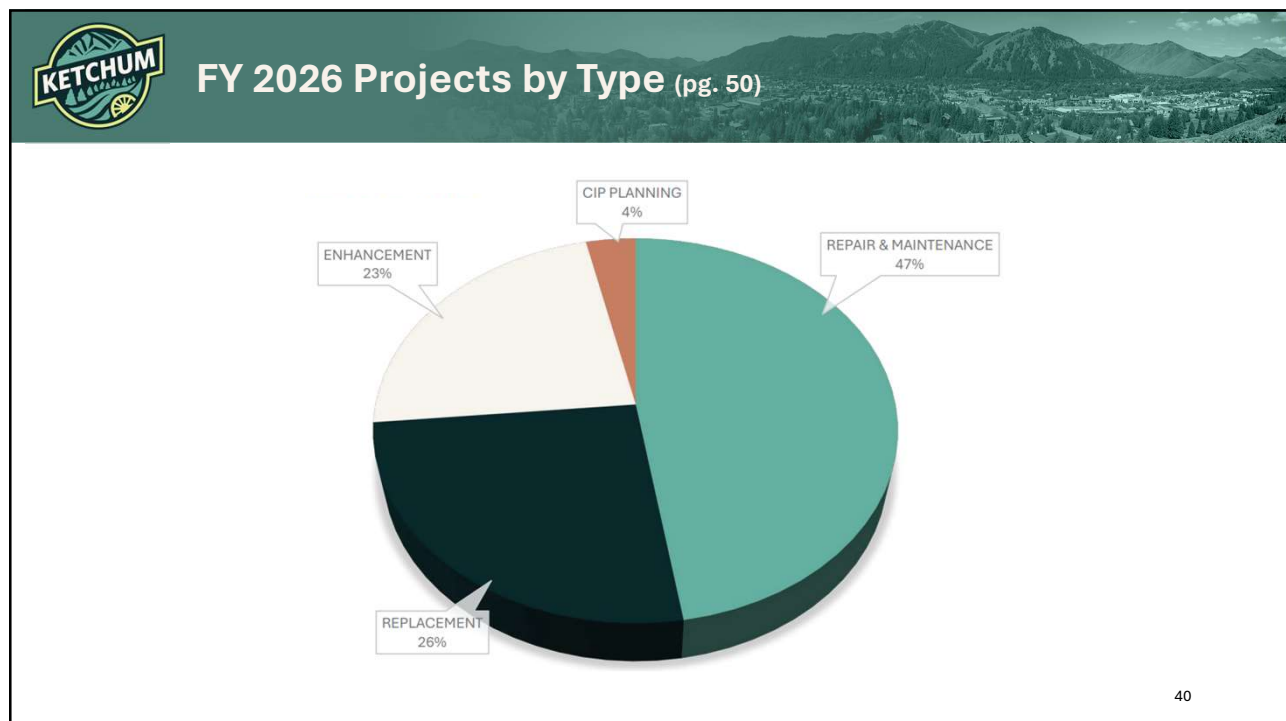
• Idaho Power Franchise	\$300,000
• Interest	\$25,000
• Original LOT Transfer	\$1,073,600
• KURA Funding	\$2,600,000

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39



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## CIP Details

Pages 50-51

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### FY 2026 CIP pg. 50

<b>EXPENDITURES</b>		
03-4193-7110- DOWNTOWN CORE SIDEWALK INFILL (P)	\$	900,000
03-4194-7162- TOWN SQUARE REMODEL PHASE I	\$	250,000
03-4193-7501- PUBLIC PARKING OPTIONS (P)	\$	100,000
03-4193-7502- INFRASTRUCTURE FOR HOUSING	\$	1,350,000
03-4193-7611- PAVEMENT MANAGEMENT PROGRAM (P)	\$	600,000
03-4193-7199- LONG-TERM PLANNING & DESIGN (P)	\$	150,000
03-4193-7180- POWER LINE UNDERGROUNDING (P)	\$	88,600
03-4194-7120- ATKINSON PARK IRRIG UPGRADES	\$	150,000
03-4193-7614- BOOM TRUCK	\$	100,000
03-4193-7200- TECHNOLOGY UPGRADES	\$	65,000
03-4210-7100- POLICE VEHICLE (NEW)	\$	60,000
03-4193-7160- TOWN SQUARE ALLEY-ASPHALT	\$	50,000
03-4193-7210- SUSTAINABILITY	\$	50,000
03-4193-7615- STREETS READER BOARDS	\$	45,000
03-4194-7156- ORE WAGON R&M	\$	25,000
03-4194-7176- CITY HALL ELECTRICAL REPLACEMENT	\$	15,000
03-4194-7161- VISITOR CENTER BUILDING R&M	\$	300,000
<b>TOTAL EXPENDITURES</b>	<b>\$</b>	<b>4,298,600</b>


*See Handout*

(P) DENOTES PARENT PROJECT

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 <b>FY 2026 CIP</b> pg. 50			
REVENUE	03-3100-6100- IDAHO POWER FRANCHISE	300,000	See Handout
	03-3700-1000- INTEREST EARNINGS	25,000	
	03-3700-8722- TRANSFER FROM LOT FUND	1,073,600	
	03-3700-8798- URA FUNDING	2,600,000	
	03-3800-9000- FUND BALANCE	300,000	
	<b>TOTAL REVENUE</b>	<b>4,298,600</b>	
EXPENDITURES	03-4193-7110- DOWNTOWN CORE SIDEWALK INFILL (P)	900,000	
	03-4194-7162- TOWN SQUARE REMODEL PHASE I	250,000	
	03-4193-7501- PUBLIC PARKING MANAGEMENT/IMPROVEMENTS (P)	100,000	
	03-4193-7502- INFRASTRUCTURE FOR HOUSING	1,350,000	
	03-4193-7611- PAVEMENT MANAGEMENT PROGRAM (P)	600,000	
	03-4193-7199- LONG-TERM PLANNING & DESIGN (P)	150,000	
	03-4193-7180- POWER LINE UNDERGROUNDING (P)	88,600	
	03-4194-7120- ATKINSON PARK IRRIG. UPGRADES	150,000	
	03-4193-7614- BOOM TRUCK	100,000	
	03-4193-7200- TECHNOLOGY UPGRADES	65,000	
	03-4210-7100- POLICE VEHICLE (NEW)	60,000	
	03-4193-7160- TOWN SQUARE ALLEY-ASPHALT	50,000	
	03-4193-7210- SUSTAINABILITY	50,000	
	03-4193-7615- STREETS READER BOARDS	45,000	
	03-4194-7156- ORE WAGON R&M	25,000	
	03-4194-7176- CITY HALL ELECTRICAL REPLACEMENT	15,000	
	03-4194-7161- VISITOR CENTER BUILDING R&M	300,000	
	<b>TOTAL EXPENDITURES</b>	<b>4,298,600</b>	
(P) Denotes parent project      Denotes KURA contribution			43

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## "Out Years" Summary (pg. 51)

See Handout

REVENUE		300,000	300,000	300,000	300,000	300,000
		25,000	25,000	25,000	25,000	25,000
EXPENDITURES		TBD	TBD	TBD	TBD	TBD
		1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
EXPENDITURES		2,300,000	3,650,000	2,800,000	2,300,000	
		3,625,000	4,975,000	4,125,000	3,625,000	1,325,000
EXPENDITURES		900,000	900,000	900,000	900,000	900,000
		2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
EXPENDITURES		150,000	180,000	180,000	180,000	180,000
		65,000	65,000	65,000	65,000	65,000
EXPENDITURES		50,000	50,000	50,000	50,000	50,000
		10,000	-	10,000	-	10,000
EXPENDITURES		7,000	-	7,000	-	7,000
		450,000	-	-	-	-
EXPENDITURES		257,000	-	-	-	-
		60,000	-	-	-	-
EXPENDITURES		60,000	-	-	-	-
		18,000	-	-	-	-
EXPENDITURES		83,900	-	-	-	-
		90,000	-	-	-	-
EXPENDITURES		800,000	-	-	-	-
		-	150,000	-	-	-
EXPENDITURES		-	140,000	-	-	-
		-	60,000	-	-	-
EXPENDITURES		-	300,000	-	-	-
		-	70,000	-	-	-
EXPENDITURES		-	100,000	-	-	-
		-	2,200,000	-	-	-
EXPENDITURES		-	-	1,650,000	-	-
		-	-	550,000	-	-
EXPENDITURES		-	-	250,000	1,220,000	-
		-	-	60,000	60,000	-
EXPENDITURES		-	-	-	-	600,000
		5,000,900	6,215,000	5,722,000	4,475,000	3,812,000
EXPENDITURES		(1,375,900)	(1,240,000)	(1,597,000)	(850,000)	(2,487,000)

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## Strategic Projects Discussion

- % for Art
- Bike/pedestrian network
- Town Square/491 Sun Valley Road
- Forest Service Park → community/facility needs
- Long-term funding

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## Long-Term Funding

**Insufficient, ongoing/base, dedicated revenue source to address long-term Capital Infrastructure needs.**

Strategic conversations to identify a stable base resource.

- LOT (Expiration/Amendment of LOT)
- Permanent Override Ley
- Trade-offs – General Fund cuts
- Combination of the items above

Base Funding Need

- \$1.5 million annually

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## Long-Term Funding

### Recent Direction:

- No current support for a permanent override levy (property tax)
- Further analysis of Original LOT options

### Options:

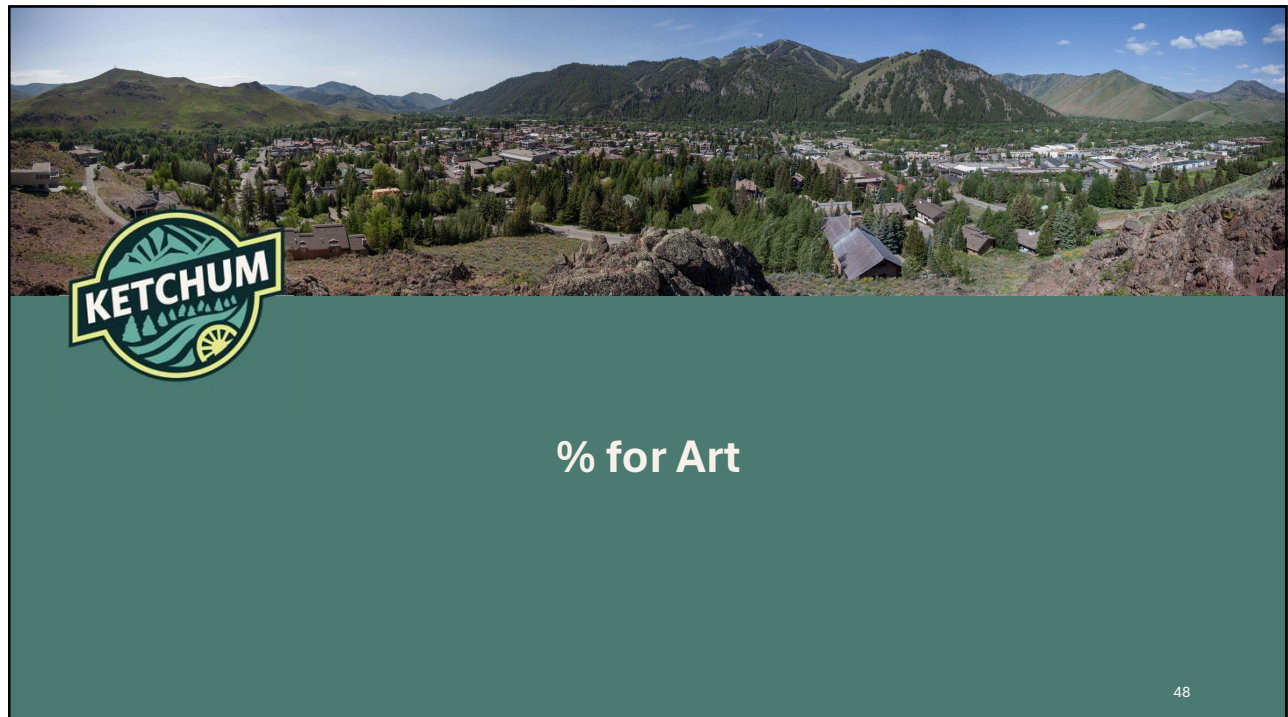
- Original LOT increase, 2% to 3%
  - Results in ~\$2.1M per year
- Increases in other categories to achieve \$1.5M a year
  - 5% (4.31%) increase in Lodging increase
    - Brings total lodging to 8%
  - 9% (8.83%) increase in Liquor
    - Brings total Liquor to 12%

### Next Steps:

- Maturation Process
- Community Engagement

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## % for Art

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## Neighborhood Connections Study

**Detailed Study of Streets this Summer to understand if a multi-use path on 1 side of the street is feasible, or default to sharrows:**

1. Gem Streets connections
2. West Ketchum connections
3. Warm Springs connections

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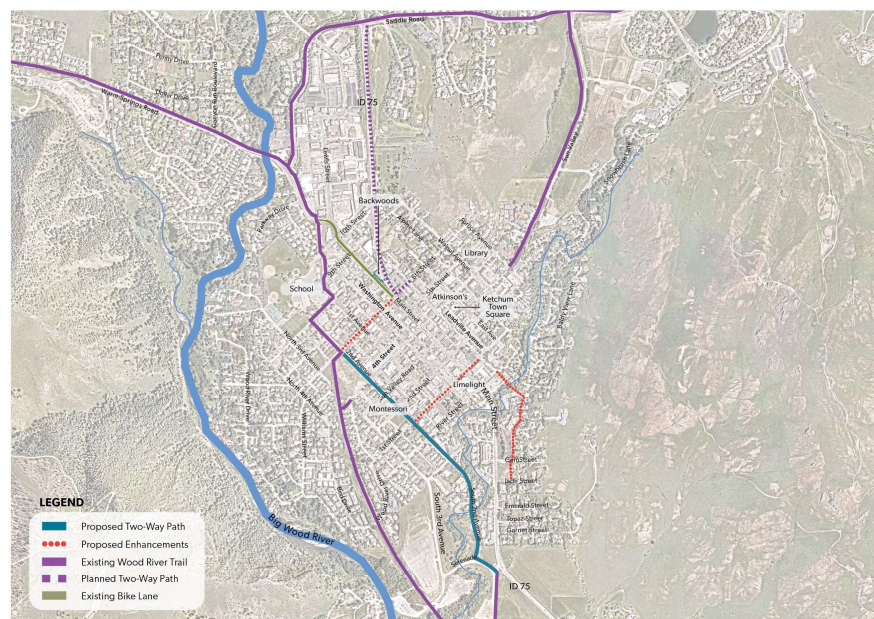
### PROPOSED NEIGHBORHOOD CONNECTIONS

**Gem Streets + S Leadville Ave**  
Multi-Use Path (if feasible) OR  
Sharrows

**6th Street**  
Multi-Use Path (if feasible) OR  
Sharrows

**1st Street**  
Multi-Use Path (if feasible) OR  
Sharrows

**2nd Avenue**  
Multi-Use Path



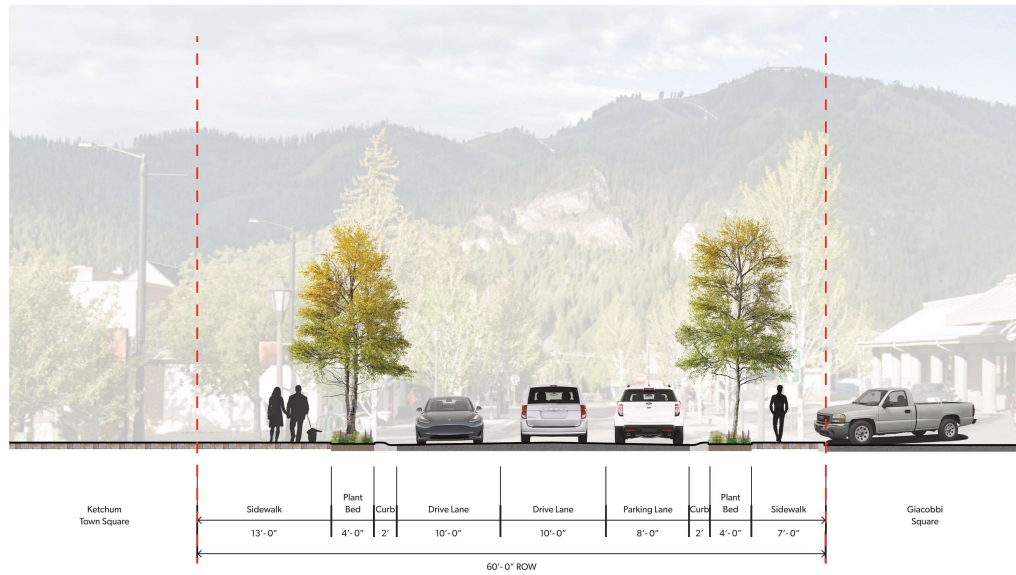
52





**4TH STREET From prior 01.21.1025 Council Briefing**

EXISTING SECTION

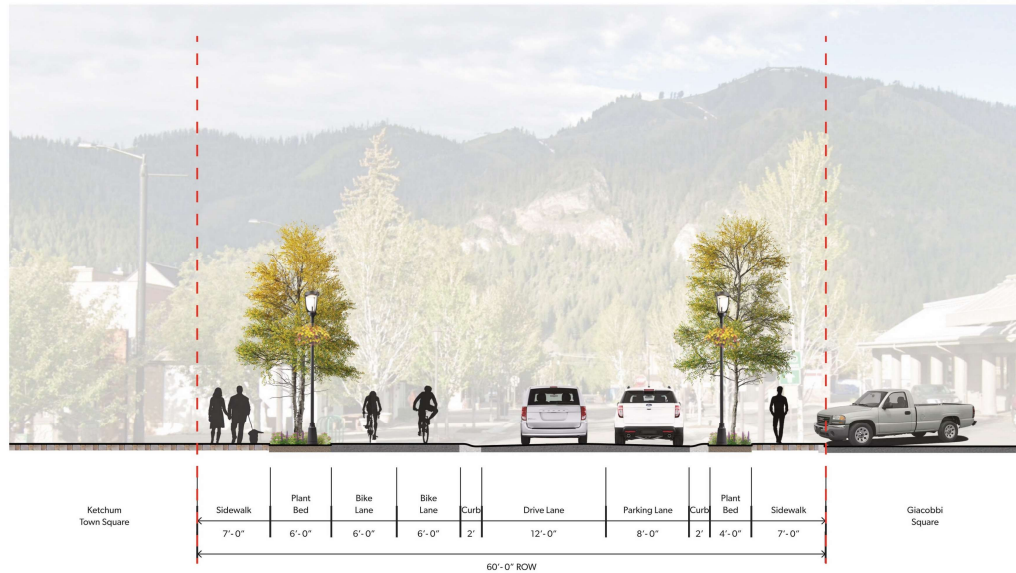


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55

**4TH STREET From prior 01.21.1025 Council Briefing**

PREVIOUSLY PROPOSED SECTION (COUNCIL PRESENTATION 2025)



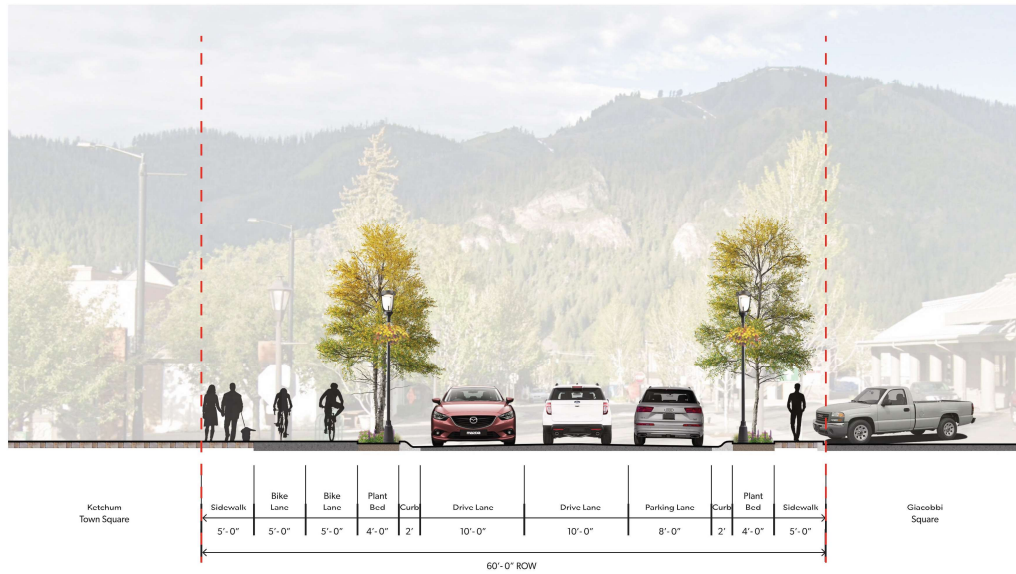
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### 4TH STREET **New Option**

NEW OPTION: 2 WAY TRAFFIC WITH PROTECTED BIKE LANES

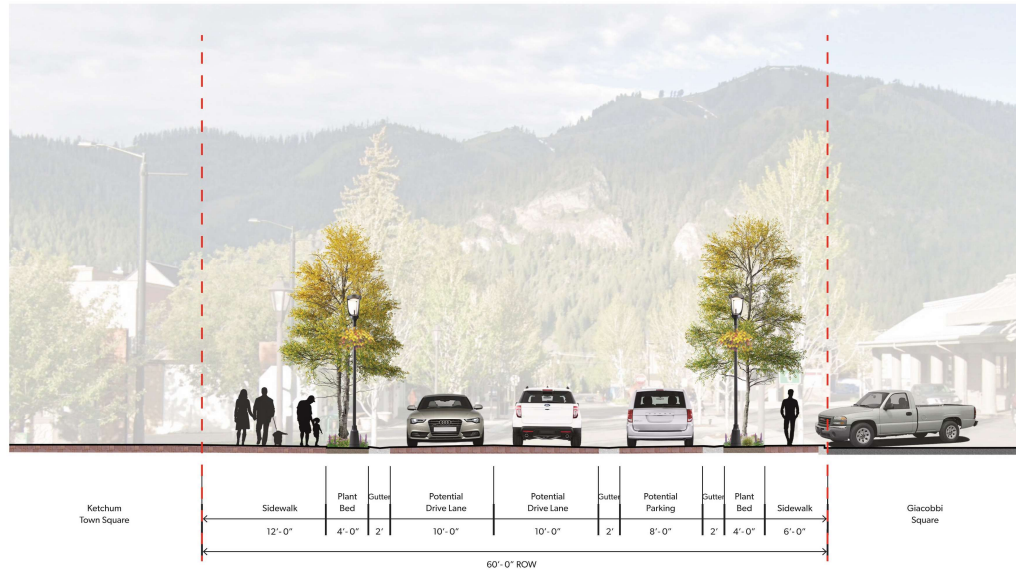


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### 4TH STREET **New Option**

NEW OPTION: DECORATIVE STREET/FESTIVAL STREET (SHOWN OPEN TO TRAFFIC)



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# **4TH STREET New Option** OPTION 3



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## **From prior 01.21.1025 Council Briefing**

# **4TH STREET** EXISTING PLAN



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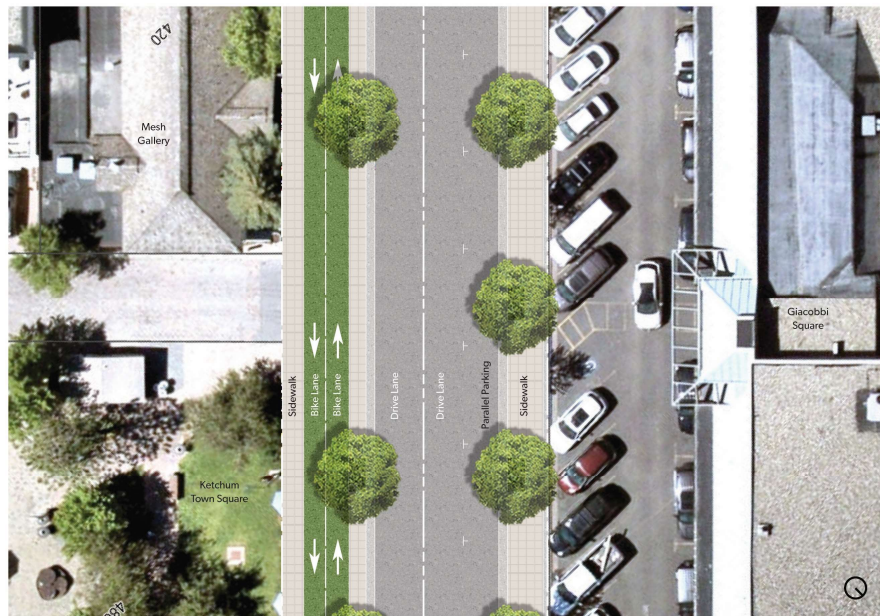
60

## From prior 01.21.1025 Council Briefing

**4TH STREET**PREVIOUSLY PROPOSED PLAN  
(COUNCIL PRESENTATION JANUARY 2025)

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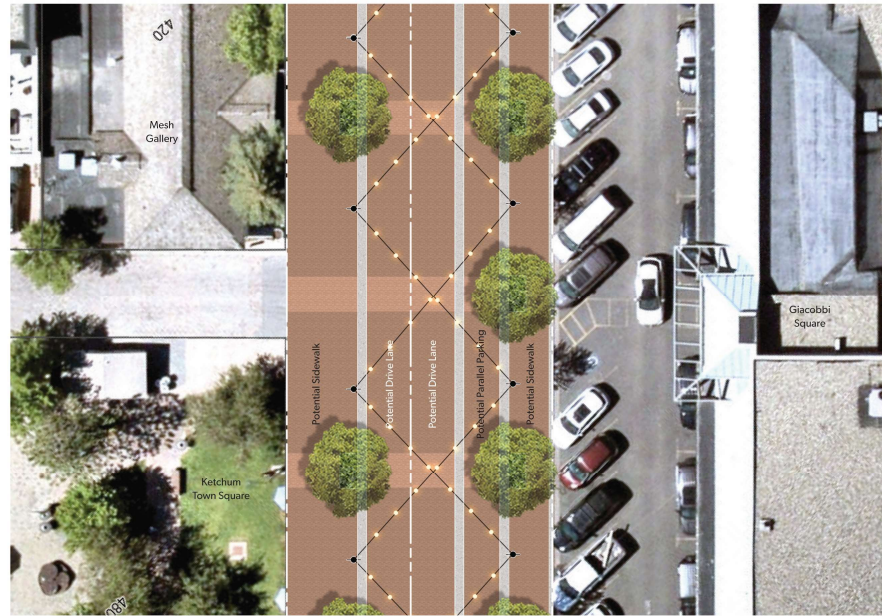
**New Option****4TH STREET**NEW OPTION:  
2 WAY TRAFFIC WITH PROTECTED BIKE LANES

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**4TH STREET**

NEW OPTION:  
DECORATIVE STREET/FESTIVAL STREET

**New Option**

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**4TH STREET AT WASHINGTON**

NEW OPTION:  
DECORATIVE STREET/FESTIVAL STREET

**New Option**

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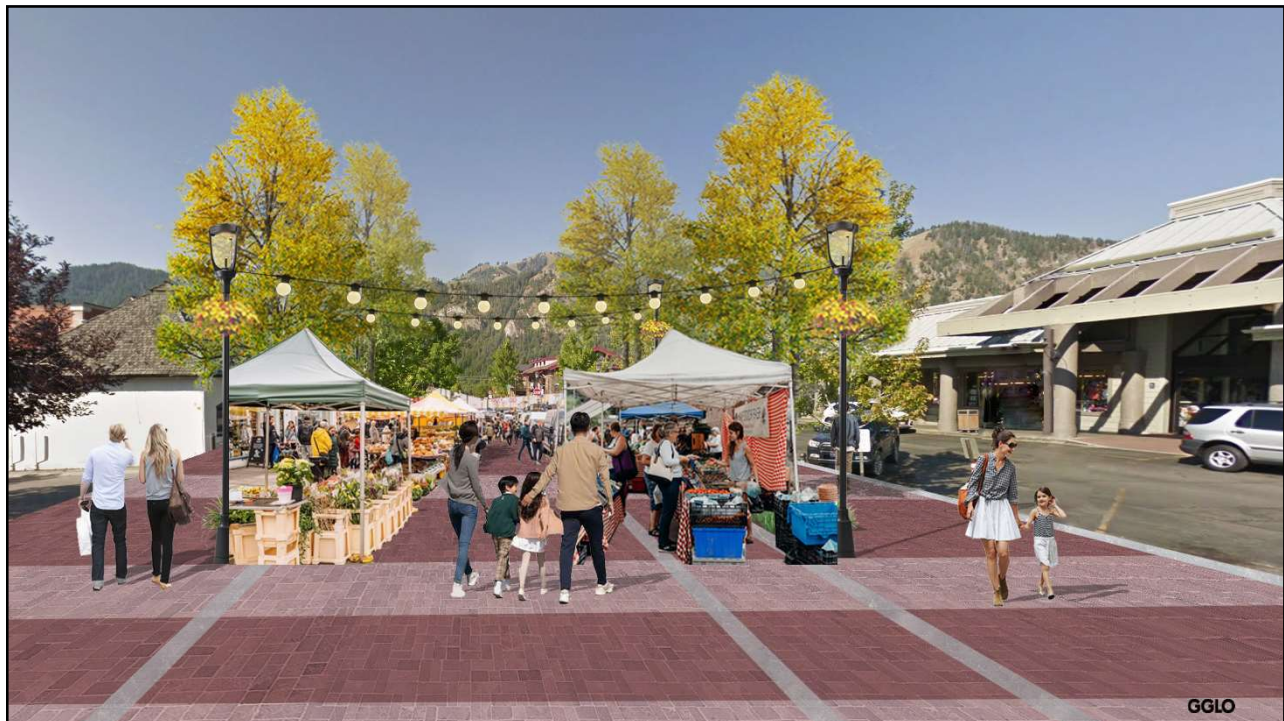


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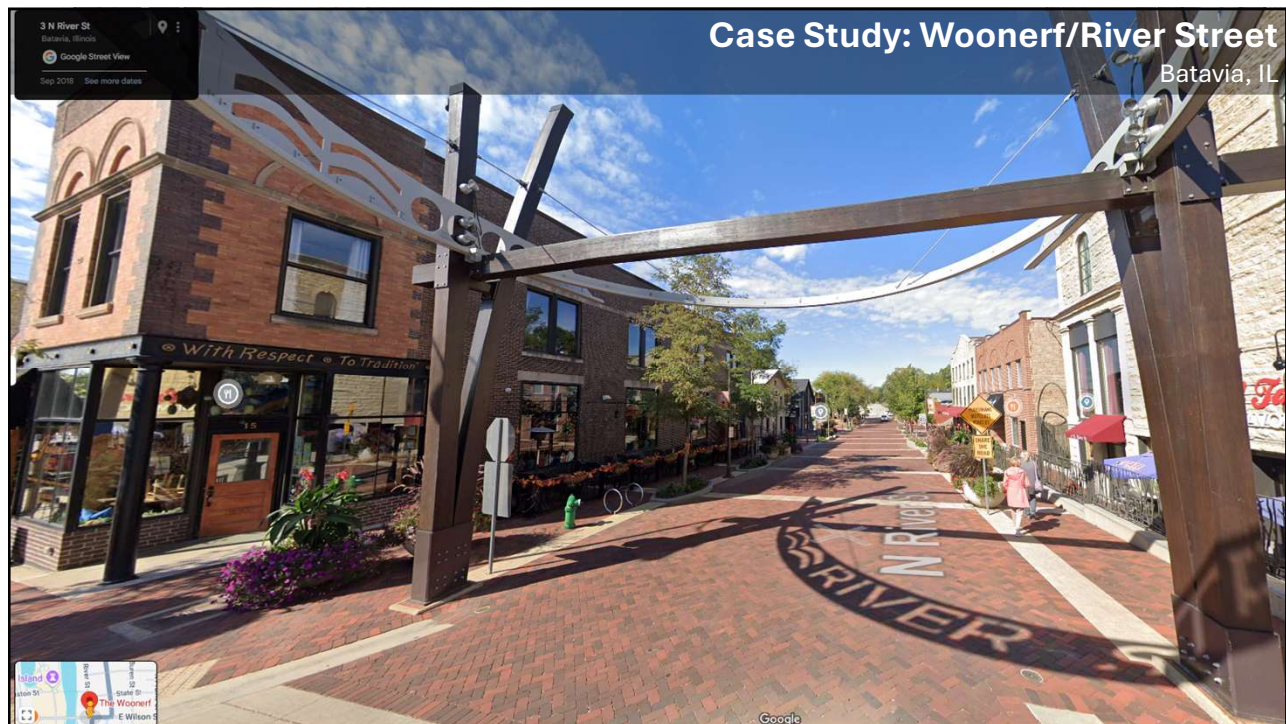


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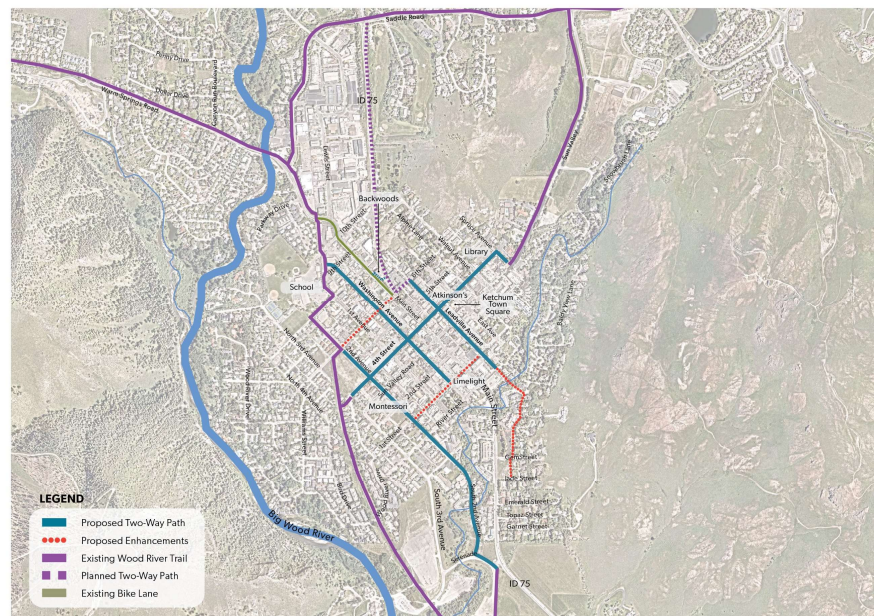


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## PROPOSED LEADVILLE AND WASHINGTON AVE NORTH TO SOUTH CONNECTION

**Washington Ave**  
2-way bike path (protected)

**Leadville Ave**  
2-way bike path (protected)



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## Next Steps (2025-2026)

### Council Budget Workshop *June 24*

overall recap + new options, work plan for summer/fall 2025

### DT Bike Network MP Refinement *July/August*

Verify feasibility of initial phases with more detailed concept design based on dimensions  
(preliminary design & engineering budget = \$55,000)

### Council Briefing *August*

Updated DRAFT DT Bike Network MP

### Public Workshop *September*

On-site workshop to solicit input on the Updated DRAFT DT Bike Network MP

### Council Hearing *November*

Final DT Bike Network MP with Proposed Phasing & Budget, Phase 1 Implementation Plan including Budget

### Phase 1 Construction *Spring-Fall 2026*

Project Implementation Phase 1 (TBD, coordinated with sidewalk and roadway projects)

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## Next Steps (2026-2030)

### Potential Phasing Options

Phase 1 (2026):	Neighborhood Connections, Spruce St, 4 <sup>th</sup> St. Old Farmer's Market Block (restore parking)
Phase 2 (2027):	4 <sup>th</sup> Street East of Main Street
Phase 3 (2028):	4 <sup>th</sup> Street West of Main Street
Phase 4 (2029-2030):	Washington & Leadville Ave

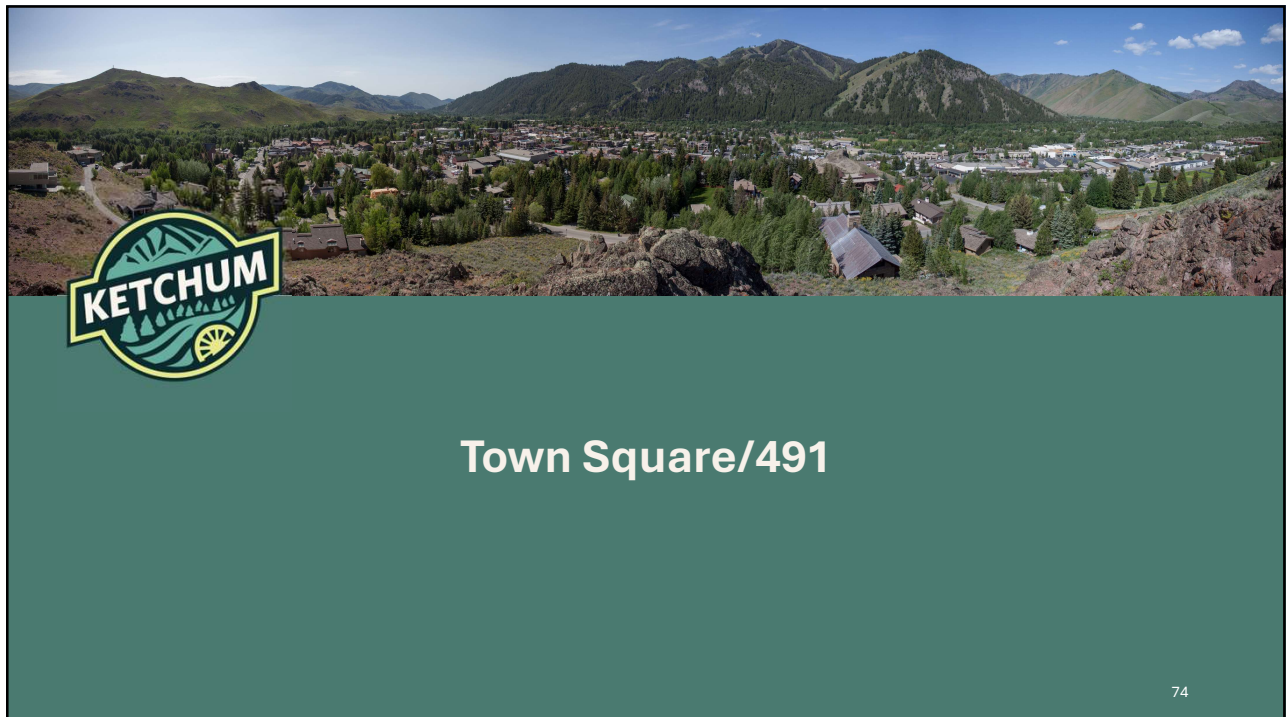
72



## Council Feedback

1. Reactions, thoughts, questions?
2. Ok with continuing with refinement and public workshop in the fall?
3. Initial reaction to the idea of a Phase 1 project Spring 2026?

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Town Square/491

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## STUDY AREA

The dashed boundary identifies the extents of the study area for this project.



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## PREFERRED PLAN

### VISITOR CENTER

#### Visitor Center

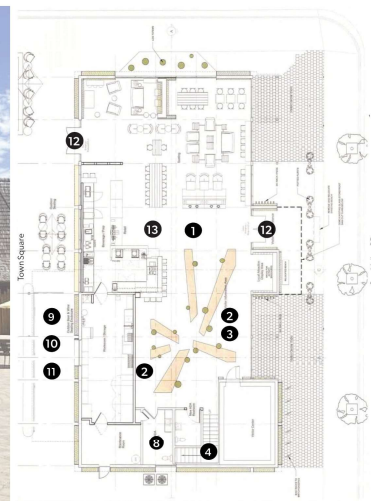
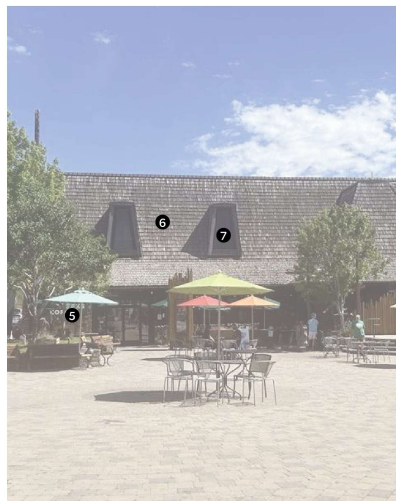
- 1 Visitor center interface upgrades
- 2 Expand historic interpretation and public art inside and out ('Cultural Trailhead')
- 3 Branding, wayfinding, and signage
- 4 New upper level conference room redesign

#### Shell and Core

- 5 Restain exterior
- 6 Replace roof and insulation
- 7 Replace windows
- 8 Renovate existing bathrooms
- 9 Upgrade electrical system
- 10 New HVAC system
- 11 Enclose the drive-through area to relocate the tenant's refrigerated storage and equipment, improving the interior environment while maintaining a loading area connected to the alley

#### Tenant Space

- 12 Install vestibule or blower system at entry door for improved energy performance
- 13 Refresh interior FF&E



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KETCHUM TOWN SQUARE | PREFERRED PLAN

## PHASING PLAN

### VISITOR CENTER

#### Shell and Core

Initial improvements 2026-2027 - \$845,000

- 1 Retain exterior
- 2 Replace roof and insulation
- 3 Repair windows
- 4 Renovate existing bathrooms
- 5 Upgrade electrical system
- 6 New HVAC system
- 7 Enclose the drive-through area to relocate the tenant's refrigerated storage and equipment, improving the interior environment while maintaining a loading area connected to the alley

Ongoing improvements \$250,000

- 8 Replace windows

#### Tenant Space

By tenant 2026-2027 - \$30,000

- 9 Install vestibule or blower system at entry door for improved energy performance
- 10 Refresh interior FF&E

Visitor Center 2028-2029 - \$262,000

- 1 Visitor center interface upgrades - Complete
- 2 Expand historic interpretation and public art inside and out ("Cultural Trailhead")
- 3 Branding, wayfinding, and signage
- 4 New upper level conference room redesign



0' 10' 20'

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GGLO

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KETCHUM TOWN SQUARE | PREFERRED PLAN

#### Improve for Maintenance and Usability

- 1 Landscape: Replace lawn in raised planters with native plants, replace small ornamental trees with shade trees, new irrigation system, soil amendments
- 2 Lawn and seating area along 4th Street: Expand lawn area, replace small ornamental trees with shade trees, new irrigation system, soil amendments, new chess tables
- 3 Leroy's: Custom new build standard materials

#### Improve User Experience

- 4 Shade Structures in Plaza: Commercial grade umbrellas
- 5 Cabanas: Custom designed shade structure - log inspired with sun shades/cultural icon graphics
- 6 Seating/Site Furnishings: Replace all block walls with new seatwalls, new café tables and chairs, trash and recycling receptacles, bike racks
- 7 Snowmelt System: 30% of paved area: plaza only, hybrid system for periodic use after storms

#### Refresh and upgrade

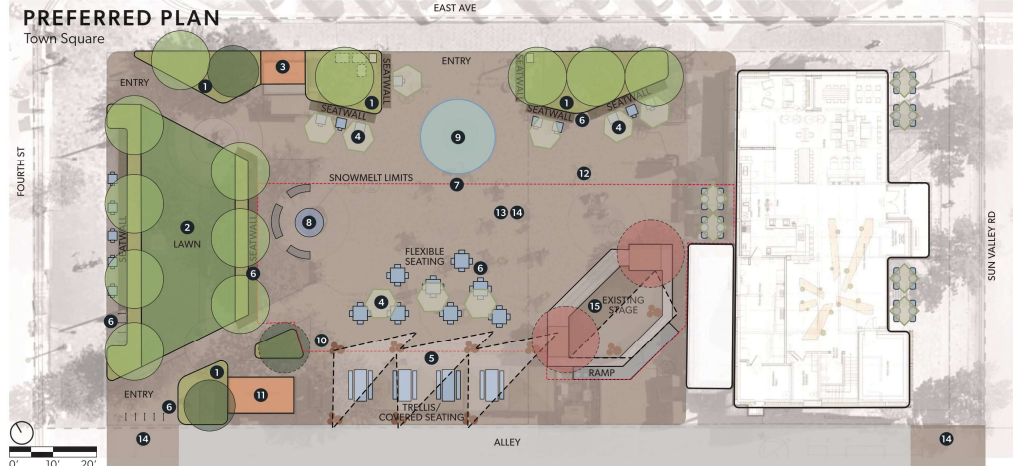
- 8 Firepit: Replace with more efficient commercial unit
- 9 Water Feature: New scrim style water feature
- 10 Utilities and Drainage: Redo sewer line, others, repair only
- 11 Restrooms: Infrastructure upgrades, refresh finishes
- 12 Exterior Lighting: Wiring and bulb upgrades to existing

#### Donor Recognition, Signage and Wayfinding:

- 13 New kiosk, donor recognition, Olympians recognition, new art pedestals
- 14 Decorative Pavement: Replace all with new pavers
- 15 Stage: Add shade structure (log inspired with sun shades) and new ADA/access ramp, resurface stage floor

## PREFERRED PLAN

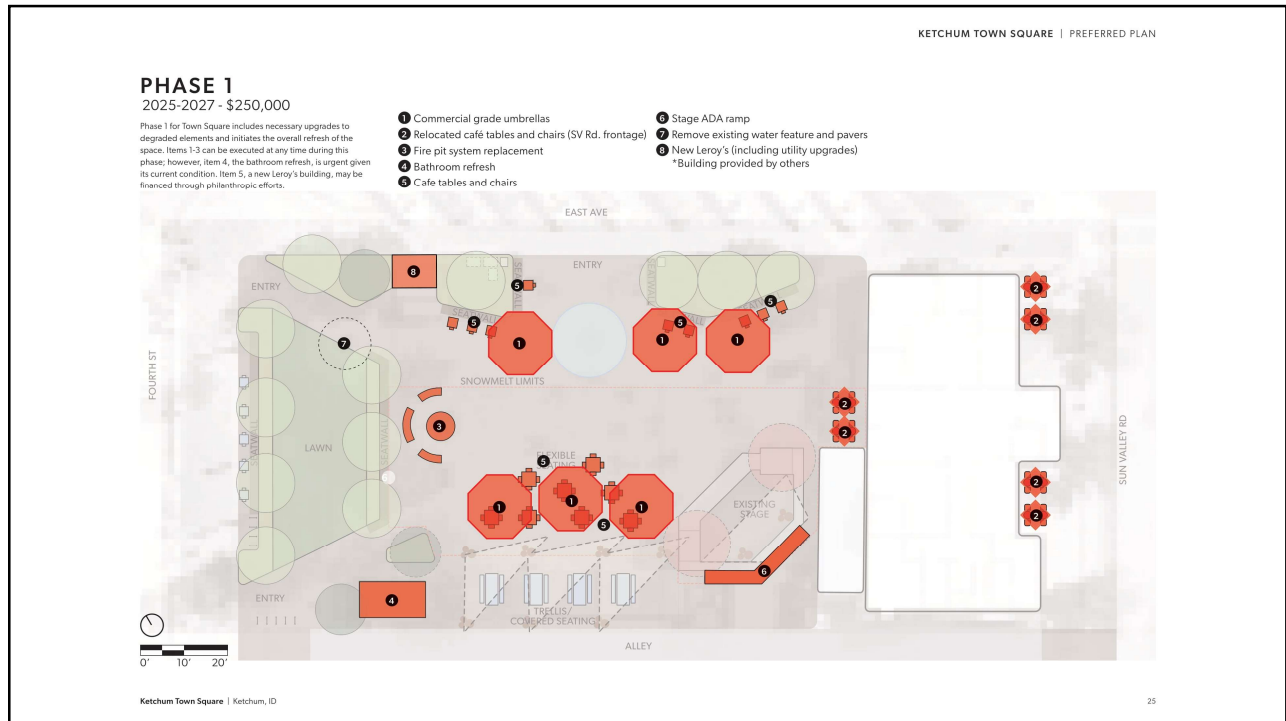
### Town Square



Ketchum Town Square | Ketchum, ID

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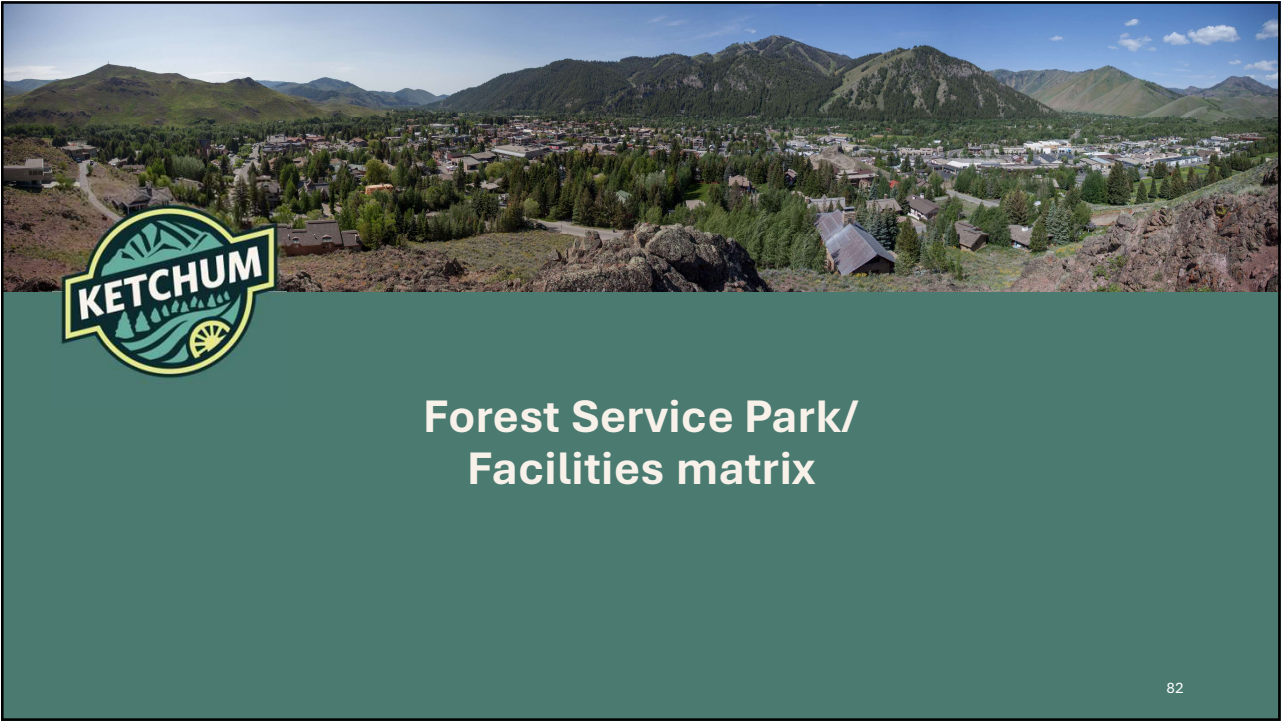


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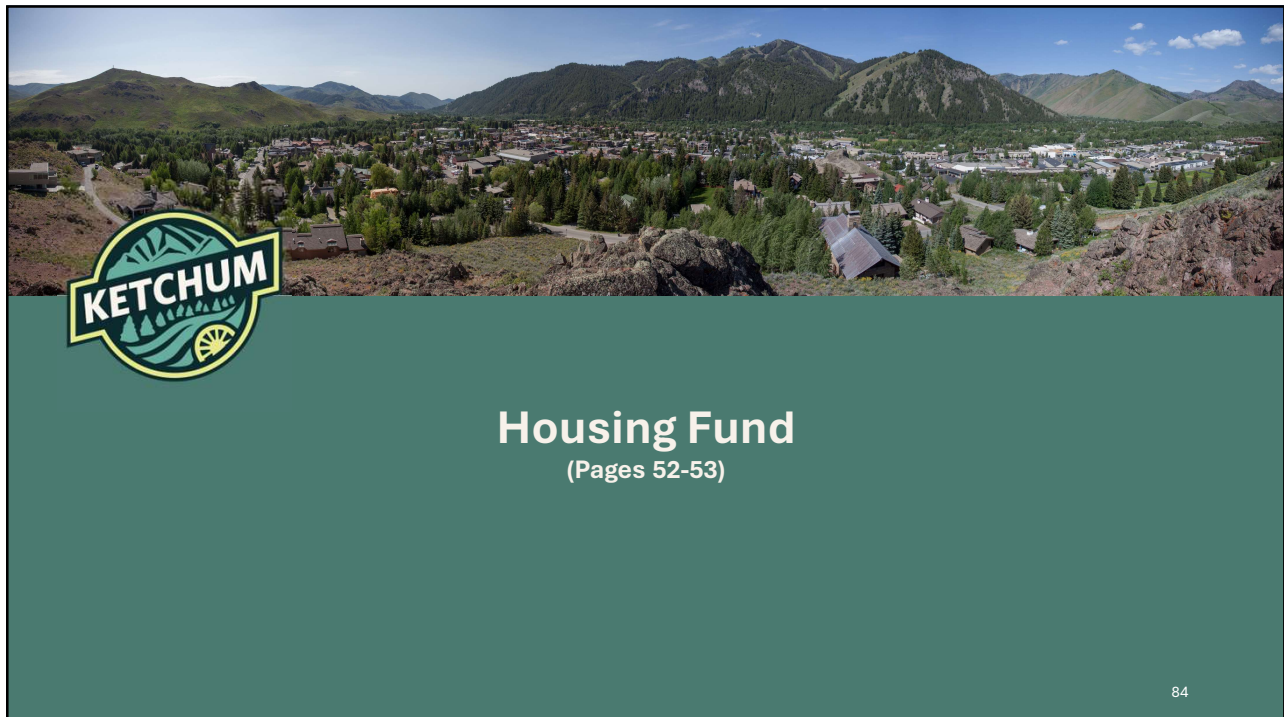


## Facilities Matrix

- Need areas
  - Senior Center
  - Environmental Resource Center
  - Community "open" space
  - Teen/tween space (6th-8th)
  - Counseling center/mental health
  - Early childcare
  - Art/maker's space/resident
- Physical & operational needs analysis
- City Facility vs. Community Partners analysis
  - Forest Service Park
  - Atkinson Park
  - American Legion Hall
  - YMCA
  - The Community Library

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## Housing Fund

(Pages 52-53)

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## Housing Highlights

- Continue Ownership and Preservation Program
- No identified funding for long-term Rental Preservation Program
- Continue current staffing and service levels

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## Housing Financial Revenue Summary (pg. 53)

HOUSING		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
REVENUE	54-3700-2000 LIFT TOWER LODGE RENTS	55,888	73,317	94,836	70,000
	54-3700-2020 DEED RESTRICTION RENTS	-	12,527	-	-
	54-3700-3600 REFUNDS & REIMBURSEMENTS(BCHA)	3,020	202,266	252,055	-
	54-3700-3610 REFUNDS & REIM BLAINE COUNTY	127,926	184,687	150,000	154,500
	54-3700-4000 DEED RESTRICTED PROP SALE	-	-	378,000	230,517
	54-3700-8701 TRANSFER FROM GENERAL FUND	266,481	430,517	500,000	-
	54-3700-8705 TRANSFER FROM ADDITIONAL .50%	317,639	1,505,075	1,199,154	1,421,000
	54-3700-8730 TRANSFER FROM IN-LIEU FUND	-	-	500,000	-
<b>TOTAL REVENUE</b>		<b>770,954</b>	<b>2,408,390</b>	<b>3,074,045</b>	<b>1,876,017</b>

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## Housing Financial Expenditure Summary (pg. 53)

PERSONNEL SERVICES	54-4410-1000 SALARIES	143,398	279,224	692,968	440,057
	54-4410-2100 FICA TAXES-CITY	12,528	23,145	-	33,664
	54-4410-2200 STATE RETIREMENT-CITY	17,670	31,152	-	52,631
	54-4410-2400 WORKMEN'S COMPENSATION-CITY	564	529	-	1,248
	54-4410-2500 HEALTH INSURANCE-CITY	32,673	72,234	-	124,099
	54-4410-2505 HEALTH REIMBURSEMENT ACCT(HRA)	-	5,541	-	7,000
	54-4410-2510 DENTAL INSURANCE-CITY	925	2,199	-	3,540
	54-4410-2515 VISION REIMBURSEMENT ACCT(HRA)	43	667	-	1,632
	54-4410-2600 LONG TERM DISABILITY	608	1,319	-	2,640
	<b>TOTAL PERSONNEL</b>	<b>225,733</b>	<b>437,541</b>	<b>692,968</b>	<b>666,511</b>
MATERIAL AND SERVICES	54-4410-3100 GENERAL OFFICE	971	14,093	11,500	11,489
	54-4410-4200 PROFESSIONAL SERVICES	323,317	194,267	75,000	100,000
	54-4410-4225 DEED RESTRICTIONS	-	859,469	1,035,635	208,100
	54-4410-4250 LIFT TOWER LODGE PROFF SVCS	49,432	34,329	-	40,000
	54-4410-5100 COMPUTER NETWORK	3,730	3,662	-	4,000
	54-4410-5200 LIFT TOWER LODGE UTILITIES	7,661	19,907	-	25,000
	54-4410-5900 LIFT TOWER LDG REPAIR & MAINT	72,409	38,122	-	40,000
	<b>TOTAL OPERATING</b>	<b>687,195</b>	<b>1,393,280</b>	<b>1,511,335</b>	<b>428,589</b>
CAPITAL	54-4410-7100 PROPERTY ACQUISITION	-	-	50,000	-
	<b>TOTAL CAPITAL</b>	<b>-</b>	<b>-</b>	<b>50,000</b>	<b>-</b>
OTHER	54-4410-8000 REIMBURSEMENT BCHA OP & PROG	-	319,359	357,495	395,900
	54-4410-8010 REIMBURSE BCHA BLAINE CO CONTR	104,667	150,000	150,000	154,500
	54-4410-8030 REIMBURSE GENERAL FUND	-	200,000	230,517	230,517
	<b>TOTAL OTHER</b>	<b>104,667</b>	<b>753,377</b>	<b>738,012</b>	<b>780,917</b>
	<b>TOTAL EXPENDITURES</b>	<b>1,017,595</b>	<b>2,584,199</b>	<b>2,992,315</b>	<b>1,876,017</b>

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## Strategic Projects Discussion

- South YMCA
  - Decision will determine resource allocation (In-Lieu funds)
- Bird Drive purchase
  - Evaluating using grant Funds
  - Effort to preserve OPP resources
- In-lieu funds – forecast and formula changes
  - Math calculation to be updated
  - Not formula changes planned

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## Housing Discussion

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## Enterprise Funds

(Pages 54-65)

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## Water Fund

(Pages 54-59)

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## Water Fund Highlights (pg. 54)

- Design and engineering of Water OPS building addition
- Northwood well generator roof replacement
- Trail Creek Bridge/HWY 75 main line relocation
- No proposed rate increase

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## Water Fund Revenue (pg. 55)

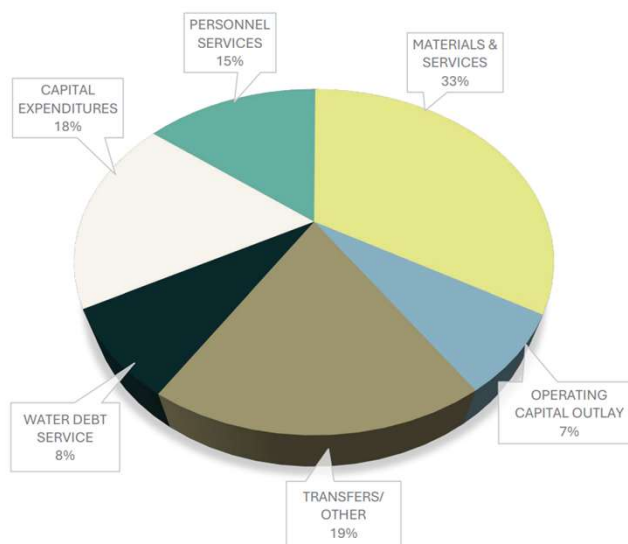
WATER REVENUE		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
OPERATING REVENUE	63-3400-6100- WATER CHARGES	2,599,850	3,143,298	2,723,222	3,298,000
	63-3400-6600- WA CONNECT FEE/FIRELINE/METER	11,710	1,100	23,000	10,000
	63-3700-1000- INTEREST EARNINGS	105,823	169,624	10,000	100,000
	63-3700-3600- REFUNDS & REIMBURSEMENTS	(23,216)	26,409	-	-
	63-3700-4000- SALE OF FIXED ASSETS	5,000	-	-	-
	63-3700-5000- AMORTIZED BOND PREMIUM	2,119	2,119	-	-
	63-3700-7000- MISCELLANEOUS REVENUE	3,741	2,643	2,500	2,500
	63-3700-8000- GAIN(LOSS) ON PENSION ACTIVITY	(58,510)	(17,261)	-	-
	63-3800-9000- FUND BALANCE	-	-	56,186	-
<b>TOTAL OPERATING REVENUE (FUND 63)</b>		<b>2,646,518</b>	<b>3,327,932</b>	<b>2,814,908</b>	<b>3,410,500</b>
CAPITAL REVENUE	64-3400-7300- WATER CONNECTION FEES	166,253	130,317	25,000	100,000
	64-3700-1000- INTEREST EARNINGS	21,647	34,858	-	30,000
	64-3700-3600- REFUNDS & REIMBURSEMENTS	100	-	-	-
	64-3700-8763- TRANSFER FROM WATER FUND	534,000	760,000	240,000	700,000
	64-3800-9000- FUND BALANCE	-	-	823,000	-
<b>TOTAL CAPITAL REVENUE (FUND 64)</b>		<b>722,000</b>	<b>925,175</b>	<b>1,088,000</b>	<b>830,000</b>
<b>TOTAL REVENUE (FUNDS 63 &amp; 64)</b>		<b>3,368,518</b>	<b>4,253,107</b>	<b>3,902,908</b>	<b>4,240,500</b>

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## Water Fund Expenditures (pgs. 56-58)



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**Water Fund**  
**FY 2026 CIP & 5-Year CIP**  
 Pages 58 & 59

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**Water Fund FY 2026 CIP** (pg. 58)

<b>WATER EXPENDITURES</b> (cont.)		<b>FY 2023</b> Actuals	<b>FY 2024</b> Actuals	<b>FY 2025</b> Revised Budget	<b>FY 2026</b> Proposed Budget
CAPITAL EXPENDITURES	64-4340-7135- MAIN STREET	-	316,490	23,000	-
	64-4340-7500- AUTOMOTIVE EQUIPMENT	91,445	-	-	-
	64-4340-7501- WORK TRUCK	-	53,972	-	-
	64-4340-7600- MACHINERY AND EQUIPMENT	136,461	-	-	-
	64-4340-7601- VAC TAILER SYSTEM	-	37,088	-	-
	64-4340-7650- WATER METERS	50,214	34,103	100,000	200,000
	64-4340-7653- WATER METER REPLACEMENT	5,130	-	-	-
	64-4340-7800- CONSTRUCTION	334,730	23,768	110,000	150,000
	64-4340-7804- REINHEIMER WEST MAILINE EXT	-	4,428	-	-
	64-4340-7805- REINHEIMER EAST MAILINE EXT	-	18,306	-	-
	64-4340-7806- NEW STAND-BY GENERATOR WA/ADM.	5,270	270,917	-	-
	64-4340-7807- WEYAKING MAINLINE EXT	-	569	-	-
	64-4340-7809- S. KETCHUM WATER LINE PROJ. A	-	-	480,000	-
	64-4340-7810- S. KETCHUM WATER LINE PROJ. B	-	-	375,000	-
	64-4340-7811- TRAIL CREEK HWY 75 MAINLINE	-	-	-	200,000
	64-4340-7812- OPS BUILDING ADDITION DESIGN	-	-	-	100,000
	64-4340-7813- NORTHWOOD WELL ROOF ADDITION	-	-	-	50,000
	<b>TOTAL CAPITAL EXPENDITURES (FUND 64)</b>	<b>623,250</b>	<b>759,640</b>	<b>1,088,000</b>	<b>700,000</b>
<b>TOTAL EXPENDITURES (FUNDS 63 &amp; 64)</b>		<b>2,775,036</b>	<b>3,479,898</b>	<b>3,902,908</b>	<b>3,800,492</b>

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## Water Fund 5-Year CIP (pg. 59)

WATER CIP FUND 5-YEAR CIP (FY 2027-2031)		FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
EXPENDITURES	OPS BUILDING ADDITION CONSTRUCTION	1,000,000	-	-	-	-
	TRAIL CREEK MAINLINE REPLACEMENT	150,000	150,000	-	-	-
	WATER METERS	100,000	100,000	100,000	-	-
	GENERAL CONSTRUCTION/CONTINGENCY	100,000	100,000	100,000	-	-
	SPUR LN. LOOP TIE IN	-	100,000	-	-	-
	SADDLE/HWY 75 TO 10TH MAINLINE EXTENSION	-	400,000	312,500	-	-
	TRAIL CREEK WELL REBUILD	-	-	600,000	-	-
	ESTIMATE	-	-	-	1,000,000	1,000,000
<b>TOTAL EXPENDITURES</b>		<b>1,350,000</b>	<b>850,000</b>	<b>1,112,500</b>	<b>1,000,000</b>	<b>1,000,000</b>

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## Water Connection Fees

### General Information

- Updated last in FY 2023
- Establishes the Value of the System
- Establishes Connection Capacity
- Results in a Connection Fee for Supply/Storage and Distribution

### 1" Meter Example:

- Existing Connection Fee: \$3,816
- Proposed Connection Fee: \$4,416



All six tiers of connection fees are proposed to increase 15.72%

- Subject to Fees & Charges Hearing per Idaho Code 63-1311A

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## Water Fund 5-Year Financial Projection

See Handout

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## Wastewater Fund

(Pages 60-65)

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## Wastewater Fund Highlights

- Capital Improvement Projects
  - Construction of solids dewatering infrastructure (expected completion date of August 2027)
  - Sewer main repairs
  - Replace wastewater operations vehicle
  - Aeration basins 1 and 2 upgrade design
- Proposed rate increase of 4%

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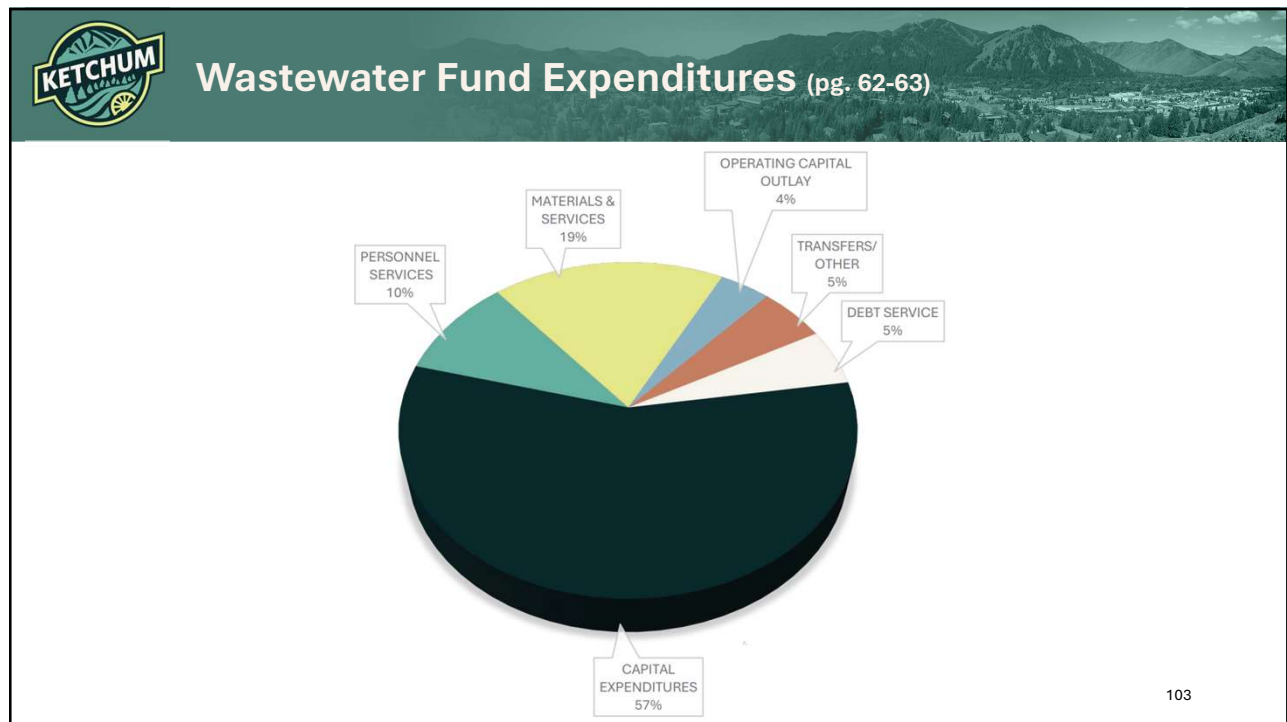


## Wastewater Fund Revenue (pg. 61)

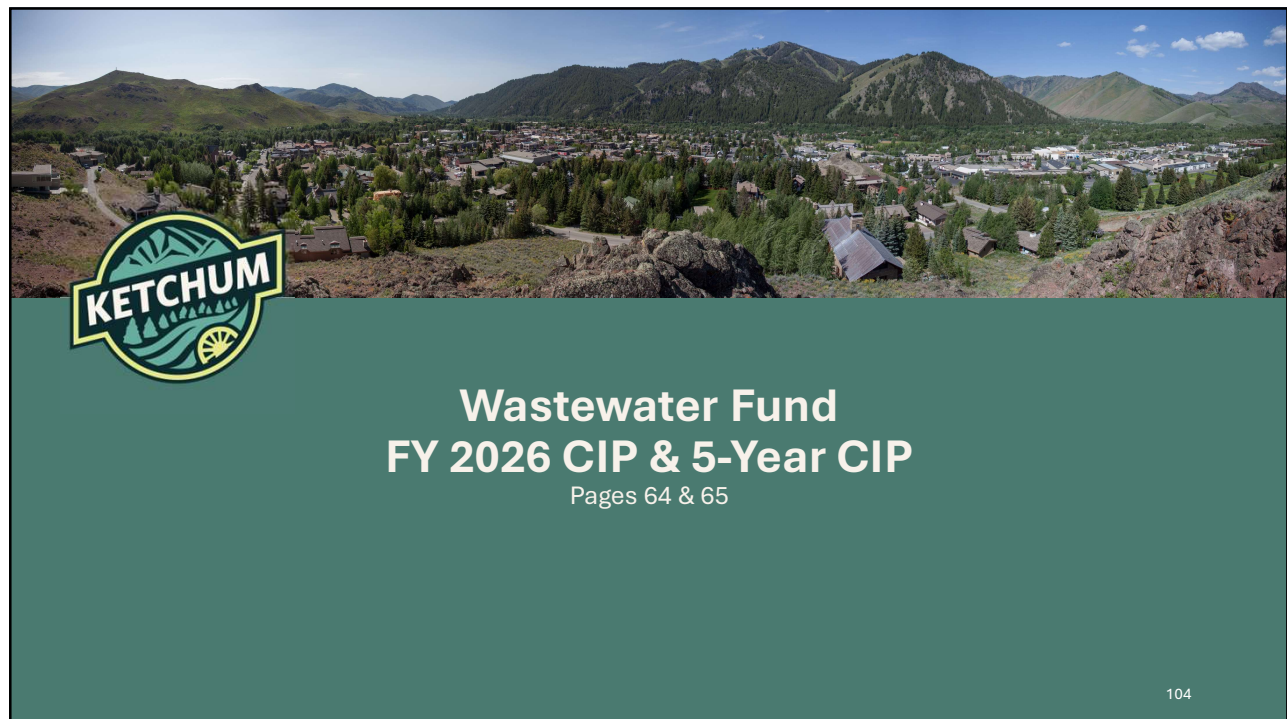
WASTEWATER REVENUE		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
OPERATING REVENUE	65-3300-1200 GRANTS STATE	-	8,696	-	-
	65-3400-7100 WASTEWATER CHARGES	2,584,103	2,781,134	2,869,542	2,960,000
	65-3400-7300 WASTEWATER INSPECTION FEES	640	440	-	-
	65-3400-7800 SUN VALLEY WA & SW DISTRICT CH	808,441	556,519	737,067	1,138,293
	65-3700-1000 INTEREST EARNINGS	46,054	107,607	15,000	60,000
	65-3700-3600 REFUNDS & REIMBURSEMENTS	42,994	(200,980)	-	-
	65-3700-5000 AMORTIZED BOND PREMIUM	66,411	-	-	-
	65-3700-7000 MISCELLANEOUS REVENUE	-	-	-	-
	65-3700-8000 GAIN(LOSS) ON PENSION ACTIVITY	(46,798)	(23,015)	-	-
	<b>TOTAL OPERATING REVENUE (FUND 65)</b>	<b>3,501,846</b>	<b>3,230,401</b>	<b>3,621,609</b>	<b>4,158,293</b>
CAPITAL REVENUE	67-3400-7300 WASTEWATER CONNECTION FEES	78,786	82,518	40,000	75,000
	67-3400-7800 SUN VALLEY WA & SW DISTRICT CH	-	968,840	2,277,068	2,571,043
	67-3400-9200 DEBT PROCEEDS	-	-	-	-
	67-3700-1000 INTEREST EARNINGS	183,649	455,209	100,000	100,000
	67-3700-8765 TRANSFER FROM WASTEWATER FUND	-	579,927	-	500,000
	67-3800-9000 FUND BALANCE	-	-	2,965,783	-
	<b>TOTAL CAPITAL REVENUE (FUND 67)</b>	<b>262,435</b>	<b>2,086,494</b>	<b>5,382,851</b>	<b>3,246,043</b>
<b>TOTAL REVENUE (FUNDS 65 &amp; 67)</b>		<b>3,764,280</b>	<b>5,316,895</b>	<b>9,004,459</b>	<b>7,404,336</b>

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## Wastewater Fund FY 2026 CIP (pg. 64)

WASTEWATER FUND EXPENDITURES (cont.)		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
CAPITAL EXPENDITURES	67-4350-7600- BOB CAT UW56 TOOLCAT	69,593	-	-	-
	67-4350-7800- CONSTRUCTION (P)	-	-	-	100,000
	67-4350-7809- ENERGY EFFICIENCY PROJECTS	1,213	11,252	50,000	50,000
	67-4350-7812- MICROSCOPE	5,734	-	-	-
	67-4350-7813- CAPITAL IMP PLAN(NO SHARING)	170,415	141,962	225,000	100,000
	67-4350-7814- AERATION BASINS - ANOXIC AND M	-	940,375	-	-
	67-4350-7815- AERATION BASINS BLOWERS & ELEC	262,819	1,629,715	2,100,090	-
	67-4350-7816- UPGRADE FILTER PLC	-	-	50,000	-
	67-4350-7817- REMOVE DIGESTER NO 1 BLDG & FL	77,011	19,219	-	-
	67-4350-7818- ROTARY DRUM THICK & DEWATERING	-	154,757	2,924,760	4,678,586
	67-4350-7819- REPLACE PUMPS	-	-	33,000	-
	67-4350-7820- VEHICLE REPLACEMENT	-	-	-	70,000
	67-4350-7821- AERATION BASIN UPGRADE (BASINS 1 & 2)	-	-	-	160,000
	67-4350-7822- OUTFALL CLEARING	-	-	-	83,500
<b>TOTAL CAPITAL EXPENDITURES (FUND 67)</b>		<b>586,786</b>	<b>2,897,281</b>	<b>5,382,850</b>	<b>5,242,086</b>
<b>TOTAL EXPENDITURES (FUNDS 65 &amp; 67)</b>		<b>3,049,605</b>	<b>6,220,601</b>	<b>8,853,686</b>	<b>9,252,931</b>

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## Wastewater Fund 5-Year CIP (pg. 65)

WASTEWATER CIP FUND 5-YEAR CIP (FY 2027-2031)		FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
PROJECTS	SOLIDS DEWATERING IMPROVEMENTS	3,997,073	-	-	-	-
	PUMP REPLACEMENTS	353,250	-	-	-	-
	HEADWORKS REPAIR	50,000	-	-	-	-
	AERATION UPGRADES	2,680,500	1,855,500	-	-	-
	ENERGY EFFICIENCY PROJECTS	50,000	50,000	50,000	50,000	50,000
	REPLACE VFD'S	-	782,000	-	-	-
	UV EQUIPMENT	-	-	580,000	1,216,000	-
	DIGESTER BLOWERS	-	-	952,000	-	877,000
	DIGESTER 3 & 4	-	-	-	924,000	700,000
	REPLACE GENERATORS	-	-	-	820,000	885,000
	PARKING LOT REPAVING	-	-	-	-	75,000
	<b>TOTAL EXPENDITURES</b>	<b>7,130,823</b>	<b>2,687,500</b>	<b>1,582,000</b>	<b>3,010,000</b>	<b>2,587,000</b>

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## Wastewater Connection Fees

### General Information

- Updated last in FY 2023
- Establishes the Value of the System
- Establishes Connection Capacity
- Results in a Connection Fee for Treatment and Collections

### 1" Meter Example:



- Existing Connection Fee: \$2,921
- Proposed Connection Fee: \$3,824

All six tiers of connection fees are proposed to increase 30.91%

- Subject to Fees & Charges Hearing per Idaho Code 63-1311A

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## Wastewater Fund 5-Year Financial Projection

See Handout

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## Enterprise Q&A

Water    Gio Tognoni    Wastewater    Mick Mummert

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## Other Funds

(Pages 68-69)

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## Other Funds (pg. 68-69)

OTHER FUNDS		FY 2023 Actuals	FY 2024 Actuals	FY 2025 Revised Budget	FY 2026 Proposed Budget
WAGON DAYS	<b>WAGON DAYS (FUND 02)</b>				
	REVENUE	158,935	182,874	188,000	220,900
	EXPENDITURE	163,817	190,582	188,000	220,900
G.O. FIRE BOND	<b>GENERAL OBLIGATION FIRE BOND (FUND 41)</b>				
	REVENUE	611,880	630,078	617,019	617,019
	EXPENDITURE	611,769	630,078	617,019	617,019
IN-LIEU HOUSING	<b>IN-LIEU HOUSING (FUND 52)</b>				
	REVENUE	694,050	939,788	2,394,874	2,000,000
	EXPENDITURE	768,449	1,451,982	2,394,874	2,000,000

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## Mayor & Council Priorities

Amanda	Courtney	Neil	Spencer	Tripp
<b>Housing Programs Crossover:</b>				
Ownership Preservation Program	Ownership Preservation Program	Ownership Preservation Program	Ownership Preservation Program	Ownership Preservation Program
Housing Development (new)	Housing Development (new)	Housing Development (new)	Housing Development (new)	Housing Development (new)
		Explore land acquisition		Explore land acquisition
	Sale of 291 units & Parkside unit		Sale of 291 units	
	Family & middle-income		Middle-income	
	Rental Preservation Program		Rental Preservation Program	
<b>Crossover:</b>				
Comp Plan & Code Rewrite	Comp Plan & Code Rewrite	Comp Plan & Code Rewrite	Comp Plan & Code Rewrite	Forest Service Park
Forest Service Park	Forest Service Park	Forest Service Park	Forest Service Park	
Sidewalk infill		Sidewalk infill	Sidewalk prioritization	
Fire consolidation	Fire consolidation	Fire consolidation		
Town Square revamp & Starbucks lease		Town Square revamp & Starbucks lease		
	10" Street roundabout	Undergrounding of lines		Undergrounding of lines (WS path)
	10" Street roundabout	10" Street roundabout		
Bike/ped plan (east/west)	Saddle Road bike path connector	Downtown/bus connector		
	Animal-resistant trash cans		Animal-resistant trash cans	Grow & expand Mountain Rides
<b>Other:</b>				
	Focus on Streets maintenance	Warm Springs Preserve	Consultants (review overall spend)	Rebuild of Atkinson Park soccer field
	E-bike enforcement	Wastewater project upgrade	Historical district (via zoning code)	
	West Ketchum trail bridge		Mtn overlay district (via zoning code)	
	Stop sign/traffic calming study		FAR exceedance	
	Resort Cities Coalition		City standards (sidewalks & ROW)	
	Sustainability:		Recreation funding increase	
	Fire station & Ore Wagon solar		(ex: Bigwood rope tow)	
	Upgrade City Hall power		Grey water/water use study	
	Composting		Wildfire & avalanche studies	
	Electric vehicles			
<b>Staffing:</b>				
		Culture development	County health trust/cafe/terea plan	Competitive comp. for Housing
			Ketchum Police Department	Consider sustainability personnel
			In-house paralegal	Consider a new law firm
			Electeds' compensation	Consider a grant writing position

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## Council Feedback/Discussion

Edits  
Missed Items  
Budget Book/Materials

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## Next Steps

July 7	Workshop follow-up
July 21	Public Hearing: Fees and FY 2026 Budget (published 7/9 & 7/16)
August 4	1st Reading of FY 2026 Ordinance
August 18	2nd Reading of FY 2026 Ordinance
September 2	3rd Reading of FY 2026 Ordinance
September 11	L-2 Certification due to County
September 15	FY 2025 Amended Budget Hearing (published 8/4 & 8/11)

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## Council Action

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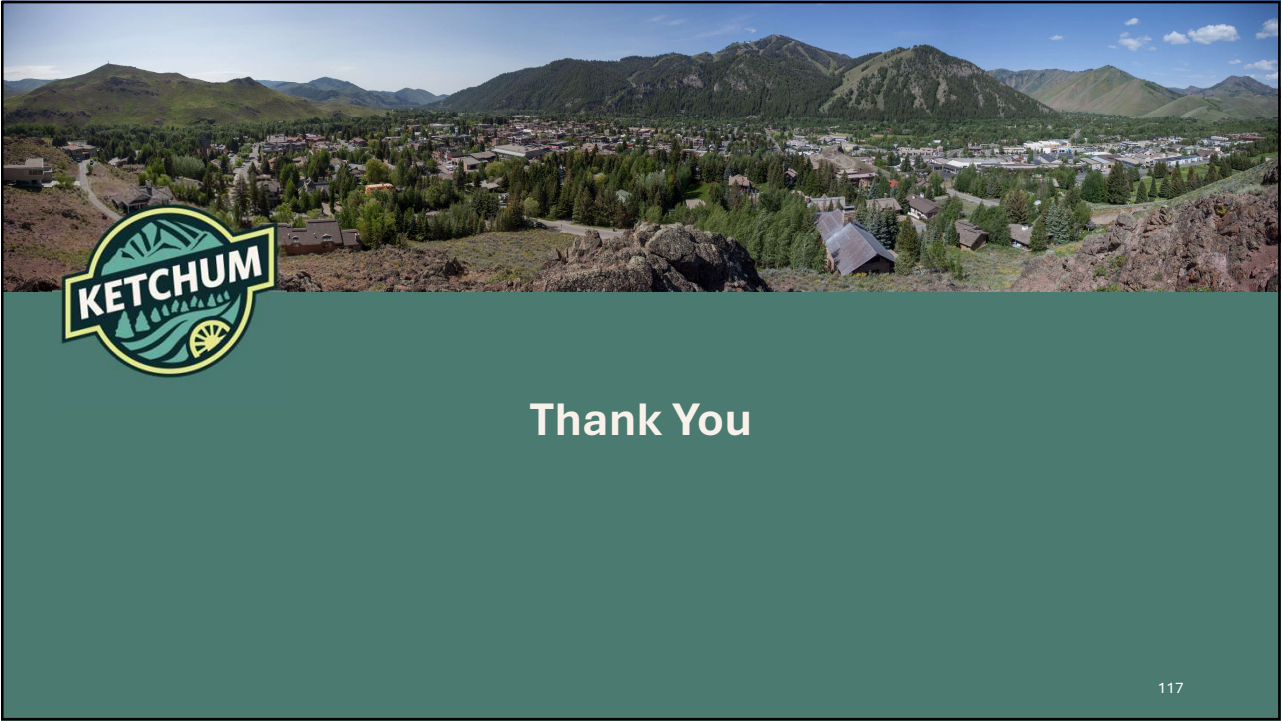
## Motion Options

Option #1 – “I move to adopt the proposed budget as presented.”

Option #2 – “I move to adopt the proposed budget as presented with the following amendments:”

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