Independent Assessment of
WestRock Lake Cascade Resort

Prepared for
Valley County
Board of County Commissioners

CH2MHILL

July 2001

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CHAPTER 1

Introduction

Purpose

On July 12, 2001, CH2M HILL (Consultant) was retained by the Valley County Board of County Commissioners (Board) to perform the following:

Make an independent assessment of the population and growth issues concerning the proposed WestRock development with particular emphasis of the impacts on schools and transportation.

The Consultant was requested by the Board to develop a "draft" report for their review by July 25 and to have a final report to present at the Board's continued public hearing set for August 1, 2001. Recognizing the short time involved, the amount of material to be reviewed, and the individuals/agencies to be contacted, it was of utmost importance to quickly organize a team with the necessary background and expertise.

The individual team members (Team) and their areas of responsibility are as follows:

- Mr. John S. Church, Economic Consultant Idaho Economics, provided the economic, population, and demographic assessment with conclusions.
- Dr. Bob L. Haley, Ed.D, Education Consultant, provided the education perspective with findings and options regarding the fiscal impacts on the Cascade and McCall/Donnelly School Districts.
- Mr. Theodore A. "Ted" Reynen, P.E., CH2M HILL Senior Transportation Engineer, was responsible for the evaluation and conclusions of the transportation system within the impact area.
- Mr. L. Ray Mickelson, AICP, CH2M HILL Senior Transportation Planner, served as the project manager.

Information Gathering

The Team members reviewed all materials provided by the Board, including the application submitted by WestRock for a planned unit development; conducted a field review of the area; contacted individuals/agencies as necessary; and researched other resource materials. Also, the Team met with representative of WestRock to ask questions, clarify assumptions, and to gain the best possible understanding of the project. Additional and more current information was provided to the Team by the WestRock representatives. This additional information is provided in Appendix A of this report.

The following individuals provided information in preparing this assessment:

- Anthony Jones—Economic Consultant

- David Scott—WestRock, V.P. Commercial Operations
- Jean-Pierre Boespflug—WestRock CEO
- Lee Heinrich—Valley County Clerk
- Tim Hill—State Department of Education
- Deb Stage—State Department of Education
- Ann Young—Board Chairman, Cascade School District
- Brian Ekman—Maintenance supervisor, McCall/Donnelly School District
- Debbie Sargent—Secretary McCall/Donnelly School District
- John Sheldon—WestRock Development
- Gordon Cruickshank—Valley County Road Superintendent
- Cynda Herrick—Valley County Assistant Planning and zoning Administrator
- Gale Hogan—Superintendent of McCall/Donnelly Joint School District
- Eugene Novotny—Superintendent of Cascade School District
- Mike Diem—Cascade School Board Member
- Jim Witherell—Idaho Transportation Department
- Bill Eddy—Administrator, North Lake Sewer and Water Recreational District
- Lindley Kirkpatrick—Planning Administrator, City of McCall
- Brad Walker—General Manager, Manchester at Payette Lakes
- Neil Meyers—Idaho Cooperative Extension and Agricultural Experiment Station, University of Idaho
- James Thackeray—Idaho Department of Labor, McCall
- Dennis Suihkonen—Keller Associates

CHAPTER 2

In-Migration

Employment, Population, and Demographic Impacts of WestRock Development

WestRock Proposal

The development of WestRock Lake Cascade is expected to have a significant impact on the future employment, population, and demographic characteristics of Valley County, Idaho, and the surrounding area. WestRock has provided detailed projections of direct employment associated with the operation and maintenance of the resort. These projections are detailed in WestRock's employment analysis performed by the SE Group in November 17, 2000. The WestRock analysis projects the resort will directly employ nearly 1,473 at full build-out, the fifteenth year after the start of initial infrastructure construction. A further differentiation of the forecasted direct employment finds that 238 (16 percent) of the total 1,473 will be full-time yearly employees of the resort, another 575 (39 percent) classified as full-time seasonal, and another 660 (45 percent) as part-time seasonal. The full-time seasonal and part-time seasonal employees (1,235 jobs) are allocated to various functional operational areas associated with the main recreational activities in the winter and summer recreation seasons. The majority of the seasonal employment will be demanded during the winter recreation season. Table 2-1 summarizes WestRock's projected direct employment by year for selected years after the commencement of initial infrastructure construction.

TABLE 2-1
WestRock Estimate of Total Direct Jobs Created in Selected Years

	Year*				
Total Jobs Created	**1**	**3**	**7**	**11**	**15**
Full-time Yearly	60	100	189	226	238
Full-time Seasonal	150	184	427	542	575
Part-time Seasonal	30	205	430	598	660
Total	**240**	**489**	**1,046**	**1,366**	**1,473**

*Year does not represent any particular calendar year. Rather, year references the first year that physical infrastructure construction begins and year 15 represents levels of employment at full project build-out.

Local Labor Force

In the year 2000 annual average non-agricultural employment in Valley County averaged nearly 3,566 with total employment, which includes agricultural and federal military employment at a level of 3,787. Obviously, the WestRock development, with its

1,473 additional jobs, a 39 percent increase over 2000 total employment in the County, will have a significant impact on the area's economy. However, a similar conclusion cannot be reached as to the population and demographic impacts resulting from WestRock's direct employment.

WestRock will be able to draw upon a local labor pool that for the next 7 to 10 years will be adequate to supply the majority of the resort's projected direct employment needs. Certainly, WestRock will create employment opportunities for which there is not sufficient number in the local labor pool with the necessary job skills. This will necessitate some in-migration of population to fulfill these positions.

Valley County has a talented and flexible labor force. However, over the past 5 years the number of jobs that have been available in the local economy have not been adequate to employ all of those who would like to work. Valley County's unemployment rate averaged 9.1 percent during the years 1996–2000. In the first 5 months of 2001, nearly 435 Valley County residents were unemployed, producing an average unemployment rate of 10.7 percent. Nearby Adams and Boise counties have experienced 1996–2000 average unemployment rates of 14.4 percent and 6.6 percent, respectively. In the first 5 months of 2001, unemployment in Adams and Boise counties averaged 20.4 percent and 6.4 percent, respectively. In contrast, unemployment in the State of Idaho peaked at 5.0 percent during the same 5 months.

Analysis of WestRock's Direct Job Creation in Relationship to the Available Local Labor Force

Prior assumptions concerning the proportion of direct jobs by category that would be filled from the local labor pool were examined. These assumptions were that 20 percent of the full-time yearly, 30 percent of the full-time seasonal, and 50 percent of the part-time seasonal positions would be filled from outside of the local labor pool. Consultations with five firms in southwest Idaho that were in a similar position of starting up an operation without a prior presence were consulted as to the proportion of the workforce they either found necessary or chose to hire from outside of the local labor pool. In general, these inquiries found smaller percentages of the proportions assumed above. Since these prior assumptions were reasonable and consistent with the experience of other firm's in a similar situation, they were maintained in this analysis.

A 5-year average of unemployment in Valley, Adams, and Boise counties was used as a basis for determining the supply of locally available labor. All unemployed persons in Valley County and 25 percent of the unemployed persons in Adams and Boise counties (hereafter referred to as the Valley County area) were assumed to be in the labor pool available to WestRock. It was further assumed that not all of the unemployed would be absorbed, and that a 4 percent unemployment rate would be the threshold at which WestRock would be compelled to seek employees outside of the local labor market.

Nevertheless, in the years 1996–2000 there were on average 454 unemployed people in excess of an assumed 4 percent unemployment rate. The number of unemployed in excess, of 4 percent was much higher during the winter months (November–April), averaging 657, and lower during the summer months (May–October), averaging 250. Appendix B includes local area employment, unemployment, and labor force statistics.

Eighty percent of WestRock's full-time yearly employment can be filled from the local labor force through year 7 of the development (Table 2-2). At full build-out it is expected that it will be necessary to fill 51 positions from outside of the local labor pool. If 70 percent of the full-time seasonal employment is assumed to be filled from the local labor pool, an adequate labor pool (the unemployed above a 4 percent unemployment rate minus those hired locally to fill Full-time Yearly employment) should be available in the winter season through year 7 of the project (Table 2-3). In the summer season, when the number of unemployed in the Valley County area is smaller, it will be necessary to fill many full-time seasonal positions from outside of the local labor force. At full build-out, it is projected that WestRock will be able to satisfy the majority of its winter season labor demands from the local labor pool. These are positions that would induce an in-migrating population.

TABLE 2-2
Forecasted **Full-Time Yearly** Positions Filled from the **Local Labor Pool** in Selected Years

	Local Content	Max	Year 1	3	7	11	15
Full-time Yearly	80%	204	48	80	138	175	187*
1996 - 2000 Valley County average number of unemployed persons above a 4% rate of unemployment			204	204	204	204	204
Estimate of **Full-time Yearly** jobs fill from outside of the local labor pool			12	20	51	51	51*
In-migrating population associated with the **Full-time Yearly** positions filled from outside of the local labor pool			17	29	74	74	74
Estimate of the number of school-age children within the **Full-time Yearly** in-migrating population			3	5	14	14	14

*WestRock estimate (see Table 2-1) year 15 full-time yearly employment equals 238.

TABLE 2-3
Forecasted **Full-Time Seasonal** Positions Filled from the **Local Labor Pool** in Selected Years

	Local Content	Max	Year 1	3	7	11	15
Full-time Seasonal	70%	453	105	129	234	230	214*
Valley County Area 1996 - 2000 average number of unemployed above a 4% rate of unemployment by season							
Winter Season			657	657	657	657	657
Summer Season			250	250	250	250	250
Less the number hired for **Full-time Yearly** positions			657	657	453	453	453
Full-time Seasonal positions filled from outside of the local labor pool			45	55	193	312	361*
In-migrating population associated with the **Full-time Seasonal** positions filled from outside of the local labor pool			65	80	281	454	524
Estimate of the number of school-age children within the **Full-time Seasonal** in-migrating population			12	15	52	84	97

*WestRock estimate (see Table 2-1) year 15 full-time seasonal equals 575.

Part-Time Seasonal Jobs

Part-time seasonal positions were not assumed to induce an in-migrating permanent population in the area.

Population Growth Associated with In-Migration for WestRock Employment

The population increases associated with those positions filled from outside of the local labor pool can be estimated as well. The U.S. Census Bureau performs annual studies of the U.S. population's geographic mobility. These studies and their adjunct reports "The Characteristics of Movers" provide a detailed compilation and analysis of the nation's moving population. For those moving to another county other than their initial county of residence, the Census Bureau's statistics provide an age distribution of those movers. This distribution is detailed on a following page. In general, persons of working age (here assumed to be ages 19 through 64) constitute 64.9 percent of the moving population. The proportion of moving population that is equal to or under the age of 18 is 26.1 percent and school-age children (ages 5–18) account for 18.5 percent of the moving population. Obviously the migrating school-age children are associated with those adults making geographic location changes. In general, the Census Bureau's figures indicate that one in-migrating job seeker of working age will cause an overall increase in the local area population of 1.45 persons. Therefore, an in-migrating population of 1,000 people will be composed of 689 persons of working age, 185 children of school-age (ages 5–18), 76 children

less than 5 years of age, and 48 persons of retirement age (65–85+). Appendix C includes Census Bureau figures on characteristics of movers.

Using the Census Bureau analysis of movers, an estimate was made of the changing population associated with WestRock's direct positions filled by those outside of the local labor pool. In year 15, at full build-out of the development, it is projected that WestRock would hire from outside of the local labor pool 51 persons for full-time yearly employment, inducing an overall population increase in the County of 74 persons. The addition of 361 full-time seasonal employees causes a subsequent population increase of 524.

Construction Labor Impacts

Because of the manner in which WestRock expresses their total resort employment, the seasonality of the employment is masked. Examining the detailed analysis of projected WestRock employment by function reveals that full-time seasonal and part-time seasonal employment is greatest during the winter months and is associated with the resort's winter recreational activities. In year 15, summer season employment at WestRock is expected to be nearly 445 jobs fewer than the peak employment experienced during the winter season (Exhibit 2-1).

Exhibit 2-1
Estimated WestRock Resort and Construction Employment by Season

Year	WestRock Total Employment	Estimated Employment by Season		Estimated Construction Employment by Season		WestRock & Construction Employment by Season	
		Summer	Winter	Summer	Winter	Summer	Winter
1	32	25	30	330	0	355	0
2	54	35	47	408	240	443	287
3	489	105	433	486	240	591	673
4	540	120	461	566	240	686	701
5	755	145	618	566	240	711	858
6	823	175	648	566	240	741	888
7	1,046	264	782	560	240	824	1,022
8	1,088	276	812	555	240	831	1,052
9	1,191	344	847	555	240	899	1,087
10	1,248	369	879	549	240	918	1,119
11	1,366	453	913	440	240	893	1,153
12	1,406	473	933	331	240	804	1,173
13	1,449	499	950	222	240	721	1,190
14	1,473	513	960	113	240	626	1,200
15	1,473	513	960	179	240	692	1,200

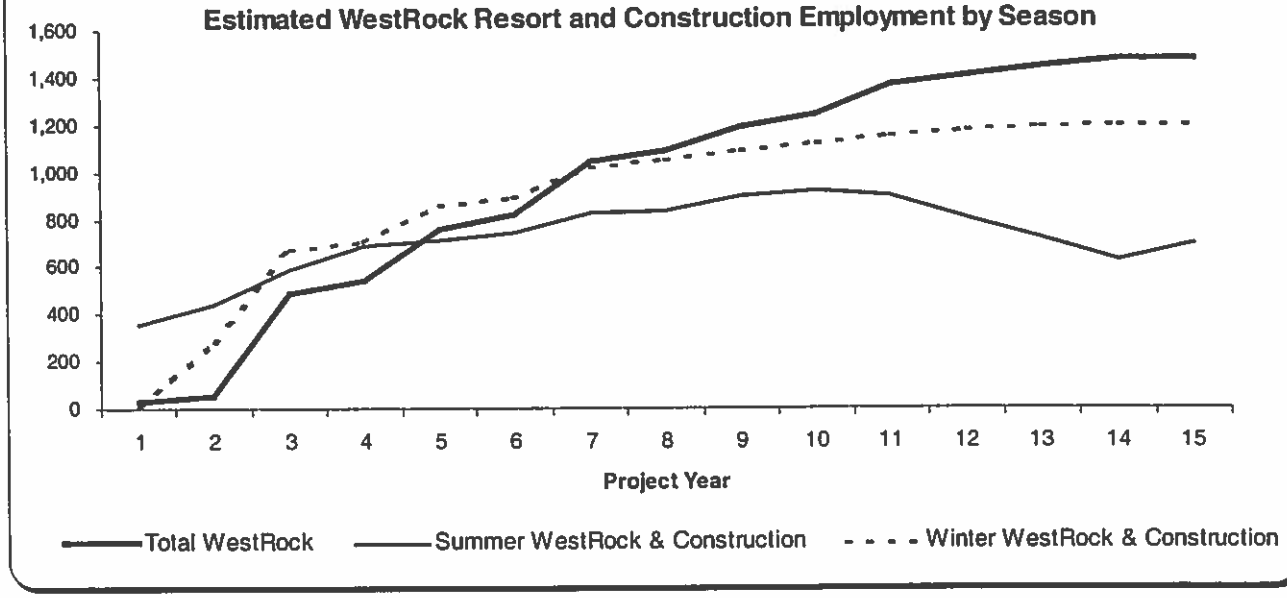
Construction activity will not put an undue burden on the local economy. Because of winter conditions at WestRock, resort construction in the first year will be confined to the summer season. In years thereafter a great deal of construction activity will occur during the summer season and projections of total construction employment activity by year reflect these peak levels. To the extent possible construction activity during the winter season will be ongoing at a reduced level.

Because of the seasonality of WestRock resort operations and construction activities, total direct employment (the resort and resort construction) should not overwhelm the available labor force in the Valley County area. Furthermore, since a portion of WestRock's part-time seasonal and full-time seasonal employment is anticipated to be hired from outside of the local labor market area, the first 7 years of resort operation and construction will not employ

enough workers from the Valley County area to utilize all of the unemployed workers in the area (Exhibit 2-2). The direct employment associated with simultaneous occurrence of the resort's initial operations and ongoing construction activities will not severely impact the local economy. They will not utilize all of the average winter season unemployed in the Valley County area nor will they be an impetuous for a large population in-migration until the unemployed labor force is greatly dissipated.

Exhibit 2-2

Estimated WestRock Resort and Construction Employment by Season



School-Age Students

School-age children would constitute 18.5 percent of the total population increase—134 in year 15 of the development (Table 2-4).

Additional economic activity would develop in the area because of the WestRock development. This secondary activity, commonly referred to as a multiplier effect, varies by the type of initial activity and the economic relationship of the area affected to other areas of the state, region, and the nation. Unfortunately, the area's proximity to the Boise Metropolitan Statistical Area dilutes the magnitude of these potential multipliers. For example, a new business and its subsequent injection of new incomes into the area will not cause local economic activity in the area to increase by a like amount, since much of that income is spent outside of the area. Whereas, some situations may cause an economic multiplier as high as 2—two additional jobs created because of one new job in the economy. This will not be the situation in Valley County. A secondary multiplier of 0.7 implies that for every 10 new primary jobs created in the area, seven new secondary industry jobs will be induced in the economy.

Secondary employment increases, of which 80 percent are assumed to be jobs that must be filled from outside of the local labor pool, are therefore causing an additional population in-migration. These secondary industry jobs, at full build-out of the WestRock development, are estimated to be, in total, nearly 1,030, of which 850 would be filled with labor external to

the local labor market. These would cause a population in-migration of 1,196 individuals, of which nearly 228 would be school-age children.

TABLE 2-4
Estimated Local School District Enrollment Increases Directly and Indirectly Related to Employment at WestRock Resort

	Year				
	1	3	7	11	15
In-Migrating School-Age Population					
Full-time Yearly	3	5	14	14	14
Full-time Seasonal	12	15	52	84	96
Part-time Seasonal	1	7	16	22	24
Total	**16**	**27**	**82**	**120**	**134[a]**
Estimated In-Migrating School-Age Population by School District					
McCall/Donnelly	11	19	57	84	94
Cascade	5	8	25	36	40
Estimated **Indirect** Local School District Enrollment Increases					
In-Migrating School-Age Population	11	19	57	84	94[b]
Total Estimated In-Migrating					
School-Age Population	27	47	138	204	228
Total Estimated In-Migrating School-Age Population by School District					
McCall/Donnelly	19	33	97	143	160
Cascade	8	14	41	61	68

[a]Compares to year 15 enrollment of 161 as projected in the Valley County School Enrollment Analysis prepared for WestRock, February 17, 2001.
[b]Compares to year 15 enrollment of 140 as presented in public hearing information on May 10, 2001.

Geographic Location of School-Age Population

Because of proximity to the resort (travel time to work), the availability of residential infrastructure (sewer and water service), and the availability of lower priced land, it is anticipated that most permanent in-migrants filling WestRock's direct employment will locate in the proximity of Donnelly and the reach of Long Valley between Donnelly and the southern edge of McCall. However, some will choose other locations with currently available housing. This leads to the conclusion that the majority of in-migrating workers (70 percent) will be in the proximity of Donnelly, north of the Cascade School District boundary.

Underemployment

Lastly, another aspect of the Valley County economy that should be mentioned here, but was not included in the above analysis, is the potential underemployment of the existing

labor force. For a person to be classified as unemployed, they must meet certain criteria: they must not be employed; they must be at least age 16; they cannot be institutionalized (in jail, hospital, or a university student); they cannot be a member of the military; and must be actively looking for work. If a person works a part-time job because that is the only job available, but would prefer full-time employment, they are referred to as underemployed. In addition, if one is not actively looking for work because they know there are no jobs available, they are not considered as unemployed.

An examination of Valley County's ratio of non-agricultural employment to population indicates there may be additional local labor available that could be drawn upon if there were jobs available. A comparison of Valley County to Ada and Canyon counties' employment to population ratios indicates there may be a potential, untapped local labor force of up to 190 to 200 workers. Appendix D includes an examination of potential underemployment in Valley County. This potential labor force could lessen population in-migration and its impact upon local infrastructure.

CHAPTER 3

School Impacts

WestRock Proposal for Schools

The following is contained in the draft Development Agreement between WestRock and the Board:

1. The Valley County School Enrollment Analysis shows that at full capacity the resort would have 161 students coming primarily from employees' families. Considering the existing enrollment of 1,442 students in Valley County, this will be a relatively low impact, representing 11 percent of the current school population. This increase will come slowly, starting with 18 students during Phase 1, or 1 percent of the present school population, and growing gradually over the 15-year study period.

2. The study provided shows that the portion of the property taxes allocated to schools will be $4,800,000 during the sixteenth year, or $29,800 per student, which is about six times the average cost per student in the state. This situation results from the fact that most property owners will not be living at the resort and will have their children enrolled in their place of permanent residence.

3. In addition, the State Lease with the WestRock resort will generate $8,000,000 over the first 15 years of the resort life for the State of Idaho.

4. Based on this analysis, both parties agree that no general mitigation is necessary.

5. WestRock acknowledges that the resort may attract a relatively large amount of foreign students, which could create a need for "Language Education" defined as English as a second Language or Foreign Languages, used as first language by Resort Employees. WestRock will contribute a fund (the WestRock School Fund) of $500,000 to the County for this purpose to be funded as $100,000 over 5 five years, with the first year being the year of road construction. Initially, the School Fund shall be available to the Cascade School District only. In addition to the foreign language education needs, Cascade shall be allowed to draw on the fund up to $3,000 per new student in any year where there is a net increase and the student population is above the June 99 level. After such time, where as recommended by WestRock, the McCall/Donnelly District may agree to a fair allocation of the money generated by the resort between the two districts. The WestRock School Fund then shall be equally available to the Cascade and McCall/Donnelly School Districts and be used for foreign education needs exclusively. This money is to be administered by a board of three people made up of one officer from WestRock, one County Commissioner, and one trustee from the school district. The trustee from the school district shall be from Cascade initially and rotate yearly between the Cascade and the McCall/Donnelly School Districts whenever "fair allocation" is reached as defined above. Interest generated by the WestRock School Fund shall be available for general school needs in any given year where the primary needs outlined above do not materialize.

Assumptions

It is assumed that WestRock is willing to mitigate the direct impact of new students on the two school districts in Valley County. WestRock's responsibility for any indirect impacts will be a matter of negotiation. Our estimate for both the direct and indirect impacts has been provided in this report.

It is further assumed that the greatest impact on the school districts would be in the area of providing adequate facilities in which to educate the new students. A second impact will be the addition of Limited English Proficient (LEP) and Special Needs Students to the districts. For the most part, the cost of classroom instruction for regular students in Cascade will come from the State of Idaho. In McCall/Donnelly, the cost of classroom instruction will come mostly from increases in local property taxes after the first few years of the WestRock project.

We will assume that of the 134 students projected as a direct result of WestRock, they would be distributed as follows:

- High school = 48
- Middle school = 18
- Elementary = 68

It is assumed that the 94 students projected, as an indirect result of WestRock would be distributed as follows:

- High school = 33
- Middle school = 12
- Elementary = 49

The above calculations were made using the US Census Bureau "Characteristics of Movers."

Projections

The information in Table 3-1 is taken from the projections made in Chapter 2. The analysis, provided later in this chapter, will be made on a reasonable split of students between the two school districts. This split is projected to be 70 percent of the students impacting McCall/Donnelly and 30 percent impacting Cascade. A worst-case scenario will also be provided in case all students were to impact one district.

It is projected that in the early stages of development new workers will locate where housing is presently available. Later, new housing may become available and is likely to be located in the Donnelly area because of its proximity to the project, sewer system availability, and reasonably priced land.

TABLE 3-1
Projected In-Migrating School-Age Population (Cumulative)

	Year 1	Year 3	Year 7	Year 11	Year 15
Directly Related to WestRock					
Full- time Yearly	3	5	14	14	14
Full-time Seasonal	12	15	52	84	96
Part-time Seasonal	1	7	16	22	24
Total	16	27	82	120	134
By District:					
McCall/Donnelly	11	19	57	84	94
Cascade	5	8	25	36	40
Indirectly Related to WestRock	11	19	57	84	94
By District:					
McCall/Donnelly	8	13	40	59	66
Cascade	3	6	17	25	28
Total of Direct and Indirect	27	47	138	204	228

Student Enrollment

Table 3-2 contains historical data on student enrollment for both the Cascade and McCall/Donnelly School Districts for 1993 to 2000. These data are provided to show a declining enrollment in the McCall/Donnelly School District over the past 6 years and a normal fluctuating enrollment in the Cascade School District.

TABLE 3-2
Past and Present Student Enrollment

District	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01
Cascade	394	424	446	437	415	406	410	405
McCall/Donnelly	1,226	1,263	1,258	1,216	1,187	1,078	1,029	1,009

Table 3-3 is a comparison of student enrollment for the fall of 1999 and current building capacity. These data show that the most critical facility needs are likely to occur in the Donnelly Elementary School and the Cascade School.

TABLE 3-3
Building Student Capacity

Building	Capacity	Enrollment Fall 1999*
McCall Elementary School	406	301
Donnelly Elementary School	127	106
Payette Lakes Middle School	450	235
McCall/Donnelly High School	480	359
Cascade School	450	410

*Taken from the Idaho Educational Directory

Class Size

Average class size for each district broken out by elementary and secondary programs is included in Table 3-4. These data need to be included when considering the impact of new students on each district. The class sizes are reported by Average Daily Attendance (ADA) and have been very near this size for the past several years. Also included in Table 3-4 is the number and percent of students in each district enrolled in special programs. Some of the impact on the districts may come in the form of students with special needs and the data shown will serve for comparative purposes.

TABLE 3-4
Average Class Size for School Year 1999-2000*
Number Enrolled in Special Programs

	McCall/Donnelly	Cascade
Grade Level	Class Size	Class Size
Elementary	16 ADA	14 ADA
Secondary	14 ADA	13 ADA

Special Programs	Number Enrolled	Number Enrolled
Special Education	102 (9.9%)	64 (15.6%)
Limited English	17 (1.7%)	0
Gifted & Talented	26 (3.5%)	15 (3.7%)

*Taken from State Department of Education—"Profiles"

Condition and Capacity of School Facilities

The condition and capacity of the existing school facilities in the area are as follows:

McCall Elementary—Structurally sound, but needs roof repair. Electrical and HVAC needs updating. Has a student capacity of 406.

Donnelly Elementary—Very good condition; needs some minor repair. Has a student capacity of 127.

McCall Middle School—Very good condition; needs some minor repair. Has a student capacity of 450.

McCall High School—Fair condition. Structurally sound, but needs some roof repair. Electrical and HVAC needs updating. Has a student capacity of 480.

Cascade School—Very good condition. Has a student capacity of 450.

Table 3-5 includes the property tax levies and dollars of revenue yield for the McCall/ Donnelly School District for the taxing year 1999-2000. The WestRock development will increase market values in the school district. These data become important as the positive impact of increased market values are considered on district funding.

TABLE 3-5
Revenue—McCall/Donnelly School District from Tax Levies 1999-2000*

	Market Value	M&O	Tort	Bond	Total
Levy Rate	$1,064,700,244	.003008367	.000028798	.000534245	.003571410
Revenue yield	—	$3,203,009	$30,661	$568,811	$3,802,481

*From State Department of Education—"Tax Levies for School Purposes"

Table 3-6 includes the property tax levies and dollars of revenue yield for the Cascade School District for the taxing year 1999-2000. Even though the WestRock development will have no direct impact on market values in the Cascade School District, this information is included for comparison of possible indirect impacts.

TABLE 3-6
Revenue—Cascade School District from Tax Levies 1999-2000*

	Market Value	M&O	Emergency	Tort	Bond	Total
Levy Rate	$268,501,068	.002985374	.000226368	.000029154	.000809866	.004050762
Revenue Yield	—	$801,576	$60,780	$7,828	$217,450	$1,087,634

*From State Department of Education—"Tax Levies for School Purposes"

To mitigate the impact of special needs students on the school districts, it may become necessary to know what each district spends per pupil from maintenance and operation

(M&O) funds. Table 3-7 not only provides this information, but also provides information on each source of revenue.

TABLE 3-7
M&O Revenue—Cascade and McCall/Donnelly School Districts, 1999-2000

District	Local Taxes	Other Sources	State	Federal	Total
McCall/Donnelly	$3,269,581	$120,210	$2,907,147	$2,100	$6,299,038
Cascade	$892,982	$223,031	$1,543,526	$27,919	$2,687,458

*From the State Department of Education—"Profiles"

Projected Increase in Property Tax for McCall/Donnelly Over Term of the Project

School District dollar amounts are certified the second Monday of September, based on the market values from the previous December. Because there is as much as one year delay in including new market values in school district levies, Table 3-8 is set up with no revenue gain in year 1 of construction. The increase in market value is then applied to the school district M&O levy rate in September of the second year.

The projections provided by WestRock on increased property taxes for the McCall/Donnelly School District was based on a total levy rate of .0034715. This total levy rate was comprised of an M&O levy, a tort levy, and a bond levy. Using the total levy rate did not provide an accurate projection because bond levies are based on a fixed dollar amount and the tort levy is based on a dollar amount with an annual cap of 3 percent. This means that for the bond and tort levies, as the market value increases the levy rate will decrease; thus, they do not produce increased revenue. In Table 3-8, the 2000-2001 McCall/Donnelly M&O levy of .002914511 was used to make projections.

Impacts of Development

The potential impact on education in the McCall/Donnelly and Cascade School Districts can vary depending on a number of factors. These factors will include, but may not be limited to, the following:

- Number of full-time, part-time, and seasonal employees with school-aged children
- Number of full-time, part-time and seasonal construction workers with school-aged children
- Number of Special Needs and LEP students enrolling in the districts
- The location of where the new students live within the school districts
- Number of students in each grade level
- Number of students in the Cascade School District verses the McCall School District

Additional considerations include the following:

- The capacity of each district to handle new students

TABLE 3-8
Projected Increase Property Taxes

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
Cumulative Market Value	$0.00	$742,000	$59,665,493	$216,219,440	$263,892,622	$390,724,974
McCall S.D. M&O Levy Rate	.002914511	.002914511	.002914511	.002914511	.002914511	.002914511
Revenue Yield	$0.00	$2,162	$173,895	$630,173	$769,117	$1,138,772
	Year 7	**Year 8**	**Year 9**	**Year 10**	**Year 11**	**Year 12**
Cumulative Market Value	$518,202,183	$648,713,638	$816,349,805	$916,350,926	$1,004,605,500	$1,145,238,375
McCall S.D. M&O Levy Rate	.002914511	.002914511	.002914511	.002914511	.002914511	.002914511
Revenue Yield	$1,510,305	$1,890,683	$2,379,260	$2,670,714	$2,927,933	$3,337,809
	Year 13	**Year 14**	**Year 15**	**Year 16**	**Year 17**	
Cumulative Market Value	$1,287,521,083	$1,429,523,457	$1,638,869,231	$1,719,638,606	$1,763,180,606[a]	
McCall S.D. M&O Levy Rate	.002914511	.002914511	.002914511	.002914511	.002914511	
Revenue Yield	$3,752,494	$4,166,361	$4,775,494	$5,011,905	$5,138,809[b]	

[a] Projected market value was obtained from WestRock documents.
[b] Compares to revenue yield of $4,853,524 as presented in the Development Agreement, Exhibit A, prepared by WestRock Association.

- If additional facilities are required, who will provide those facilities?
- The differences in how each school district is funded by local property taxes and state foundation funding
- The fact that most new property taxes will go to the McCall/Donnelly School District
- Because of the delay (up to 1 year) of bringing new property on the tax rolls, the McCall/Donnelly School District may have new students for most of a year before it collects the new property taxes.
- Where students live in relation to their assigned school may require the purchase of additional buses.

There are a number of ways to look at the impact of new students on school facilities:

- A classroom for each new teacher hired
- 30 square feet of classroom space per elementary student (classrooms should accommodate at least 30 students)
- A classroom of 800 square feet for every 25 secondary students
- 120 square feet of building space for each student

For this analysis classrooms for new teachers will be considered. If there is a time when new facilities are required, then the square footage per student should be considered.

In Chapter 2 projections are provided on the number of students who will be a direct result of the WestRock development. Table 3-9 provides additional data on how those projected students will impact grade level groupings. The State of Idaho public school funding formula uses support units as the base for determining allocation of staff and funding for each school district. These data are necessary for use in calculating the number of support units that will be a direct result of the WestRock development.

TABLE 3-9
New Teachers/Classrooms Needed
Direct Result of WestRock

Grade Level	New Students	Divisor*	New Support Units	Teachers/Classrooms Maximum Needed
McCall School District				
Kindergarten	7	40	0.18	1
Grades 1-3	22	20	1.1	1
Grades 4-6	22	23	0.96	1
Grades 7-12	43	16	2.69	3
Cascade School District				
Kindergarten	3	40	0.08	1
Grades 1-6	19	20	0.95	1
Grades 7-12	18	13.5	1.33	2
Total	**134**	—	—	**10**

*From Idaho Code 33-1002

The last column in Table 3-9represents the maximum number of additional teachers and classrooms that may be needed. This assumes the worst-case where all classes and classrooms are already full.

Table 3-10 represents the same information found in Table 3-9, except that it is for the indirect impact of students on each district as a result of the WestRock development.

TABLE 3-10
New Teachers/Classrooms Needed
Indirect Result of WestRock

Grade Level	New Students	Divisor*	New Support Units	Teachers/Classrooms Maximum Needed
McCall School District				
Kindergarten	5	40	0.13	1
Grades 1-3	15	20	0.75	1
Grades 4-6	15	23	0.65	1
Grades 7-12	31	16	1.94	2
Cascade School District				
Kindergarten	2	40	0.05	1
Grades 1-6	13	20	0.65	1
Grades 7-12	13	13.5	0.96	1
Total	94	—	—	8

*From Idaho Code 33-1002

Analysis of Data

An analysis of data reveals a number of ways the school districts can be impacted by the WestRock development. For example, some would argue that only the increased number of students who are directly attributed to the WestRock development should be mitigated. Others would argue that those students attributed both directly and indirectly to WestRock should be mitigated. In the analysis below, the first comparison uses a projected 70 percent, 30 percent split of the students directly attributed to the WestRock development. The second comparison also uses a 70 percent, 30 percent split, but with students both directly and indirectly attributed to the WestRock development. The third comparison assumes that 100 percent of the students, both directly and indirectly, attributed to WestRock would end up in one of the school districts. All comparisons take into account the capacity available in each building (Table 3-3).

If the Direct Students were Split 70 Percent—30 Percent Between Districts

- If 70 percent of the new elementary students were to attend McCall Elementary, no new classrooms would be needed.
- If 70 percent of the new elementary students were to attend Donnelly Elementary, the school would be **at least two** classrooms short.
- If 70 percent of the new middle school students were to attend Payette Lakes Middle School, no new classrooms would be needed.
- If 70 percent of the new high school students were to attend McCall/Donnelly High School, no new classrooms would be needed.

- If 30 percent of the new elementary students were to attend the Cascade School, the school would be **at least one** classroom short.
- If 30 percent of the middle school and high school students were to attend the Cascade School, the school would be **at least one more** classroom short.

If the Direct and Indirect Students were Split 70 Percent—30 Percent Between the Districts

- If 70 percent of the new elementary students were to attend McCall Elementary, no new classrooms would be needed.
- If 70 percent of the new elementary students were to attend Donnelly Elementary, the school would be **at least three** classrooms short.
- If 70 percent of the new middle school students were to attend Payette Lakes Middle School, no new classrooms would be needed.
- If 70 percent of the new high school students were to attend McCall/Donnelly High School, there would be no need for additional classrooms.
- If 30 percent of the new elementary students were to attend the Cascade School, the school would be **at least one** classroom short.
- If 30 percent of the middle school and high school students were to attend the Cascade School, the school would be **at least two more** classrooms short.

If 100 Percent of the Direct and Indirect Students were Located in One District

- If 100 percent of new elementary students were to attend McCall Elementary, the school would be **at least one** classroom short.
- If 100 percent of elementary students were to attend Donnelly Elementary, the school would be **at least five** classrooms short.
- If 100 percent of new middle school students were to attend Payette Lakes Middle School, there would be no need for additional classrooms.
- If 100 percent of new high school students were to attend McCall/Donnelly High School, there would be no need for additional classrooms.
- If 100 percent of new elementary students were to attend Cascade School, the school would be **at least seven** classrooms short.
- If 100 percent of new middle school and high school students were to attend the Cascade School, the school would be no **at least six** more classrooms short.

It is obvious from the above analysis that the schools that are at high risk of being impacted by this project are Donnelly Elementary and the Cascade School. If the projections are correct and the students are split 70 percent and 30 percent between the districts and WestRock is willing to mitigate for both direct and indirect student increases, then at least six new classrooms would be needed.

If these six classrooms can be added to current facilities without increasing the infrastructure of the building, then about $100,000 per classroom should be set aside for building additions. The estimate of $100,000 per classroom addition comes from an estimate the Fremont County School District recently received. If both classrooms and infrastructure have to be added, then at least $90 per square foot should be set aside for facility additions.

Available Options

Based on our independent review of the proposed WestRock development, the following are some options available to the Board, either in part or as a whole, in rendering a decision:

Option A: LEP and Special Needs

WestRock has acknowledged in the draft Development Agreement the potential impact of foreign students on the Cascade School District and is willing to establish the "WestRock School Fund" with $100,000 per year for 5 years. How this fund is to be accessed and used is not clear. The following suggestions are recommended:

- Increase the fund to $125,000 a year for the first 3 years, then $100,000 a year for years 4 and 5.
- Allow both school districts to access this fund for the first 3 years, then only Cascade School District in years 4 and 5. Cascade School District does not have an LEP program and will need to establish one. McCall/Donnelly School District has an LEP program, but may need to expand that program. McCall/Donnelly is not likely to see any increase in property taxes the first year of construction, a minimal amount the second year, and enough to cover costs of new students in the third year.
- In each request to assess the school fund, it must be verified through enrollment records that the new students are a direct impact from the WestRock development.
- Allow Cascade to access the fund to establish an LEP program if there are students who are a direct result of the WestRock project.
- Allow both districts, in the first 3 years, to draw from the fund 1.5 times the previous year expenditure per student for regular students, as determined by the State Department of Education for each LEP and Special Needs Student enrolled. Only Cascade can draw on the fund in years 4 and 5.
- Allow both districts in the first 3 years to draw $3,000 per non-LEP and non-Special Needs Student enrolled in excess of the June 1999 enrollment levels. Only Cascade can draw on the fund in years 4 and 5.

Option B: Delay in Receiving Property Taxes

If McCall/Donnelly is included in Option A, then starting with the fourth year, they may negotiate with the developer to mitigate the impact of receiving new students before new property taxes are collected at an amount equal the previous year expenditure per student. If McCall/Donnelly is not included, in Option A, then this mitigation should start in the first year of construction. This mitigation should continue until WestRock reaches its peak employment level, then be discontinued. For each Special Needs or LEP student, the

mitigation should be at least 1.5 times the previous year expenditure per student as outlined in Option A. (In 2000-2001 the M&O expenditure per student was about $6,238). If included in Option A, the costs for the first 3 years for LEP and Special Needs Students and almost half the cost of all other students are covered.

Option C: Facility Capacity

It appears that the student impact on the school districts will be minimal in the first 3 or 4 years. However, at some point in time the developer could accept responsibility for the impact of new students directly caused by the WestRock development on school facilities. School buildings operating at or over capacity can have a negative effect on student learning and teacher effectiveness. New buildings or additions to buildings take time to plan and construct. The developer could set aside in a fund the amount necessary to mitigate the impact of new students on school district facilities. Based on the analysis of data, this amount could potentially be about $1,000,000. The Board could work with the developer to determine the dollar amount and the timing for the establishment of the fund.

In case the above projections in Chapter 2, Table 2-4, are too low or the impact is not equal in relation to the individual school attendance zones, then the following plan could be considered:

When any school building reaches 90 percent of capacity and it is verified through student enrollment that the WestRock development is the direct cause, then planning should begin between the school district affected and the developer to solve the potential facility problem. Once a building reaches 95 percent of capacity, the plan for solving the problem should be implemented. If it can be established that the increased number of students will be for a short term, then temporary buildings may be a solution and should be paid for out of the funds that have been set aside. However, if the increase in student population is to be long term, then permanent facilities should be planned, built, and paid for out of the funds set aside.

Option D: Charter School

If it is anticipated that the majority of the new students will live near the development, then a charter school might be considered as a solution. The developer could provide the land and facilities necessary to accommodate the new students expected from this development. The charter school is an option made available in Idaho Code 33-5201 through 33-5212, *Public Charter Schools Act of 1998.*

CHAPTER 4

Transportation Assessment

Review of Traffic and Transportation Issues

The amount of traffic expected to be generated by the proposed WestRock development and the potential effects were reviewed. The approach used in the review was to verify the various component decisions necessary to establish traffic volumes and effects. This is followed by overall findings relating to the data and conclusions presented to date.

The individual components evaluated included the following:

- Base Year Traffic
- Trip Generation (amount of trips to and from WestRock)
- Trip Distribution (the number of trips approaching WestRock on either Roseberry Road or West Mountain Road)
- Operational and Physical Effects of Additional Traffic on Affected Roadways and Necessary Improvements
- Determination of a Reasonable Share of Improvement Costs Attributable to WestRock
- State Fuel Tax Estimate

The following sections address each of the above elements. Each section begins with a description of the relevant information of WestRock as contained in the planned unit development application, which is currently being considered by the Board. This is followed by a discussion of facts and judgements pertaining to the validity of the WestRock information, and a statement of finding related to the data being evaluated.

The following is a list of information used in the traffic evaluation that was prepared by the developer:

1. Idaho Department of Lands Refined Response to Request for Proposal Lake Cascade Site, *Exhibit 21—Transportation Impact Study*, Dobie Engineering, Inc. January 26, 2001.
2. Idaho Department of Lands Refined Response to Request for Proposal Lake Cascade Site, *Exhibit 22—Economic and Fiscal Impact Assessment*, SE Group, February 9, 2001.
3. Idaho Department of Lands Refined Response to Request for Proposal Lake Cascade Site, *Exhibit 10—Employment*, SE Group, November 17, 2000.
4. Section E of the PUD Application, Environmental Analysis, *Section e. Traffic.*
5. PUD Application, *Appendix C, Impact Reports.*

Additional data were obtained by CH2M HILL from WestRock and elsewhere for use in the evaluation. These items will be described where appropriate and copies of this information are included in Appendix A of this report.

Base Year Traffic

Base year traffic was presented in Figure 2 of the Dobie Report. No specific date was noted for this information. It was assumed to apply to the 1999-2000 time frame.

This information was verified by examining data from three sources:

- Week-long traffic counts on Roseberry Road, Norwood Road, and West Mountain Road provided to CH2M HILL by Gordon Cruickshank, Superintendent, Valley County Road Department (Appendix E)
- Average monthly traffic count data from an ITD permanent count station located on SH 55 3.5 miles south of Donnelly, available through the ITD home page (Appendix F)
- Average daily traffic (ADT) for 1999 for multiple segments of SH 55 extending from north of Donnelly to south of Cascade, available through the ITD home page (Appendix G)

Exhibit 4-1 compares base year traffic data from the Dobie Report to that derived from the above information. There is very close agreement between the two data sets. The local counts provided by the Valley County Road Department suggest higher existing volumes on east-west roadways east of West Mountain Road. However, the differences (as much as 600 vehicles per day east of Tamarack Falls) are not significant to the overall use of this information.

Findings—Base Year Traffic

Base year traffic data presented in the Dobie Report is representative of existing conditions and satisfactory as a basis for further findings and evaluations.

Trip Generation

The amount of daily trips entering and leaving the proposed resort side is a key component to the evaluation of the effects of the development on the surrounding street system. The term "trip ends" applies to the number of vehicles entering or leaving a facility without regard to direction. Estimates of trip ends are made based on known levels of trip making activity for various land uses. The generally recognized resource for this information is *Trip Generation*, by the Institute of Transportation Engineers (ITE). In this case, the effort is more complicated because: a) there are very little data describing traffic activities at ski/golf resorts in general; and b) each area represents a unique combination of housing, onsite recreation, and offsite attractions. Thus, there is room for considerable judgement in this area.

Two independent estimates of trip generation are found in the WestRock material. The first is contained in the Dobie Report and estimates total winter weekday trips as 10,115 vehicles per day. (Other estimates covering winter and summer, weekend and weekday, and AM and PM peak-hour traffic variations are also reported. This evaluation will use average daily

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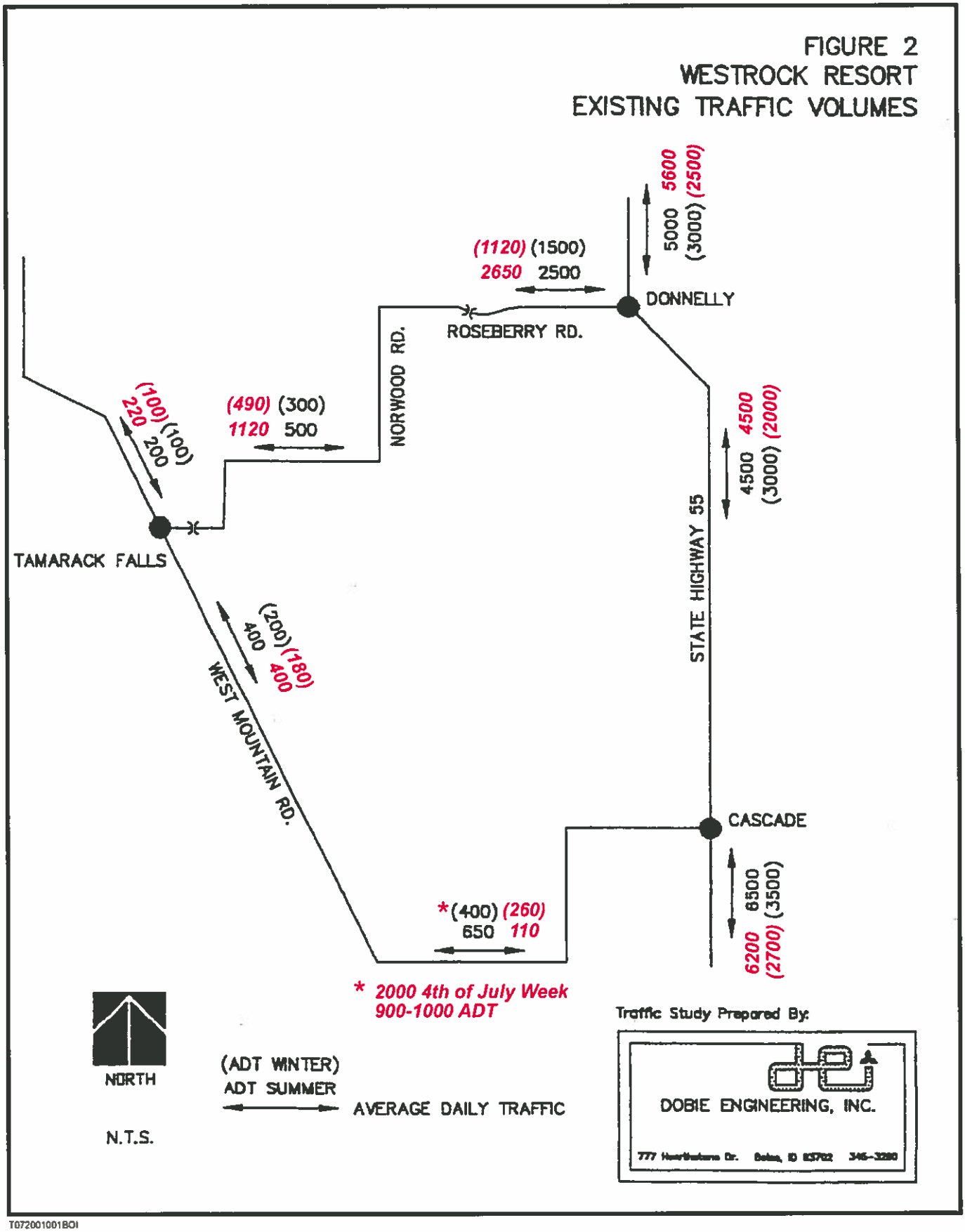

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(ADT WINTER)
ADT SUMMER

Average Daily Traffic CH2M HILL conclusions based on independent traffic data resources are noted in italics

Exhibit 4-1
CH2M HILL CONCLUSIONS BASED ON INDEPENDENT TRAFFIC DATA RESOURCES
INDEPENDENT ASSESSMENT OF
WESTROCK LAKE CASCADE RESORT

CH2MHILL

traffic for a winter weekday in all comparisons.) This estimate was derived by applying rates and judgements to individual components of the proposed development to arrive at a total amount of traffic entering or exiting the facility. Tables 4-1 and 4-2 replicate tables from the Dobie Report illustrating the basic trip generation rates and calculations.

The second estimate of site-related traffic is contained in the Environmental Effects section of the PUD application and was prepared by WestRock. Further elaboration of this estimate was provided by WestRock during our review. This evaluation has been put forth by WestRock as superceding the information in the Dobie Report. The WestRock evaluation is based on a different set of assumptions regarding trip making as replicated in Exhibits 4-2 and 4-3. The estimate of total trips per "busy" day is 4,500 trip ends per day (or less than half that estimated in the Dobie Report). This estimate is further supported by observed traffic counts at other various ski resort locations, which are interpreted as showing trip making at a rate generally less than that represented by 4,500 trips per day (see Exhibit 4-3).

CH2M HILL began the evaluation by making the following observations with respect to the above approaches:

WestRock Estimate

The WestRock daily trip estimate is shown in Exhibit 4-2. The following observations reference components of that estimate:

- **Guests.** We believe that the amount of traffic estimated for this category is very low. Including the hotel, there are 1,845 "guest" units. The calculation used 50 percent involved as opposed to the 65 percent noted in the basic premise. The trips per day was set as 1 (exiting trip).

  A conservative estimate of 1.25 is necessary to allow for some new arrivals. Making the above adjustments results in a total of 1,440 trips rather than the stated 708 trips.

  The above discussion does not change the assumption of 20 percent of the guests leaving by transit. We estimate that would represent a total of 750 person trips, or 15 transit coaches, or 3 moderately sized commercial aircraft. We believe there is a strong role for bus transportation between Boise (airport and other) and WestRock. However, the above comments suggest that 20 percent is an aggressive goal.

- *The number of trips produced by guests who are <u>not</u> leaving are ignored in this estimate. Using 35 percent of 1,845 units at 3 trips per unit yields 1,940 trips.*

- **Resident Employees.** There are 200 employee units to be included in the development. The employee units are to be one-, two-, and four-bedroom units housing up to 600 employees. Eighty one- and two-bedroom units are to house families and can be expected to generate at least one trip offsite per day; or 160 total trip ends. The remaining 120 units will house four single workers. An average of one offsite trip per day per unit was assumed, or 240 total trip ends. *This results in a total onsite employee trip production of 400 trip ends as compared to the 229 trip ends included in the WestRock analysis.*

We accept the remaining estimates for employees, deliveries, and day guests. With the above modifications, this approach results in an estimate of between 7,300 and 8,100 daily

TABLE 4-1
Trip Generation Rates (per unit) Extracted from the Dobie Report

Trip Occurrence	Residential PUD (per unit)	Resort Hotels (per room)	Specialty Retail (per KSF)	Ski Area Day Use* (per skier)
Weekday End Trips	7.50	2.0	42.92	1.00
Weekend End Trips	6.82	4.0	49.97	1.00
AM Hour	0.51	0.37	1.03	0.20
Enter	(22%)	(72%)	(61%)	---
Exit	(78%)	(28%)	(39%)	---
PM Hour	0.62	0.49	3.74	0.25
Enter	(65%)	(43%)	(48%)	---
Exit	(35%)	(57%)	(52%)	---

*Source: DEI—Aspen Highlands Ski Area Traffic Study

TABLE 4-2
Site-Generated Traffic Extracted from the Dobie Report
(Phase V—Full Buildout)

Land Use	No. Units	Weekday Vehicles/Day	Weekend Vehicles/Day	AM VPH	PM VPH
Homes and Condos[a]	1,435	5,380	4,895	365	445
Hotel Units[a]	410	615	1,230	115	150
Employee Units	200	1,500	1,365	100	125
Commercial (ksf)	136	1,750	2,035	40	155
Total Summer Traffic		**9,245**	**9,525**	**620**	**875**
Day Skier Trips		870[b]	2,330[c]	465	585
Total Winter Traffic		**10,115**	**11,855**	**1,085**	**1,460**

[a] Adjusted for occupancy

[b] 7,300 skier capacity @ 40% utilization weekdays 2,920
Less resident guests (2 skiers per unit) - 2,050
Day Skier Visits 870

[c] 7,300 skier capacity @ 60% utilization weekends 4,380
Less resident guests (2 skiers per unit) - 2,050
Day Skier Visits 2,330

Site Traffic Characteristics

1. Winter season site generated traffic will be greater than summer traffic volumes due to the inclusion of day skier travel demands.
2. Average weekend traffic will exceed weekday traffic volumes.
3. Winter weekend peak hour is 12% of ADT.
4. Summer weekend peak hour is 9% of ADT.

WestRock Traffic
Estimation based on relative Unit Counts and Traffic from five Resorts

Housing Units	Telluride	Crested Butte	Big Sky	Mammoth	Sun Valley	WestRock
Year-Round Housing Units	800	665	300	2,038		569
Seasonal Housing Units	1,707	1,349	1,350	5,804		1,275
Units with hotel rooms counting for 1/2 unit	625	552	375	735		200
Total	3,132	2,566	2,025	8,577	9,496	2,044

Traffic (3) (4) (5) - VPD	Telluride	Crested Butte	Big Sky	Mammoth	Sun Valley	WestRock
Main Road Upstream	**4,400**		**3,360**	**16,200**		*7,000*
Main Road Downstream	**4,500**		**3,310**	**13,000**		*7,500*
Traffic on Main Road Ignoring Resort	*2,000*		1,385	*7,000*		**5,000**
Notes			(2)			
Spur Road to Resort	4,900	4,500	**3,900**	15,200	**12,000**	4,500
Notes	(2)	(1)	(1)	(2)	(1)	(2)
Traffic Per Housing Unit	1.564	1.754	1.926	1.772	1.264	2.202
Ratioed out projection for unit count of WestRock	3,198	3,585	3,937	3,622	2,583	4,500
WestRock Estimate as filed on 2/20/01	4,500	4,500	4,500	4,500	4,500	4,500

The estimation filed by WestRock is greater than the ratioed out estimations from five other resorts

(1) As Reported from Traffic Meters
(2) Estimated with the formula: Traffic(Spur) = Traffic(Upstream)+Traffic(Downstream)-2*Traffic(Ignoring)
(3) Taking WestRock as example, Hiway 55 would be the Main Road and Roseberry Road the Spur Road
(4) Bolded Numbers are measured from Meters - Italic Numbers estimated - Regular Numbers calculated
(5) Traffic numbers refer to Daily Vehicule Counts on the 30th busiest day of the year

All Traffic Meter Numbers reported by Tony Jones of Design 2000
Housing Units for WestRock as submitted in the Feb 20, 2001 application to State
Housing Units for Sun Valley as reported by Tony Jones of Design 2000
Housing Unit Numbers for Telluride, Crested Butte, Big Sky and Mammoth reported by Doug Kennedy from the SE group
JP Boespflug - 4/14/2001

Exhibit 4-2
UNIT ESTIMATES AND TRAFFIC
INDEPENDENT ASSESSMENT OF WESTROCK
LAKE CASCADE RESORT

WestRock Traffic Busy Day Analysis Worse Case - Busy Sunday Massive Egress	Base	% Involved	% by Car	Car/ unit	Trip per day	Traffic In/Out Resort	% headed South of Donnelly	Hi 55 North of Donnelly	Hi 55 South of Donnelly
Guests: - 1475 units - 65% leaving - 80% by Car · 1.2 cars per unit	1475	50%	80%	1.2	1	708	100%	0	708
Residents including employees: 573 units - 20% Moving In and Out one time on a busy day	573	20%			2	229	40%	137.52	92
Employees: 1500 Total - 60% off site 2 trips per day	1500	60%	80%		2	1440	45%	792	648
Deliveries - 50 trips - 2 trips per day	50				2	100	40%	60	40
Day Guests - 1000 cars - 2 trips per day (As predicted by SE group)	1000				2	2000	50%	1000	1000
Max Daily Car Count						**4477**		**1990**	**2488**

Other Scenario contain a larger amount of resident traffic with less guest traffic and are not worse case

Total Units WestRock	2044
Employee Units	200
Non Employee Units	1844
% residents amongst non-employees	20%
Non Employee Resident Units	369
Guest Units	1475
Resident Units Employee and Others	569

Exhibit 4-3
TRAFFIC MODELING
INDEPENDENT ASSESSMENT OF WESTROCK
LAKE CASCADE RESORT

trip ends, depending on the amount of transit, as opposed to the WestRock estimate of 4,477 trip ends.

Dobie Estimate

- Although several of the assumptions are of concern, the basic approach to the estimate is sound.
- With respect to the 1,435 recreational residential units (excludes the hotel and employee housing units), we judge the assumption that 50 percent of the units would normally be occupied during the winter or summer seasons to be low.

  In our analysis (discussed later), we used 75 percent occupancy.
- For the above residential units, Dobie used a rate of 7.5 trip ends per day per occupied unit based on ITE information for Planned Unit Developments(PUD). While this rate is less than the average of 9.5 trips per day applied to typical housing developments, we believe this rate to be too high for a predominantly recreational area. The PUD rate reflects a high rate of "normal" family trip making not likely to occur in the highly recreation-oriented setting proposed at WestRock. Many of the PUDs studied are much closer to other areas of shopping and employment than WestRock will be.

  In our analysis we relied on a low rate of 3.0 trips per occupied unit observed under the land use "Recreational Homes." As with the PUDs, many of the settings studied were more proximate to other employment and day-to-day activities than WestRock would be. Thus, the selection of a lower than average rate is justified.
- Dobie estimated 1,750 trip ends associated with commercial/retail space to be available. This is based on a rate of 42.9 trip ends per 1,000 sq ft of space (Specialty Retail) and an assumption of 70 percent of patrons generated within the resort.

  We suggest 1,360 trip ends, based on an average of 1,700 non-ski visits per day noted in the Economic and Fiscal Impact Assessment, with an estimated auto occupancy of 2.5.
- The estimate of "Day Skier Trips" is based on 40 percent of "comfortable slope capacity" without any further explanation. This amounts to 2,920 skier visits (less 2,050 visits generated from resort housing), or 870 trips per day. We believe this evaluation is justified with the following explanation:
  - The figure of 2,920 average day skiers matches the average number of skier visits per day over a 130-day season cited in the *Economic and Fiscal Impact Assessment.*
  - We accept the estimate of 2 skiers per day per occupied unit at the resort, or 2,050 visits from within the development.
  - This results in 870 skiers arriving by car. This yields two trip ends per skier, offset by an average occupancy of two people per car. This yields 870 trips.

  In our analysis, we accepted a higher estimate of day skier activity proposed in the Developer analysis of 1,000 trips per day, although the difference between the two is not important.

CH2M HILL Estimate

Using Dobie's analytical framework and the various changes suggested above, CH2M HILL's estimate of daily trip ends for the WestRock development is 8,530 (see Table 4-3).

TABLE 4-3
CH2M HILL Estimate of Winter Daily Trip Ends

Item	Quantity	Trip Ends/Day Rate	Trip Ends/Day Occupancy	Weekday Trip Ends	Comments
Skier Day Trips	7,300/day capacity	1	2,000	2,000	Per WestRock Trip Estimate
Mountain Ammenities	117.5 Ksf	0		0	
Singl Fam Res	510 Units				
Condo/Townhome	925 Units				
Total	1435 Units	3.00	0.75	3,230	
Hotel	410 Rooms	5.00	0.75	1,540	Includes Employees
Employee Housing					
1 Bedroom	40 Units	2.00		80	
2 Bedroom	40 Units	2.00		80	
4 Bedroom	120 Units	2.00		240	
Retail/Comercial	135.8 Ksf			1,360	1,700 visits @ 2.5 auto occ * 2 trip ends
Other	22 Ksf	0		0	
			Total Trip Ends	8,530	

Employee Trips		
Total Employees	1,500	
Less Onsite	-600	
Less hotel	-400	
	500	
Two Trip ends per day	1,000	
15 percent Transit	850	850
Final Total		9,380 Trip Ends per Day

A further observation regarding the Dobie approach is that it did not consider additional travel for employees. This is explained by the fact that typical trip generation rates include employee trips. However, this approach does not account for a full commercial sales force or the employees necessary to operate the ski operations. A reasonable approximation of employee trips is as follows:

Total employees (1,500)
- hotel employees (400—one per room)
- onsite employees (600 per unit)
x 2 trip ends per employee
x 0.85 (15 percent transit)

yields 850 employee trip ends

Adding the employee trips increases the CH2M HILL estimate to 11,340 daily trip ends.

Findings—Trip Generation. Four different analyses were discussed above with results as follows:

Dobie Original:	10,115 trip ends per day
CH2M HILL Modified Dobie:	8,530 (9,380 with employees)
WestRock Original:	4,477 (includes employees)
CH2M HILL Modified WestRock:	7,320-8080 trip ends per day, depending on transit use

Given the above, we conclude that a reasonable estimate of trip ends per day should be in the 10,000 to 11,000 range. We cannot justify the estimate of 4,500 trip ends per day submitted by the developer in their final documentation.

We recommend that the initial Dobie findings regarding total daily trip generation be accepted. The Dobie results are well within the accuracy of our estimates, and accepting the Dobie results validates various other evaluations that use this data as a starting point.

Trip Distribution

Trip distribution refers to the direction of approach of trips to the WestRock entrance. The Dobie traffic analysis presents the following pattern of approach:

- Westbound from SH 55 at Donnelly via Roseberry and Norwood Roads—70 percent
- Southbound via West Mountain Road—25 percent
- Northbound via West Mountain Road—5 percent

The final documentation contains no specific information regarding direction of approach.

We make the following observations regarding these proposed patterns of approach:

- The 70 percent of traffic assumed to come from the east via Roseberry and Norwood Roads acknowledges this approach as the primary, all-weather access to the WestRock development

- The division of traffic using West Mountain Road (25 percent from the north and 5 percent from the south) was not documented. Given the existing condition of West Mountain Road, we do not believe that the traffic from the north will occur to this extent unless major improvements are made to West Mountain Road north of Tamarak Falls. However, we would point out that this use would be a preference, not a necessity. Thus, there is no urgency to make this approach happen by improving West Mountain Road.

  In addition, the greater number of overall patrons approaching from the south would suggest that the number of trips via northbound West Mountain Road would be greater than the 5 percent estimated by Dobie. Indeed, we would think that the proportion from north and south might be generally reversed.

- The trips assigned to West Mountain Road acknowledge that a certain amount of local patrons and employees will prefer to leave the main roadway (SH 55) as soon as possible and travel along the west side of Cascade Lake to reach the resort. It is also necessary to recognize that the majority of trips made to and from the resort will be by guests and others traveling to the resort to shop, eat, etc. These motorists will travel on West Mountain Road as a matter of sight-seeing rather than a direct to-from destination driving choice. Given an improved main entrance from Donnelly, use of West Mountain Road can generally be considered optional and subject to roadway conditions.

- Concern has been expressed that West Mountain Road will not be able to accommodate additional traffic without significant and expensive upgrades. Much of the length discussed is unpaved and the paved sections are of less than desirable width. As noted above, travel on West Mountain Road should be considered as optional or a matter of preference by people seeking to enjoy a different route. Given that, it is not essential that

this road be maintained to a certain level or that snowplowing be expanded to accommodate this choice. Assuming all traffic were to access WestRock through Donnelly, it will be approximately 10 years before that amount of traffic will reach the level assumed to use this access at 70 percent of the 15-year total. Thus, whether or not resort traffic uses West Mountain Road does not invalidate assumptions regarding traffic operations on SH 55 or elsewhere during the early years of operations. Looking ahead, it is likely that the need to improve West Mountain Road will result from a general increase in homebuilding and activity in the area of Cascade Lake, rather than being essential to the full development of WestRock.

Findings—Trip Distribution. In CH2M HILL's judgement, the above pattern of approach overstates the number of trips using southbound West Mountain Road. Traffic associated with West Mountain Road is likely to be motivated by recreational desires rather than essential access needs of the resort. To ensure this, it is essential that a safe, quality, all-weather access to WestRock Resort be developed from Donnelly. With this access in place, it is not necessary that West Mountain Road be improved or even additional plowing be planned sooner than would be expected to accommodate growing recreational demand in the area.

Construction Workers

Table 4-4 shows the peak number of construction workers expected to be employed at the WestRock site each year over the 15-year build-out period. Construction work trips have not been explicitly included in trip estimates presented by WestRock.

TABLE 4-4
Evaluation of Effects of Construction Traffic

Year	Peak Construction Workers	Annual Visits (1,000)		Average Daily Visits		Summer Visits + Construction	Exceeds Maximum Summer Traffic
		Summer	Winter	Summer (160 days)	Winter (130 days)		
1	530	0	0	0	0	530	
2	890	0	0	0	0	890	
3	790	20	50	120	380	910	
4	1,170	40	110	240	850	1,410	
5	1,170	70	150	420	1,150	1,590	
6	1,080	110	200	670	1,540	1,750	
7	1,670	160	280	970	2,150	2,640	
8	1,420	230	340	1,390	2,620	2,810	
9	790	300	460	1,820	3,540	2,610	930
10	1,210	340	520	2,060	4,000	3,270	730
11	1,170	350	560	2,120	4,310	3,290	1,020
12	950	380	580	2,300	4,460	3,250	1,210
13	1,400	400	590	2,420	4,540	3,820	720
14	1,450	410	590	2,480	4,540	3,930	610
15	680	430	600	2,610	4,620	3,290	1,330

Source for Annual Visits and Construction Workers:
Economic and Fiscal Impact Assessment, SE Group, February 9, 2001

In our evaluation we note that construction work trips peak in the summer months, during which the site visits to the resort are reduced (see Table 4-4). As indicated in Table 4-4, the

combined total of summer trips and construction trips will never exceed total average daily winter trips. During the summer months, the combined total of construction trips and resort trips will begin to exceed the year 15 summer resort average trips at year 10. Thus, after year 10, the effect of construction worker traffic will increase WestRock-related ADT's on SH 55 beyond that anticipated during year 15 summer months without construction.

However, the increase in summer ADTs resulting from construction workers is not likely to affect operations on the surrounding street system beyond that already evaluated for resort traffic alone. The reason for this is that the peak construction traffic periods are not likely to coincide with peak resort-related traffic. In the morning, summer construction starts early (6:00 a.m. to 7:00 a.m.) when resort resident-related traffic should be small. The afternoon construction peak would occur from 2:00 p.m. to 4:00 p.m. This will coincide with a greater number of resort-related trips. However, during the summer months it is unlikely there will be a sharply defined afternoon peak hour for recreational trips.

Findings—Construction Workers. During all years the combination of summer resort visits and construction trips is less than maximum forecast winter traffic volumes. During the summer months, the combined total of summer resort visits plus construction traffic will exceed maximum resort visits during the last 5 years of construction. However, difference in time of day travel characteristics suggests that construction traffic will not generate additional peak-hour traffic demand. Thus, all traffic analyses to date regarding operational effects and necessary capacity improvements remain valid without the addition of construction traffic.

Road Improvement Stipulations in the Proposed Development Agreement

In the proposed Development Agreement, the developer proposes to pay one-half of costs to improve the approach to WestRock from Donnelly via Roseberry Road, the Gold Fork Causeway, the Tamarack Bridge, and a section of WestRock Road. The developer agrees to pay for one-half of the costs of these improvements up to a maximum of $3,000,000. Major items noted in the agreement include rehabilitation and widening of existing pavement, replacement or widening of the Gold Fork Causeway and structure, replacement of the structure over Mud Creek, and construction of a new connector between Roseberry Road and the Tamarack Bridge (eliminating use of Norwood Road).

The developer further agrees to make a maximum amount of $500,000 available to the City of Donnelly to fund the local share of improvements to the intersection of SH 55 and Roseberry Road.

CH2M HILL's observations regarding these proposals are as follows:

- Project 1—West Mountain Road from the Tamarack Bridge to WestRock entrance. The developer proposes laying a sewer line along this segment in year 1 and then repaving the road in year 3. This is likely to result in a patched roadway over 2 years of heavy construction traffic. *The developer should either reconstruct the road at the same time as the sewer line is installed; or be made responsible for maintaining the roadway service during the interim period between when the pipe is installed and the road is reconstructed.*

- Project 2—Connector between Roseberry Road and Tamarack Bridge—Improve Roadway up to Gold Fork Causeway. This action is proposed in year 6 of the

development construction. Resort and construction traffic in year 6 is expected to be 42 percent of the year 15 volumes. *Provisions should be made to either make these improvements earlier or rehabilitate Norwood Road at the end of its use for WestRock access.*

- Project 3—Widen Existing Causeway on Roseberry Road and Improve Roseberry Road to SH 55. The developer proposes the causeway to be 22 feet wide with 2-foot sidewalks. This work is proposed to be accomplished in year 9. *The proposed roadway width for the causeway is substandard. Minimum roadway width should be 12 feet and preferably 14 feet. Outside of the roadway, shoulder width of 8 feet should be maintained so that one stalled vehicle does not block the roadway. Sidewalks should be a minimum of 4 feet wide, but may not be necessary on both sides of the causeway. By year 9, traffic to WestRock will have reached about 77 percent of the year 15 volumes, or about 8,000 vehicles per day. These improvements should be scheduled within the first several years of the project to avoid major delays on the causeway and potential safety problems.*

- The amount of $6,000,000 to complete improvements to the Roseberry route was evaluated against general "rules of thumb" and average prices for roadway construction. Given the time frame of our review, additional detail could not be accomplished. On this basis, the above amount appears to be reasonable. However, this estimate should be revisited in light of above recommendations to maintain a section of West Mountain Road, repair damages to Norwood Road, and reconstruct the causeway to proper width standards.

Findings—Proposed Roadway Improvements. The proposed roadway improvements and funding levels are generally adequate for the purpose of access to WestRock. CH2M HILL recommends the following:

- Interim maintenance to West Mountain Road, rehabilitation of Norwood Road, and widening of the causeway to standard widths be added to the Development Agreement and the estimate cost adjusted accordingly

- All improvements be completed at the earliest possible date and at least by the end of year 5.

It is further noted that we are of the opinion that the proposed improvements to the "Roseberry access" would generally meet WestRock's obligation to provide for access between their development and a major arterial roadway (SH 55). It is acknowledged that WestRock will generate additional traffic on West Mountain Road. However, as discussed under Trip Distribution above, these trips are optional and subject to the condition of the roadway. Many resort-related trips on West Mountain Road will be recreational in nature. Thus, with the improvements to the Roseberry access, use of West Mountain Road is not essential to WestRock operations. Therefore, WestRock should not be directly accountable for general improvements to West Mountain Road, except for that section between Tamarack Bridge and their entrance.

Snow Plowing

Valley County's current snow plowing program calls for roadways to be plowed once per day, generally in early morning. School bus routes may be plowed a second time in the afternoon, depending on snow conditions. WestRock has noted that additional plowing of

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Valley County's current snow plowing program calls for roadways to be plowed once per day, generally in early morning. School bus routes may be plowed a second time in the afternoon, depending on snow conditions. WestRock has noted that additional plowing of the Roseberry Access will be desired during periods of heavy daytime snow accumulation or drifting.

We believe it reasonable that the cost for additional plowing be considered a responsibility of WestRock. It will be necessary to define parameters for triggering "extra plowing" and associated costs, for the purposes of leading to an agreement between WestRock and Valley County to provide these services.

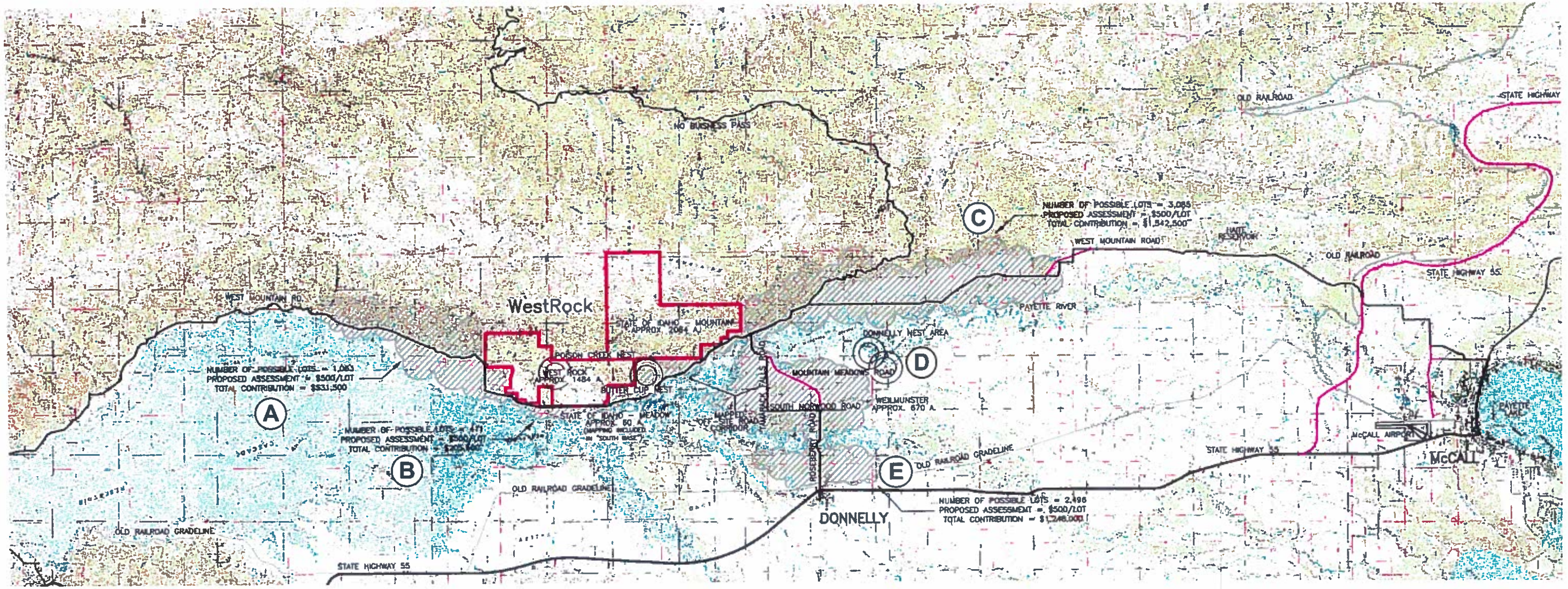
Evaluation of Roadway Improvement Funding Share

Valley County has requested that we evaluate funding shares for improving the Roseberry Access based on the following guidelines:

- Land developed at the rate of 1 acre per residential lot
- A roadway fee of $1,000 per residential unit

Information provided by WestRock showing the number of developable acres in the vicinity of the WestRock development and Roseberry Road is shown in Exhibit 4-4.

The subject areas/developable acres and associated fees using the above assumptions are shown in Table 4-5.



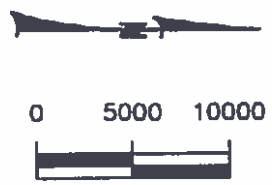
(A) Potential Development Areas
Roseberry Access Funding Proportion Evaluation

LEGEND

- EXISTING ROADWAY UNDER STUDY
- PROPOSED ROADWAY REALIGNMENTS
- RESORT PARCELS
- PROPOSED ROADWAY ASSESSMENT AREA

NOTES:

1. ID #'S REFER TO THE IMPACT ID #'S LISTED IN THE PROPOSED TRANSPORTATION ASSESSMENT EVALUATION SPREADSHEET.



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VALLEY COUNTY ROADWAY
ASSESSMENT EVALUATION
06/22/01

WR WESTROCK Lake Cascade

Exhibit 4-4
ROADWAY ASSESSMENT
INDEPENDENT ASSESSMENT OF
WESTROCK LAKE CASCADE RESORT

TABLE 4-5
Calculation of Funding Share
Based on Developable Land and Estimated Trips

Area	A	B	C	WestRock	D	E	Total	Total on W.Mtn Rd. Only
Acres	1,063	441	3,085	1,484	670	2,496	9,239	4,589
Lots	1,063	441	3,085		670	2,496		
Trips/Day	5.37	5.37	5.37		5.37	5.37		
Total	5,710	2,370	16,570	10,000	3,600	13,400	51,650	34,650
Proportion	11%	5%	32%	19%	7%	26%		
Percent WestRock based only on development along West Mountain Road								**29%**

ITE Average 9.55 @ .75 Occupancy and .75 Normal Rate = 5.37 trip ends per day per residential unit
West Rock Trips based on trip generation peak season - 10,000 trip ends per day

The difficulty in determining WestRock's share based on the above assumptions is converting WestRock activities into equivalent residential units. To do this, the equivalent measure used was trips produced. As noted earlier, the trips produced by WestRock will be about 10,000 vehicles per day. Areas A through D include a total of 9,239 acres of developable land, assumed to be developed at one unit per acre or 9,239 units. We estimated trip generation for these units as 9.5 trips per day (ITE general residential) times 0.75 (occupancy rate used for WestRock as well) times 0.75 (general reduction resulting from type of housing). This resulted in a trip end rate of 5.37 trips per unit.

Table 4-5 shows the calculated trips from developable areas as well as that from WestRock. Based on this equality, WestRock's share of the access improvements would be 19 percent of the total costs. For another perspective, WestRock's share was determined using only those developments occurring along West Mountain Road. Under this assumption, WestRock's share would increase to 29 percent. This compares with WestRock's offer to fund up to 50 percent of access improvement costs.

Findings—Funding Share. Using the above methodology to allocate costs, it would appear that WestRock's offer of $3 million will exceed their responsibility for the Roseberry access improvements. One could also interpret these results as an indication that even if the ultimate costs of improvements were to increase, WestRock's $3 million contribution would keep their participation well within their derived share based on this methodology.

Roadway Improvements Funding—Further Discussions

The above evaluation established a "share" of improvements attributable to WestRock based on the premise of developable land. It does not establish a dollar amount associated with WestRock or any of the other properties involved.

As noted above, Valley County has applied a dollar amount of $1,000 per residence to establish developer contributions to roadway improvements. Using this approach, the amount theoretically available for roadway improvements would be as follows:

For all Parcels A to E and WestRock:

(9,239/0.81) Equivalent residences = 11,406 residences @ $1,000 = $11.4 million
WestRock Share = 0.19 ($11.4 million) = $2.17 million

For only parcels on West Mountain Road:

(4,589/0.71) Equivalent residences = 6,463 residences @ $1,000 = $6.5 million
WestRock Share = 0.29 ($6.5 million) = $1.87 million

This approach implies a dollar amount of revenue. However, there is no connection between the revenue and the expected cost of improvements. The developer has estimated that the cost of improvements to the "Roseberry Access" will be $6 million, of which the developer has offered to pay 50 percent up to $3 million. However, no mention is made of several additional needs noted earlier.

An alternative way to structure an agreement would be to determine the cost of all improvements necessary and seek developer participation based on the "share" evaluation presented earlier. To do this, it will be necessary to conduct an engineering study of the improvements necessary based on the strength of the existing roadways and estimates of construction and recreation-related traffic. This study would address various alternatives of immediate needs verses longer-term construction efforts and yearly costs verses available funding sources. This would then become the basis of an agreement between the County and the developer, which would most efficiently and economically address the needs of the County and WestRock.

State Fuel Tax

Valley County receives revenue for road and bridge improvements from the Idaho Highway Distribution Account based on motor vehicle registration and improved road mileage. The WestRock development would not add any improved road mileage to Valley County. However, Valley County would realize a portion of any gains realized in the total revenue collected in the Idaho Highway Distribution Account as a result of the WestRock development.

The Idaho Transportation Department uses $0.25 Idaho State fuel tax and a conservative 15-mile-per-gallon fleet average to calculate additional state fuel tax generated. For illustrative purposes, for every $1 million of state fuel taxes collected (which represents $60 million vehicle miles of travel [VMT]) in the Idaho Highway Distribution Account, the following distribution to Valley County would occur (based on the 2000 distribution ratios):

- $4,562—Valley County
- $123—City of Cascade
- $17—City of Donnelly
- $258—City of McCall

  $4,960 Total

CHAPTER 5

Conclusions

Employment, Population, and Demographic Impacts

The WestRock resort development in Valley County will significantly impact the economy in the local area. However, because of the high level of unemployment in the area, WestRock may not need to reach too far to secure the majority of their employees.

Unemployment in the Valley County area is significant, averaging 9.5 percent per year during the 1996-2000 5-year period, and today is increasing.

The labor force unemployment varies by season. Winter season unemployment is nearly 14 percent while summer season unemployment averages near 6.5 percent.

Construction employment associated with the resort will be seasonal in nature and will be ongoing as the resort ramps up employment.

It is realized that the resort will have to import some labor to fill positions. These will produce an in-migrating population. However, the availability of the local labor force and the seasonality of WestRock and construction labor demands will minimize the in-migrating population and impacts on local schools and infrastructure. The local labor pool will satisfy both WestRock and construction labor demands for the first 5 to 7 years of the project.

The majority of the population that will in-migrate to the area for WestRock direct employment will locate close to the resort, where residential infrastructure and land prices allow a degree of affordability. It is projected that nearly 70 percent of this additional population will reside in the proximity of Donnelly in the McCall/Donnelly School District.

School Assessment

An increase in the number of students attending school in Valley County will occur as a result of the WestRock development. That number directly related to WestRock will be fairly small the first 3 or 4 years expanding to about 134 students by year 15. In addition, there will be an increase of about 94 students indirectly related to the WestRock development in Year 15.

There should be very little impact on the funding for the instructional program in the Cascade School District because of state funding that follows students and the increase in property tax revenue in the McCall/Donnelly School District. It is possible there will be an increase in the number of LEP and Special Needs students. The greatest impact is potentially on school facilities, especially in Cascade and Donnelly Elementary.

WestRock developers should be prepared to mitigate the impact on schools, if or when it occurs. This impact will be rather small in the first few years and will reach its peak near the completion of the development. It may not be necessary to fund all impacts at the very

beginning, but certainly a plan for mitigating the impacts should be contained in the Development Agreement.

The options offered in Chapter 3 should be used as a guide to arriving at a satisfactory plan for mitigating the impact on public schools.

Transportation Assessment

CH2M HILL reviewed the various transportation studies and components as related to the estimate of transportation effects of the WestRock development. In general, we find the analyses to date fairly reflect the transportation effects and WestRock's planned contributions to mitigate the development effects to be reasonable.

We point out in the findings that there may be near-term deterioration of the existing roadways comprising the Roseberry Access, which could be more adequately addressed. More specifically, we would recommend that the Board and WestRock initiate an engineering study to better define timing, project definitions, and costs for capital improvements necessary to do the following:

- Maintain the quality of the existing roadways
- Address any construction-related damages
- Ultimately provide the quality, all-weather roadway required to adequately serve the WestRock development as has been proposed

A summary of individual findings leading to the above conclusions follows.

- Base-year traffic data presented in the Dobie Report is representative of existing conditions and satisfactory as a basis for further findings and evaluations.
- We recommend that the initial Dobie findings regarding total daily trip generation be accepted. The Dobie results (10,100 week-day trip ends) are well within the accuracy of our estimates, and accepting the Dobie results validates various other evaluations that use the data as a starting point. We cannot justify the estimate of 4,500 trip ends submitted by the developer in his final documentation.
- The estimated pattern of approach to the WestRock development overestimates the number of trips approaching southbound on West Mountain Road. Regardless, with the Roseberry Access improved, use of West Mountain Road is optional, and it is not necessary that it be improved or even additional plowing be planned sooner than would be expected to accommodate growing recreational demand in the area.
- During all years the combination of summer resort visits and construction trips is less than maximum forecast winter traffic volumes. In addition, difference in time of day travel characteristics suggest that construction traffic will not generate additional peak-hour traffic demand.
- It will be necessary for WestRock to contract for additional snow plowing on the Roseberry Access.

- The proposed roadway improvements and funding levels are generally adequate for the purpose of access to WestRock. CH2M HILL recommends the following:

  a) Interim maintenance to West Mountain Road, rehabilitation of Norwood Road, and widening of the causeway to standard widths be added to the agreement and the estimate cost adjusted accordingly

  b) All improvements be completed at the earliest possible date and at least by the end of year 5

- Using information on developable acreage tributary to the Roseberry Access and a development rate of one residence per acre as a basis for cost allocation, WestRock's share of the "Roseberry Access" improvements would be 30 percent of costs.

CHAPTER 6

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APPENDIX A

Additional Information from WestRock

Summary Table
Westrock Impact on Valley County School Enrollment

			Year				
Total Westrock Employment (1)			1	3	7	11	15
Full-time Yearly			60	100	189	226	238
Full-time Seasonal			150	184	427	542	575
Part-time Seasonal			30	205	430	598	660
Total			240	489	1,046	1,366	1,473
Total Westrock Local Employment (2)	Local Content	Max					
Full-time Yearly	80%	75	48	75	75	75	75
Full-time Seasonal	70%	110	105	110	110	110	110
Part-time Seasonal	50%	50	15	50	50	50	50
Total		235	168	235	235	235	235
Total Westrock Non-Local Employment							
Full-time Yearly			12	25	114	151	163
Full-time Seasonal			45	74	317	432	465
Part-time Seasonal			15	155	380	548	610
Total			72	254	811	1,131	1,238
Population Impact	N.L. Emp. to Tot. Pop. Ratio (3)	% Dual Emp HsHld					
Full-time Yearly	2.5	10%	27	56	257	340	367
Full-time Seasonal	1.4	10%	57	93	399	544	586
Part-time Seasonal	1.05	5%	15	155	379	547	608
Total			99	304	1,035	1,431	1,561
Student Population Impact	Age 6-18 / Tot Pop (4)	% Seasonal Turnover / YR					
Full-time Yearly	0.186	0%	5	10	48	63	68
Full-time Seasonal	0.186	30%	8	14	59	81	87
Part-time Seasonal	0.05	50%	1	6	14	20	23
Total Additional Students			14	30	121	165	178
Impact Per Grade			1	3	10	14	15
Total Curr. Valley Co Enrollment (5)			1442				
Percent Increase from Current			1%	2%	8%	11%	12%

Notes

1. From WestRock Associates LLC, Dec. 4, 2000, Employment, SE Group, Nov. 17, 2000.
2. Local Content assumption, AMJ. Maximum local content, AMJ and State of Idaho Dept of Labor. Currently, there are about 650 unemployed persons in Valley and Adams Counties for a combined unemployment rate of about 11%. The assumption is that these pe

3. N.L. Emp. to Tot. Pop. Ratio is the amount that changes WestRock non-local employment will effect the Valley County population. Minimum value is 1. Maximum value is current Valley County persons per household. Source, Idaho State Dept. of Commerce.
4. Source, Idaho State Dept. of Commerce and AMJ.
5. Source, Idaho State Dept. of Education.

Students per School in Valley County

Anthony Jones, Design 4000

On the student per school subject, everyone sort of accepts that Cascade will get most of the students. It has occurred to me that a very strong case can be made that Cascade will get no more than about 25% of the students. The logic goes something like this. Out of 786 surveyed cities in the United States, average one-way commute times are 20 minutes or slightly less. (The maximum was 38 minutes and the minimum was 12 minutes.) This means that people, given the opportunity, will choose to live relatively close to where they work. Using the same 20 minutes as the average commute time for WestRock employees, and dividing by the approximate average year round speeds on the surrounding roads, half (or more) of the employees will have to live within about 10 - 12 driving miles of the resort. The only parts of the valley that fit in this driving radius is a narrow strip on the west side of the lake, and a reasonable portion of the valley north of Cascade Reservoir. This is generally the area surrounding Donnelly. This means, and you are probably ahead of me at this point, that almost all of the sub 20 minute commuters have to live in, and their children will have to attend schools in, the McCall Donnelly School District.

As for the people who commute longer than 20 minutes, again, most of the available land is north of Donnelly which points to most of families and students being in, again, the McCall - Donnelly School District. However, even if this latter group is split 50/50 between the two districts, once this group is factored in with the under 20 minute group, the result is that it is unlikely that Cascade will get more than about 25% of the students. Where we were talking 161 total students in year 15, this line of thinking points to the impact on Cascade's schools as being in the 35 - 45 student range, not the 80 student or greater range most people were previously assuming.

The only counter argument of substance is that land prices and rent fees will drive all of these people to the south. In my mind, that argument falls apart once you get south of the McCall airport. There is plenty of land south of McCall, such as around Lake Fork, on the Farm to Market Road, and around Donnelly that is probably even cheaper than property in Cascade. Given the same 15 years to develop these alternatives as we are assuming for the students to materialize, the "Cascade as the location of all families with school age children" argument seems pretty weak.

IDAHO DEPARTMENT OF EDUCATION
HISTORICAL FALL ENROLLMENT BY SCHOOL DISTRICT FOR IDAHO PUBLIC SCHOOLS
FALL ENROLLMENT

	SCHOOL DISTRICT	2000-2001	1999-2000	1998-99	1997-98	1996-97	1995-96	1994-95	1993-94	1992-93	1991-92	1990-91	1989-1990
1	BOISE	26,598	26,776	26,808	26,913	26,898	26,714	26,394	26,099	25,115	24,116	23,394	22,498
2	MERIDIAN	23,854	22,820	21,918	20,788	19,624	18,641	17,676	16,889	16,182	15,426	14,802	14,228
3	KUNA	2,951	2,824	2,714	2,608	2,564	2,463	2,358	2,247	2,245	2,152	2,115	2,086
11	MEADOWS VALLEY	182	199	218	222	236	259	257	256	233	238	214	217
13	COUNCIL	340	373	405	407	412	414	418	387	397	379	384	393
21	MARSH VALLEY	1,537	1,599	1,620	1,614	1,679	1,744	1,758	1,719	1,686	1,590	1,623	1,658
25	POCATELLO	12,393	12,634	12,884	13,127	13,529	13,820	13,856	14,014	13,807	13,839	13,832	13,478
33	BEAR LAKE	1,567	1,618	1,664	1,743	1,853	1,848	1,837	1,791	1,792	1,734	1,728	1,660
41	ST. MARIES	1,137	1,252	1,282	1,290	1,328	1,347	1,336	1,320	1,307	1,301	1,322	1,283
44	PLUMMER/WORLEY	550	563	542	511	554	567	552	526	520	489	503	361
52	SNAKE RIVER	2,133	2,209	2,258	2,364	2,425	2,414	2,504	2,560	2,559	2,477	2,415	2,361
55	BLACKFOOT	4,267	4,263	4,388	4,449	4,573	4,594	4,588	4,663	4,735	4,596	4,592	4,488
58	ABERDEEN	949	955	972	994	978	1,056	1,033	1,000	942	927	858	809
59	FIRTH	949	964	1,007	1,043	1,062	1,098	1,142	1,129	1,124	1,055	1,043	1,006
60	SHELLEY	2,049	2,100	2,094	2,215	2,293	2,344	2,397	2,399	2,438	2,430	2,403	2,335
61	BLAINE CO.	3,012	3,024	2,836	2,863	2,823	2,852	2,798	2,673	2,510	2,500	2,350	2,275
71	GARDEN VALLEY	315	324	354	327	312	307	314	296	258	244	252	248
72	BASIN	438	470	481	499	518	477	300	295	261	223	219	207
73	HORSESHOE BEND	308	304	302	306	300	300	314	306	303	273	236	186
82	BONNER CO.	Split 083 & 084	Split 083 & 084	5,816	5,999	6,171	6,167	6,139	5,932	5,701	5,478	5,322	5,252
83	WEST BONNER CO.	1,512	1,547	Was #82	Was #82	Was #82	Was #82	Was #82	Was #82	Was #82	Was #82	Was #82	Was #82
84	LAKE PEND OREILLE	4,055	4,147	Was #82	Was #82	Was #82	Was #82	Was #82	Was #82	Was #82	Was #82	Was #82	Was #82
91	IDAHO FALLS	10,758	10,704	10,865	10,933	11,125	11,211	11,220	11,279	10,975	10,685	10,249	9,723
92	SWAN VALLEY	63	62	70	65	71	76	104	97	87	110	90	94
93	BONNEVILLE	7,720	7,656	7,688	7,708	7,783	7,736	7,714	7,680	7,582	7,504	7,557	7,332
101	BOUNDARY CO.	1,601	1,677	1,661	1,689	1,784	1,736	1,807	1,780	1,743	1,724	1,718	1,640
111	BUTTE CO.	584	622	617	670	656	691	710	732	735	761	765	767
121	CAMAS CO.	179	190	200	199	207	210	209	186	194	179	182	175
131	NAMPA	11,403	10,702	10,187	9,573	9,144	8,771	8,565	8,326	8,139	8,058	7,878	7,743
132	CALDWELL	5,690	5,471	5,259	5,092	5,122	4,988	4,878	4,816	4,732	4,422	4,285	4,276
133	WILDER	549	514	516	540	526	518	503	497	466	496	509	486
134	MIDDLETON	2,192	2,097	2,084	2,083	2,013	1,996	2,013	1,912	1,841	1,791	1,738	1,735
135	NOTUS	337	343	351	388	394	383	366	333	344	323	345	337
136	MELBA	702	676	684	669	677	693	709	674	641	607	555	532
137	PARMA	1,033	1,024	1,012	993	989	984	975	963	930	886	900	903
139	VALLIVUE	3,595	3,504	3,314	3,236	3,229	2,970	2,971	2,897	2,823	2,571	2,479	2,364
148	GRACE	549	569	589	598	622	663	666	682	710	719	734	703
149	NORTH GEM	207	194	201	209	217	214	218	229	228	230	236	257
150	SODA SPRINGS	1,099	1,120	1,173	1,189	1,269	1,299	1,348	1,358	1,345	1,324	1,319	1,278
151	CASSIA CO.	5,126	5,138	5,242	5,270	5,404	5,397	5,515	5,512	5,494	5,425	5,326	5,121
161	CLARK CO.	237	240	223	209	251	225	227	241	197	185	166	174
171	OROFINO	1,452	1,570	1,589	1,660	1,752	1,728	1,761	1,753	1,683	1,708	1,710	1,683
172	ELK RIVER												21
181	CHALLIS	595	605	638	649	700	705	652	592	659	641	694	673

IDAHO DEPARTMENT OF EDUCATION
HISTORICAL FALL ENROLLMENT BY SCHOOL DISTRICT FOR IDAHO PUBLIC SCHOOLS
FALL ENROLLMENT

	SCHOOL DISTRICT	2000-2001	1999-2000	1998-99	1997-98	1996-97	1995-96	1994-95	1993-94	1992-93	1991-92	1990-91	1989-1990
182	MACKAY	277	284	285	306	287	294	314	330	288	317	340	334
191	PRAIRIE ELEM.	5	5	8	10	10	14	11	14	8	12	11	14
192	GLENNS FERRY	627	626	634	648	722	716	726	667	657	635	667	629
193	MOUNTAIN HOME	4,511	4,539	4,545	4,492	4,390	4,255	4,215	4,114	4,060	3,718	3,684	3,686
201	PRESTON	2,398	2,444	2,363	2,348	2,335	2,335	2,317	2,305	2,247	2,239	2,133	2,165
202	WEST SIDE	560	573	608	603	613	606	622	629	595	576	582	563
215	FREMONT CO.	2,346	2,487	2,529	2,676	2,649	2,634	2,673	2,721	2,855	2,948	2,793	2,739
221	EMMETT	2,987	2,913	2,991	2,998	2,980	2,827	2,760	2,709	2,675	2,461	2,419	2,311
231	GOODING	1,313	1,341	1,332	1,333	1,290	1,244	1,189	1,146	1,165	1,109	1,072	1,074
232	WENDELL	1,011	1,076	1,090	1,102	1,103	1,082	1,072	1,020	933	935	937	929
233	HAGERMAN	392	399	412	434	414	413	428	393	407	373	340	327
234	BLISS	169	173	174	180	189	191	181	205	214	204	188	181
241	GRANGEVILLE	1,655	1,743	1,893	2,010	2,088	2,103	2,111	2,092	2,092	2,018	2,002	2,006
242	COTTONWOOD	506	495	499	507	549	528	533	517	509	492	491	480
251	JEFFERSON CO.	3,987	4,022	4,024	4,085	4,051	4,171	4,198	4,173	4,089	3,988	3,875	3,845
252	RIRIE	699	743	756	780	780	815	792	754	752	739	690	661
253	WEST JEFFERSON	671	713	735	745	773	799	810	762	765	784	774	770
261	JEROME	3,082	3,056	3,042	3,134	3,161	3,154	3,133	3,022	2,920	2,917	2,781	2,697
262	VALLEY	693	681	716	705	725	757	709	676	695	632	617	580
271	COEUR D'ALENE	9,406	9,272	9,049	8,742	8,653	8,496	8,291	8,055	7,757	7,393	7,103	6,749
272	LAKELAND	4,058	4,151	4,065	3,822	3,667	3,529	3,315	3,088	2,905	2,674	2,529	2,371
273	POST FALLS	4,512	4,268	4,141	4,149	4,125	3,931	3,861	3,596	3,353	3,240	3,266	3,100
274	KOOTENAI	296	292	276	314	312	324	308	294	289	288	256	278
275	WORLEY	To 044	To 044	To 044	To 044	To 044	To 044	To 044	To 044	To 044	To 044	To 044	148
281	MOSCOW	2,583	2,624	2,587	2,617	2,728	2,709	2,713	2,736	2,702	2,737	2,714	2,639
282	GENESEE	327	331	325	340	327	333	318	310	307	298	289	303
283	KENDRICK	348	365	383	379	409	392	375	371	340	312	324	310
285	POTLATCH	608	598	619	631	658	668	676	626	638	636	596	650
286	WHITEPINE	609	638	662	683	685	688	697	679	657	659	638	621
291	SALMON	1,165	1,275	1,312	1,359	1,371	1,375	1,322	1,249	1,309	1,300	1,281	1,312
292	SOUTH LEMHI	160	153	166	171	165	149	157	161	131	123	127	112
302	NEZPERCE	217	220	223	224	225	232	216	196	175	172	169	151
304	KAMIAH	605	613	631	674	685	692	659	672	657	638	630	588
305	HIGHLAND	249	265	275	271	298	327	334	334	323	310	312	299
312	SHOSHONE	480	452	470	455	452	446	450	426	440	409	401	377
314	DIETRICH	191	198	207	217	214	209	232	212	197	184	171	151
316	RICHFIELD	200	190	198	198	204	223	218	230	221	215	191	191
321	MADISON	3,995	4,124	4,116	4,247	4,323	4,337	4,360	4,328	4,416	4,480	4,452	4,342
322	SUGAR-SALEM	1,313	1,335	1,408	1,470	1,514	1,584	1,597	1,616	1,554	1,597	1,515	1,500
331	MINIDOKA CO.	4,476	4,733	4,864	5,035	5,214	5,295	5,361	5,392	5,411	5,398	5,257	5,152
340	LEWISTON	5,104	5,123	5,147	5,172	5,151	5,103	5,117	4,840	4,778	4,712	4,568	4,560
341	LAPWAI	544	557	531	530	542	555	537	542	556	583	563	571
342	CULDESAC	216	228	236	238	248	246	228	200	181	195	163	160
343	TAMMANY	To 340	To 340	To 340	To 340	To 340	To 340	To 340	351	344	338	335	312

IDAHO DEPARTMENT OF EDUCATION
HISTORICAL FALL ENROLLMENT BY SCHOOL DISTRICT FOR IDAHO PUBLIC SCHOOLS
FALL ENROLLMENT

SCHOOL DISTRICT	2000-2001	1999-2000	1998-99	1997-98	1996-97	1995-96	1994-95	1993-94	1992-93	1991-92	1990-91	1989-1990
351 ONEIDA	966	1,006	1,011	1,017	1,017	1,030	993	996	1,009	971	1,008	1,024
363 MARSING	738	723	673	689	704	686	706	689	682	680	676	641
364 PLEASANT VALLEY	26	29	32	28	31	31	29	31	30	29	33	39
365 BRUNEAU GR-VIEW	524	577	591	578	624	625	621	645	583	577	552	551
370 HOMEDALE	1,267	1,246	1,273	1,249	1,261	1,219	1,187	1,172	1,070	1,066	999	1,011
371 PAYETTE	1,979	1,999	1,987	1,949	2,003	1,992	1,894	1,849	1,731	1,712	1,715	1,591
372 NEW PLYMOUTH	933	971	991	980	977	941	934	924	864	809	799	802
373 FRUITLAND	1,449	1,409	1,356	1,354	1,316	1,298	1,278	1,254	1,207	1,190	1,125	1,088
381 AMERICAN FALLS	1,672	1,655	1,665	1,742	1,764	1,704	1,729	1,672	1,658	1,629	1,613	1,626
382 ROCKLAND	176	168	181	169	162	158	173	192	177	174	171	170
383 ARBON ELEM.	18	19	18	19	16	20	21	22	21	27	22	20
391 KELLOGG	1,458	1,476	1,477	1,533	1,611	1,660	1,655	1,667	1,659	1,686	1,772	1,777
392 MULLAN	165	181	190	175	183	205	220	211	213	222	231	221
393 WALLACE	681	726	781	798	812	848	849	825	836	836	882	868
394 AVERY	22	32	32	36	32	37	44	45	45	44	46	62
401 TETON CO.	1,327	1,280	1,280	1,239	1,243	1,169	1,172	1,026	1,000	960	913	835
411 TWIN FALLS	6,836	7,046	7,235	7,167	7,242	7,057	6,995	7,120	7,050	6,932	6,791	6,825
412 BUHL	1,439	1,419	1,443	1,472	1,551	1,563	1,550	1,625	1,624	1,574	1,597	1,532
413 FILER	1,316	1,361	1,370	1,332	1,303	1,267	1,190	1,194	1,181	1,171	1,145	1,109
414 KIMBERLY	1,237	1,200	1,226	1,273	1,264	1,248	1,191	1,101	1,116	1,107	1,087	1,026
415 HANSEN	420	417	377	384	389	393	379	393	370	392	354	316
416 THREE CREEK	18	9	9	7	9	12	12	10	8	15	15	9
417 CASTLEFORD	354	383	400	365	347	364	309	315	333	317	320	283
418 MURTAUGH	275	277	289	278	309	300	298	326	304	310	313	293
421 McCALL DONNELLY	1,009	1,029	1,078	1,187	1,216	1,258	1,263	1,226	1,205	1,082	1,057	996
422 CASCADE	405	410	406	415	437	446	424	394	372	354	316	323
431 WEISER	1,658	1,659	1,626	1,639	1,652	1,748	1,701	1,669	1,704	1,613	1,612	1,528
432 CAMBRIDGE	209	245	263	274	299	301	297	288	289	281	287	276
433 MIDVALE	114	118	110	117	132	116	96	100	97	114	101	106
Total	245,009	245,031	244,623	244,403	245,252	243,097	240,448	236,774	231,668	225,680	220,840	214,932

Westrock Impact on Valley County School Enrollment
Full Table

			Year 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Total Westrock Employment (1)																	
Full-time Yearly			60	60	100	102	139	148	189	193	206	211	226	229	234	238	238
Full-time Seasonal			150	150	184	202	301	329	427	443	481	500	542	550	565	575	575
Part-time Seasonal			30	30	205	237	315	347	430	452	504	537	596	628	649	660	660
Total			240	240	489	541	755	824	1046	1088	1191	1248	1366	1407	1448	1473	1473
Total Westrock Local Employment (2)	**Local Content**	**Max**															
Full-time Yearly	80%	150	48	48	80	82	111	118	150	150	150	150	150	150	150	150	150
Full-time Seasonal	70%	225	105	105	129	141	211	225	225	225	225	225	225	225	225	225	225
Part-time Seasonal	50%	100	15	15	100	100	100	100	100	100	100	100	100	100	100	100	100
Total		475	168	168	309	323	422	443	475	475	475	475	475	475	475	475	475
Total Westrock Non-Local Employment																	
Full-time Yearly			12	12	20	20	28	30	39	43	56	61	76	79	84	88	88
Full-time Seasonal			45	45	55	61	90	104	202	218	256	275	317	325	340	350	350
Part-time Seasonal			15	15	105	137	215	247	330	352	404	437	498	528	549	560	560
Total			72	72	180	218	333	381	571	613	716	773	891	932	973	998	998
Population Impact	**N.L. Emp. to Tot. Pop. Ratio (3)**																
Full-time Yearly	2.5		30	30	50	51	70	74	98	108	140	153	190	198	210	220	220
Full-time Seasonal	1.4		63	63	77	85	126	146	283	305	358	385	444	455	476	490	490
Part-time Seasonal	1.05		16	16	110	144	226	259	347	370	424	459	523	554	576	588	588
Total			109	109	238	280	422	479	727	782	923	996	1157	1207	1262	1298	1298
Student Population Impact	**Age 6-18 / Tot Pop (4)**																
Full-time Yearly	19%		6	6	9	9	13	14	18	20	26	28	35	37	39	41	41
Full-time Seasonal	19%		12	12	14	16	24	27	53	57	67	72	83	85	89	91	91
Part-time Seasonal	5%		1	1	6	7	11	13	17	18	21	23	28	28	29	29	29
Total Additional Students			18	18	29	32	48	54	88	95	114	123	144	149	156	161	161
Impact Per Grade			2	2	2	3	4	4	7	8	9	10	12	12	13	13	13
Impact Per School			2	2	3	3	5	5	9	10	11	12	14	15	16	16	16
Total Curr. Valley Co Enrollment (5)			1442														
Percent Increase from Current			1%	1%	2%	2%	3%	4%	6%	7%	8%	9%	10%	10%	11%	11%	11%
Student Population Impact W/ Multiplier Effects																	
Multiplier			1.736														
Total Additional Students with Mult. Effects			18	31	31	51	56	83	93	153	165	198	213	250	259	272	280
Impact Per Grade			2	3	3	4	5	7	8	13	14	16	18	21	22	23	23
Impact Per School			2	3	3	5	6	8	9	15	17	20	21	25	26	27	28
Total Curr. Valley Co Enrollment			1442														
Percent Increase from Current			1%	2%	2%	4%	4%	6%	6%	11%	11%	14%	15%	17%	18%	19%	19%

Summary Table
Westrock Impact on Valley County School Enrollment

			Year 1	3	7	11	15
Total Westrock Employment (1)							
Full-time Yearly			60	100	189	226	238
Full-time Seasonal			150	184	427	542	575
Part-time Seasonal			30	205	430	598	660
Total			240	489	1,046	1,366	1,473
Total Westrock Local Employment (2)	**Local Content**	**Max**					
Full-time Yearly	80%	150	48	80	150	150	150
Full-time Seasonal	70%	225	105	129	225	225	225
Part-time Seasonal	50%	100	15	100	100	100	100
Total		475	168	309	475	475	475
Total Westrock Non-Local Employment							
Full-time Yearly			12	20	39	76	88
Full-time Seasonal			45	55	202	317	350
Part-time Seasonal			15	105	330	498	560
Total			72	180	571	891	998
Population Impact	**N.L. Emp. to Tot. Pop. Ratio (3)**						
Full-time Yearly	2.5		30	50	98	190	220
Full-time Seasonal	1.4		63	77	283	444	490
Part-time Seasonal	1.05		16	110	347	523	588
Total			109	238	727	1,157	1,298
Student Population Impact	**Age 6-18 / Tot Pop (4)**						
Full-time Yearly	0.186		6	9	18	35	41
Full-time Seasonal	0.186		12	14	53	83	91
Part-time Seasonal	0.05		1	6	17	26	29
Total Additional Students			18	29	88	144	161
Impact Per Grade			2	2	7	12	13
Impact Per School			2	3	9	14	16
Total Curr. Valley Co Enrollment (5)			1442				
Percent Increase from Current			1%	2%	6%	10%	11%
Student Population Impact W/ Multiplier Effects							
Multiplier			1.736				
Total Additional Students with Mult. Effects			18	31	93	213	280
Impact Per Grade			2	3	8	18	23
Impact Per School			2	3	9	21	28
Total Curr. Valley Co Enrollment			1442				
Percent Increase from Current			1%	2%	6%	15%	19%

Notes

1 From WestRock Associates LLC, Dec. 4, 2000, Employment, SE Grooup, Nov. 17, 2000

2 Local Content assumption, AMJ. Maximum local content, AMJ and State of Idaho Dept of Labor. Currently, there are about 650 unemployed persons in Valley and Adams Counties for a combined unemployment rate of about 11%. The assumption is that these persons will be anxious to obtain employment up to the point where unemployment rates in these counties reaches about 3% (175 unemployed persons, or 475 persons employed by WestRock.)

3 N.L. Emp to Tot. Pop. Ratio is the amount that changes WestRock non-local employment will effect the Valley County population. Minimum value is 1. Maximum value is current Valley County persons per household. Sorce, Idaho State Dept. of Commerce

4 Sorce, Idaho State Dept. of Commerce and AMJ

5 Source, Idaho State Dept. of Education

Notes

1. From WestRock Associates LLC, Dec. 4, 2000, Employment, SE Grooup Nov 17, 2000

2. Local Content assumption, AMJ. Maximum local content, AMJ and State of Idaho Dept of Labor Currently, there are about 650 unemployed persons in Valley and Adams Counties for a combined unemployment rate of about 11%. The assumption is that these persons will be anxious to obtain employment up to the point where unemployment rates in these counties reaches about 3% (175 unemployed persons, or 475 persons employed by WestRock.).

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4. Sorce, Idaho State Dept. of Commerce and AMJ

5. Source, Idaho State Dept of Education.

Washington

July 19, 2001

To: WestRock

From: John Sheldon

Re: Permanent Construction Work Force

An average size crew of 200 construction workers will be on site from the beginning of the second construction season until project completion, 14 years later. Of this 200 workers only a percentage will be considered permanent. Most trades will be represented by workers that will be onsite only for a short period of time, the duration of their work. Examples of these trades include concrete, masonry, steel, finish carpentry, roofing, painting, and floor coverings. Trades that would be represented from start to finish include laborers, mechanical and electrical. These three trades would comprise up to approximately 40% of the 200 workers or 80 individual workers.

Common sense would suggest that not all of the 80 workers would relocate simultaneously in the second construction season. A small percentage could be expected to relocate each year. It seems reasonable to expect that by the midpoint of build out that the maximum number of relocated workers would have completed their move. This reasoning would predict that by construction season 8, the 80 expected relocatees would be considered residents. Using a straight line growth rate this would allow for 10 new resident construction workers in each of the 8 seasons.

This is the data promised to Dan Coonce at the meeting with ITD. I am sending this so that you can keep track of wh we are with these guys. In a phone call today Dan Coonce told me that he had received the data and forwarded it to t guys at Centenial for their opinion. Land has asked him to write a report by the 27th of April. I assume all agencies ha been asked the same.

Chris
Think you can call Jerry Groswald to ask him what if he has any question on your reports. I prefer the call from you th from Dave since you are not a principal but just a consultant making sure your data is not misinterpreted.

Other ideas welcome.

Jean-Pierre

—— Forwarded by Jean-Pierre Boespflug/Customer/Interliant on 17/04/2001 19:14 ——

Jean-Pierre Boespflug 16/04/2001 17:14	To: cc: Subject:	dcoonce@itd.state.id.us Supplementary Data - W

To: The application reviewer at ITD
From: WestRock

As promised, please find enclosed additionnal data supporting our filing:

1) Additionnal Survey Information:

At the time of our filing, we had only gathered data around Sun Valley and Valley County. resort traffic counts correla with housing units. We have since been able to gather data for additional comparable resorts such as Big Sky, Tellu Crested Butte and also Mammoth Mountain. This data correlates traffic meter counts with resort housing units. For memo, this information is harder to come by than census data and requires primary research with the counties as wa done by the SE group for us.

Unit Estimates & Traffic 4-14-200

This additionnal survey information shows that the predictions filed by WestRock are reasonably worse case. For m the number filed were as follows at full build-out in year 2015:

4500 VPD out of the resort spreading as 2000 going North to Mc Call and 2500 going South to Boise are sti

2) Modelling Information:

A modelling was done of the WestRock traffic based on the predicted behaviour of resort occupants

1. Non resort based employees driving to work
2. Residential guests coming and going
3. Day guests coming and going
4. Delivery trucks serving the commercial space

Several scenarii were considered, some with a lot of resident traffic and others with a lot of guest traffic. The scenario of major e of guest traffic on the end a week-end was judged as worse case and is presented here. The data shown is not necessarily the wor

exceptional week-end but a normal busy week-end application for winter or summer (In keeping with the 30th busiest day concept lower limit of upper decile of traffic engineering work).

Traffic Modelling 4-14-01.:

This modelling yields numbers reasonably close to the numbers previously filed and further confirms the high probability of the correctness of the survey approach.

I trust that this data will help the final processing of the Westrock application. Don't hesitate to call me if I can be of more help (Pl (617)306-4747.

Jean-Pierre Boespflug
Managing Director
WestRock Associates, LLC

WestRock
Unit Estimates and Traffic

WestRock Traffic
Estimation based on relative Unit Counts and Traffic from five Resorts

Housing Units	Telluride	Crested Butte	Big Sky	Mammoth	Sun Valley	WestRock
Year-Round Housing Units	800	665	300	2,038		569
Seasonal Housing Units	1,707	1,349	1,350	5,804		1,275
Units with hotel rooms counting for 1/2 unit	625	552	375	735		200
Total	3,132	2,566	2,025	8,577	9,496	2,044

Traffic (3) (4) (5) - VPD	Telluride	Crested Butte	Big Sky	Mammoth	Sun Valley	WestRock
Main Road Upstream	**4,400**		**3,360**	**16,200**		*7,000*
Main Road Downstream	**4,500**		**3,310**	**13,000**		*7,500*
Traffic on Main Road Ignoring Resort	*2,000*		1,385	*7,000*		**5,000**
Notes			(2)			
Spur Road to Resort	4,900	**4,500**	**3,900**	15,200	**12,000**	4,500
Notes	(2)	(1)	(1)	(2)	(1)	(2)
Traffic Per Housing Unit	1.564	1.754	1.926	1.772	1.264	2.202
Ratioed out projection for unit count of WestRock	3,198	3,585	3,937	3,622	2,583	4,500
WestRock Estimate as filed on 2/20/01	**4,500**	**4,500**	**4,500**	**4,500**	**4,500**	**4,500**

The estimation filed by WestRock is greater than the ratioed out estimations from five other resorts

(1) As Reported from Traffic Meters
(2) Estimated with the formula: Traffic(Spur) = Traffic(Upstream)+Traffic(Downstream)-2*Traffic(Ignoring)
(3) Taking WestRock as example, Hiway 55 would be the Main Road and Roseberry Road the Spur Road
(4) Bolded Numbers are measured from Meters - Italic Numbers estimated - Regular Numbers calculated
(5) Traffic numbers refer to Daily Vehicule Counts on the 30th busiest day of the year

All Traffic Meter Numbers reported by Tony Jones of Design 2000
Housing Units for WestRock as submitted in the Feb 20, 2001 application to State
Housing Units for Sun Valley as reported by Tony Jones of Design 2000
Housing Unit Numbers for Telluride, Crested Butte, Big Sky and Mammoth reported by Doug Kennedy from the SE group
JP Boespflug - 4/14/2001

April 14, 2001

WestRock
Traffic Modeling

WestRock Traffic Busy Day Analysis Worse Case - Busy Sunday Massive Egress	Base	% Involved	% by Car	Car/ unit	Trip per day	Traffic In/Out Resort	% headed South of Donnelly	Hi 55 North of Donnelly	Hi 55 South of Donnelly
Guests: - 1475 units - 65% leaving - 80% by Car · 1.2 cars per unit	1475	50%	80%	1.2	1	708	100%	0	708
Residents including employees: 573 units - 20% Moving In and Out one time on a busy day	573	20%			2	229	40%	137.52	92
Employees: 1500 Total - 60% off site 2 trips per day	1500	60%	80%		2	1440	45%	792	648
Deliveries - 50 trips - 2 trips per day	50				2	100	40%	60	40
Day Guests - 1000 cars - 2 trips per day (As predicted by SE group)	1000				2	2000	50%	1000	1000
Max Daily Car Count						**4477**		**1990**	**2488**

Other Scenario contain a larger amount of resident traffic with less guest traffic and are not worse case

Total Units WestRock	2044
Employee Units	200
Non Employee Units	1844
% residents amongst non-employees	20%
Non Employee Resident Units	369
Guest Units	1475
Resident Units Employee and Others	569

April 14, 2001

Washington

April 3, 2001

To: Jean-Pierre Boespflug

From: John Sheldon

Subject: Labor Analysis

In Year1 Phase 1 the average daily workforce is estimated to be 154 people. The workforce should range between 52 and 256 people. In Year 1 Phase 1 the construction will be limited to civil engineering type activities, including building roads, bridges and utilities. Therefore, weather will limit the construction season to the period between early June and mid-October. In subsequent years construction is anticipated to continue year round.

In Year 2 Phase 1 building foundation and structural work will be the dominant construction activities. The average daily workforce is estimated to be 444, ranging from 147 to a peak of 741 people. In Year 3 Phase 1 most buildings will be in the finish stages. The average daily workforce is estimated to be 368, ranging from 121 to 615 people.

In the first 2 years, up to 80% of the workforce will be supplied from the immediate area. The areas surrounding Donnelly, McCall, Cascade and Council will be the primary labor source. As additional labor is required it will become necessary to draw workers from Eastern Oregon and the Treasure Valley. Historically this type of arrangement has required some reimbursement for subsistence and/or travel time. It is sometimes more effective to increase wage rates in an effort to attract additional locally based workers rather than reimburse workers for subsistence and/or travel, which is in fact non-productive time. Each trade contractor will make this decision based on their company's tax situation.

The number of workers that will be available in the surrounding communities as well as the Treasure Valley and Ontario, Oregon will be directly related to economic condition in each community and the area as a whole. For example, if a high tech building boom takes place similar to the one that Boise recently experienced when Micron Technology expanded it's local operations, labor will be in high demand and attracting workers to Valley County could prove difficult. The opposite also applies. As the larger construction projects in the area near completion, including the new Ada County Courthouse, the current Micron Technology expansion, and the I84 freeway expansion, and new projects fail to materialize then attracting workers to Valley County should not be difficult.

Accommodating workers from out of the area raises some interesting questions. Will the workers choose to live in the area or commute? If provided, will the workers use employee housing such as dormitories? Will workers choose to rent local houses or take advantage of RV parks? The answer is yes. Some individuals will choose to commute from as far away as Boise or Ontario, others will choose to rent local accommodations, while some will choose to take advantage of the 10 RV parks in the surrounding communities of Donnelly, McCall, and Cascade, which can accommodate 708 RV's. The reasonable conclusion to draw at this time is that being the independent type people that are common in the construction industry, some will commute, some will rent local accommodations and others will take advantage of the RV parks. Therefore dormitory type employee housing would not be utilized to the point of justification.

WestRock
Phase 1

Estimated Workforce
By Project

Project	Budget	Labor * Budget	Manhours @$35/hr	Duration (wks)	Duration (hrs)	2002 Workforce		2003 Workforce		2004 Workforce	
						Average	Peak	Average	Peak	Average	Peak
Roads and Bridges	$5,351,864	$1,230,929	35,169	17.6	704	50	83	-	-	-	-
Parking - Surface	$1,136,100	$261,303	7,466	8.8	352	-	-	21	35	-	-
Parking Garage - 200	$2,873,000	$919,360	26,267	43	1,720	-	-	15	26	15	26
Fire Station	$900,000	$288,000	8,229	23.4	936	-	-	9	15	9	15
Stormwater Control	$450,000	$103,500	2,957	8.8	352	8	14	-	-	-	-
Dryline Utilities	$3,903,768	$897,867	25,653	21	840	31	51	-	-	-	-
Power & Appurtenances	$4,853,300	$1,116,259	31,893	17.6	704	45	76	-	-	-	-
Wastewater Treatment Facility	$6,355,000	$2,033,600	58,103	76.4	3,056	-	-	19	32	19	32
Potable Water	$1,250,000	$400,000	11,429	11.6	464	25	41	-	-	-	-
Water Storage Tank	$1,500,000	$480,000	13,714	16.6	664	-	-	21	34	-	-
Maintenance Building	$429,800	$137,536	3,930	17.6	704	-	-	6	9	6	9
Ski Lifts - A,B,D,H	$10,258,500	$2,359,455	67,413	17.6	704	-	-	96	160	-	-
Ski Lifts - F,K	$3,072,000	$706,560	20,187	17.6	704	-	-	-	-	29	48
Skier Conveyors - I,J	$219,500	$50,485	1,442	17.6	704	-	-	-	-	2	3
Snowmaking	$3,700,000	$851,000	24,314	17.6	704	-	-	-	-	35	58
Pioneered Ski Trails	$1,000,000	$230,000	6,571	15.6	624	11	18	-	-	-	-
Pioneered Ski Trails	$1,500,000	$345,000	9,857	15.6	624	-	-	16	26	-	-
Pioneered Ski Trails	$1,300,000	$299,000	8,543	15.6	624	-	-	-	-	14	23
Snowmaking Buffering Pond	$250,000	$57,500	1,643	16.6	664	-	-	-	-	2	4
Irrigation/Snowmaking lined Pond	$1,000,000	$230,000	6,571	16.6	664	10	17	-	-	-	-
Mountain Restaurants	$2,003,000	$640,960	18,313	63	2,520	-	-	-	-	7	12
Golf Course	$8,485,275	$1,951,613	55,760	70.8	2,832	20	33	20	33	-	-
Pedestrian/Bike Paths	$380,160	$87,437	2,498	16.6	664	-	-	-	-	4	6
Mountain. Bike Trails	$500,000	$115,000	3,286	16.6	664	-	-	-	-	5	8
Condo Employees - CE1	$5,051,200	$1,616,384	46,182	55.2	2,208	-	-	21	35	21	35
Hotel Whole - HW1	$23,306,650	$7,458,128	213,089	70.8	2,832	-	-	75	126	75	126
Club Fractional - CF1	$17,730,500	$5,673,760	162,107	70.8	2,832	-	-	57	96	57	96
Condominium Whole - CW1	$9,607,000	$3,074,240	87,835	66.8	2,672	-	-	33	55	33	55
Condo Entry Level - CA1	$10,457,850	$3,346,512	95,615	66.8	2,672	-	-	36	60	36	60
Townhouse Whole - TH1 (Phase 2)							-		-	16	26
Total	**$128,824,467**	**$36,961,387**	**1,056,040**	**910.2**	**36,408**	**199**	**332**	**444**	**741**	**368**	**615**

* % Labor Budget of Total Budget

Site / Civil	23%
Buildings	32%

WestRock
Phase 2

Estimated Workforce
By Project

Project	Budget	Labor * Budget	Manhours @$35/hr	Duration (wks)	Duration (hrs)	2005 Workforce Average	2005 Workforce Peak	2006 Workforce Average	2006 Workforce Peak	2007 Workforce Average	2007 Workforce Peak
Roads and Bridges	$9,958,154	$2,290,375	65,439	19.6	784	83	139	-	-	-	-
West Mountain Road Improvement	$891,000	$204,930	5,855	17.6	704	-	-	8	14	-	-
Parking - Surface	$45,300	$10,419	298	8.8	352	1	1	-	-	-	-
Parking Garage - 400 Car	$5,473,000	$1,751,360	50,039	49.2	1,968	-	-	25	42	25	42
Parking Garage - 100 Car	$1,573,000	$503,360	14,382	39.2	1,568	-	-	-	-	9	15
Stormwater Control	$450,000	$103,500	2,957	8.8	352	8	14	-	-	-	-
Dryline Utilities	$6,480,840	$1,490,593	42,588	17.6	704	60	101	-	-	-	-
Power & Appurtenances	$959,200	$220,616	6,303	17.6	704	9	15	-	-	-	-
Gondola	$13,279,600	$3,054,308	87,266	17.6	704	-	-	124	207	-	-
Ski Lifts - RL	$510,800	$117,484	3,357	17.6	704	5	8	-	-	-	-
Skier Lifts - CG	$5,005,300	$1,151,219	32,892	17.6	704	-	-	-	-	47	78
Skier Conveyor - I,J	$204,300	$46,989	1,343	17.6	704	-	-	-	-	2	3
Snowmaking	$3,100,000	$713,000	20,371	17.6	704	29	48	-	-	-	-
Snowmaking	$1,800,000	$414,000	11,829	17.6	704	-	-	-	-	17	28
Pioneered Ski Trails	$500,000	$115,000	3,286	8.8	352	-	-	-	-	9	16
Mountain Restaurants (Phase 1)						7	12	-	-	-	-
Mountain. Restaurants	$4,807,200	$1,538,304	43,952	31.4	1,256	-	-	-	-	35	58
Skating Rink	$638,945	$204,462	5,842	17.6	704	8	14	-	-	-	-
Tennis & Swimming Facility	$733,388	$234,684	6,705	19.6	784	-	-	9	14	-	-
Pedestrian/Bike Paths	$766,368	$245,238	7,007	16.6	664	11	18	-	-	-	-
Pedestrian/Bike Paths	$380,160	$87,437	2,498	16.6	664	-	-	4	6	-	-
Mountain. Bike Trails	$500,000	$115,000	3,286	16.6	664	-	-	5	8	-	-
Condo Employees - CE2	$4,450,300	$1,424,096	40,688	23.4	936	-	-	43	73	43	73
Hotel Fractional - HF1	$27,317,875	$8,741,720	249,763	71.8	2,872	87	145	87	145	-	-
Condominium Whole - CW2	$9,605,050	$3,073,616	87,818	66.8	2,672	-	-	33	55	33	55
Townhouse Whole - TH1	$4,306,034	$1,377,931	39,369	63	2,520	16	26	-	-	-	-
Townhouse Whole - TH1	$4,018,966	$1,286,069	36,745	63	2,520	15	24	15	24	-	-
Townhouse Whole - TH2	$3,037,500	$972,000	27,771	63	2,520	-	-	11	18	11	18
Townhouse Whole - TH2 (phase 3)							-		-	11	18
Villas Fractional - V1	$11,540,000	$3,692,800	105,509	63	2,520	-	-	42	70	42	70
Condo Entry Level - CA2	$8,841,350	$2,829,232	80,835	56.8	2,272	-	-	36	59	36	59
Club Fractional - CF2 (Phase 3)							-		-	35	58
Total	**$131,173,630**	**$38,009,743**	**1,085,993**	**882**	**35,280**	**339**	**566**	**441**	**737**	**320**	**535**

* % Labor Budget of Total Budget

Site / Civil	23%
Buildings	32%

WestRock
Phase 3

Estimated Workforce
By Project

Project	Budget	Labor * Budget	Manhours @$35/hr	Duration (wks)	Duration (hrs)	2008 Workforce		2009 Workforce		2010 Workforce	
						Average	Peak	Average	Peak	Average	Peak
Roads and Bridges	$8,875,530	$2,041,372	58,325	18.6	744	78	131	-	-	-	-
Parking Garage - 100 Car (Ph. 2)						9	15	-	-	-	-
Stormwater Control	$450,000	$103,500	2,957	8.8	352	8	14	-	0	-	0
Dryline Utilities	$5,475,960	$1,259,471	35,985	19.6	784	46	77	-	-	-	-
Power & Appurtenances	$985,600	$226,688	6,477	17.6	704	9	15	-	-	-	-
Water Storage Tank	$1,500,000	$480,000	13,714	16.6	664	-	-	21	34	-	-
Maintenance Building	$429,800	$137,536	3,930	26	1,040	-	-	4	6	4	6
Ski Lift - L	$200,000	$46,000	1,314	17.6	704	2	3	-	-	-	-
Skier Lift - E	$2,900,000	$667,000	19,057	17.6	704	-	-	27	45	-	-
Snowmaking	$400,000	$92,000	2,629	17.6	704	-	-	4	6	-	-
Pioneered Ski Trails	$700,000	$161,000	4,600	8.8	352	-	-	13	22	-	-
Mountain Restaurants (Phase 2)						35	58		-		-
Mountain Restaurants	$4,306,450	$1,378,064	39,373	31.4	1,256	-	-	31	52	31	52
Tennis & Swimming Facility	$487,508	$156,003	4,457	16.6	664	7	11	-	-	-	-
Pedestrian/Bike Paths	$874,080	$201,038	5,744	16.6	664	9	14	-	-	-	-
Condo Employees - CE3	$4,450,300	$1,424,096	40,688	55	2,200	-	-	18	31	18	31
Hotel Whole - HW2	$23,400,450	$5,382,104	153,774	70.8	2,832	54	91	54	91	-	-
Club Fractional - CF2	$10,722,251	$3,431,120	98,032	70.8	2,832	35	58	-	-	-	-
Club Fractional - CF3	$17,906,800	$5,730,176	163,719	70.6	2,824	58	97	58	97	-	-
Condominium Whole - CW3	$8,904,000	$2,849,280	81,408	66.6	2,664	31	51	31	51	-	-
Condominium Whole - CW4	$7,523,800	$2,407,616	68,789	66.8	2,672	-	-	26	43	26	43
Townhouse Whole - TH2	$3,037,500	$972,000	27,771	63	2,520	11	18	-	-	-	-
Townhouse Whole - TH3	$5,568,750	$1,782,000	50,914	62.8	2,512	20	34	20	34	-	-
Townhouse Whole - TH3	$5,568,750	$1,782,000	50,914	63	2,520	-	-	20	34	20	34
Villas Fractional - V2	$5,040,000	$1,612,800	46,080	62.8	2,512	18	31	18	31	-	-
Villas Fractional - V2	$5,040,000	$1,612,800	46,080	63	2,520	-	-	18	31	18	31
Condo Entry Level - CA3	$8,155,300	$2,609,696	74,563	66.6	2,664	28	47	28	47	-	-
Hotel Fractional - HF2 (Ph. 4)							-		-	79	132
Total	$132,902,829	$38,545,359	1,101,296	1,015	40,608	458	765	392	654	197	328

* % Labor Budget of Total Budget

Site / Civil	23%
Buildings	32%

WestRock
Phase 4

Estimated Workforce
By Project

Project	Budget	Labor * Budget	Manhours @$35/hr	Duration (wks)	Duration (hrs)	2011Workforce Average	2011Workforce Peak	2012 Workforce Average	2012 Workforce Peak	2013 Workforce Average	2013 Workforce Peak
Roads and Bridges	$4,714,350	$1,084,301	30,980	17.6	704	44	73	-	-	-	-
Stormwater Control	$450,000	$103,500	2,957	8.8	352	9	15	-	-	-	-
Dryline Utilities	$5,157,960	$1,186,331	33,895	17.6	704	48	80	-	-	-	-
Power & Appurtenances	$1,020,800	$234,784	6,708	17.6	704	10	16	-	-	-	-
Pedestrian/Bike Paths	$63,864	$14,689	420	16.6	664	1	1	-	-	-	-
Traditional Hotel - TH1	$16,861,800	$5,395,776	154,165	70.8	2,832	54	91	54	91	-	-
Hotel Fractional - HF2	$25,790,850	$8,253,072	235,802	74.8	2,992	79	132	-	-	-	-
Condominium Whole - CW5	$7,323,800	$2,343,616	66,960	66.6	2,664	-	-	25	42	25	42
Condominium Timeshare - CT1	$15,026,300	$4,808,416	137,383	66.8	2,672	-	-	51	86	51	86
Townhouse Whole - TH4	$7,593,750	$2,430,000	69,429	63.2	2,528	27	46	27	46	-	-
Townhouse Whole - TH4	$7,593,750	$2,430,000	69,429	62.8	2,512	-	-	28	46	28	46
Villas Fractional - V3	$8,655,000	$2,769,600	79,131	63.2	2,528	35	58		-		-
Condo Entry Level - CA4	$6,352,000	$2,032,640	58,075	67	2,680	22	36	22	36	-	-
Hotel Whole - HW3 (Phase 5)										75	126
Club Fractional - CF4 (Phase 5)										56	93
Villas Fractional - V5 (Phase 5)										38	63
Total	$106,604,224	$33,086,724	945,335	613	24,536	329	549	208	347	273	456

* % Labor Budget of Total Budget

Site / Civil	23%
Buildings	32%

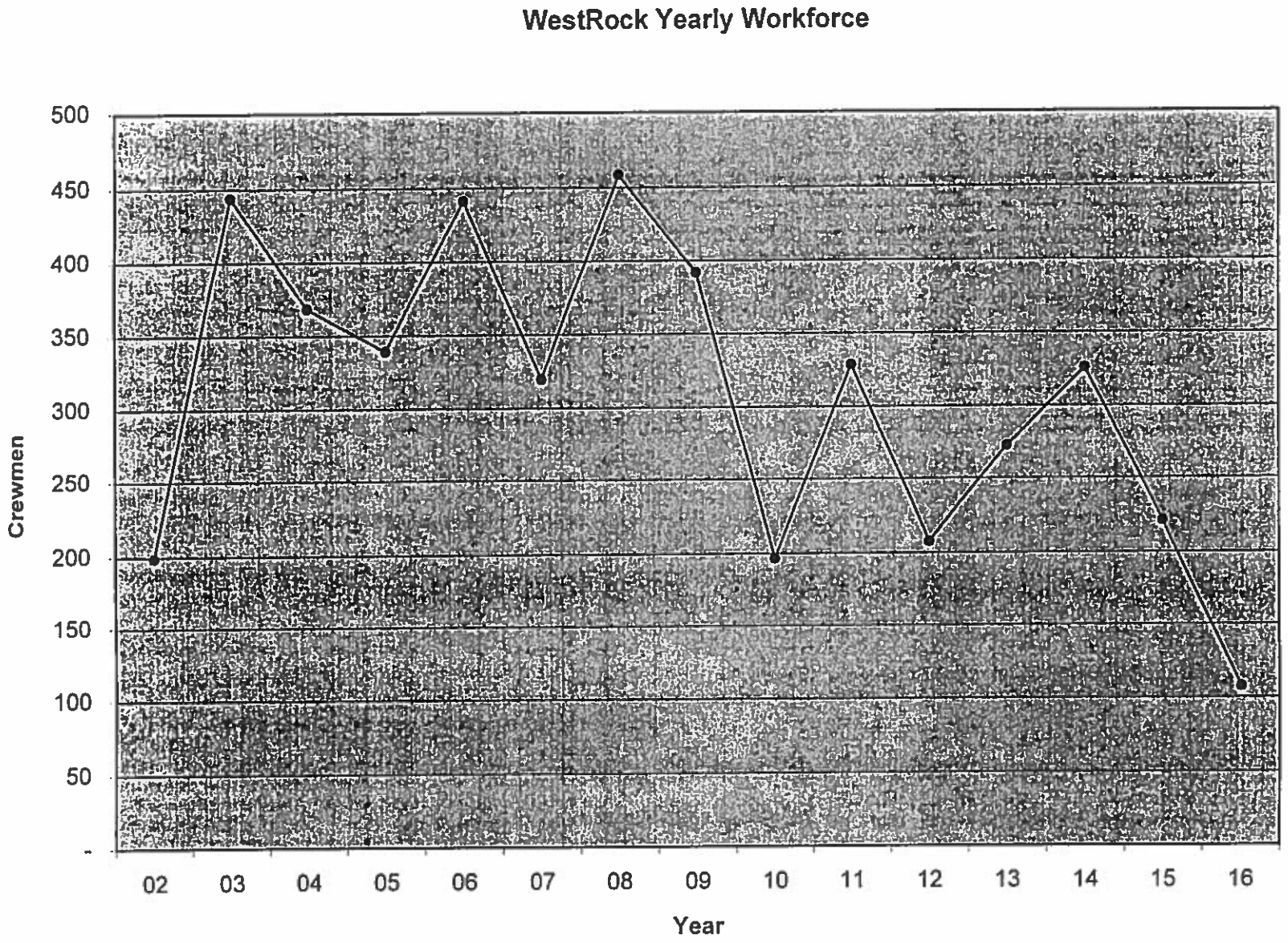
WestRock
Phase 5

Estimated Workforce
By Project

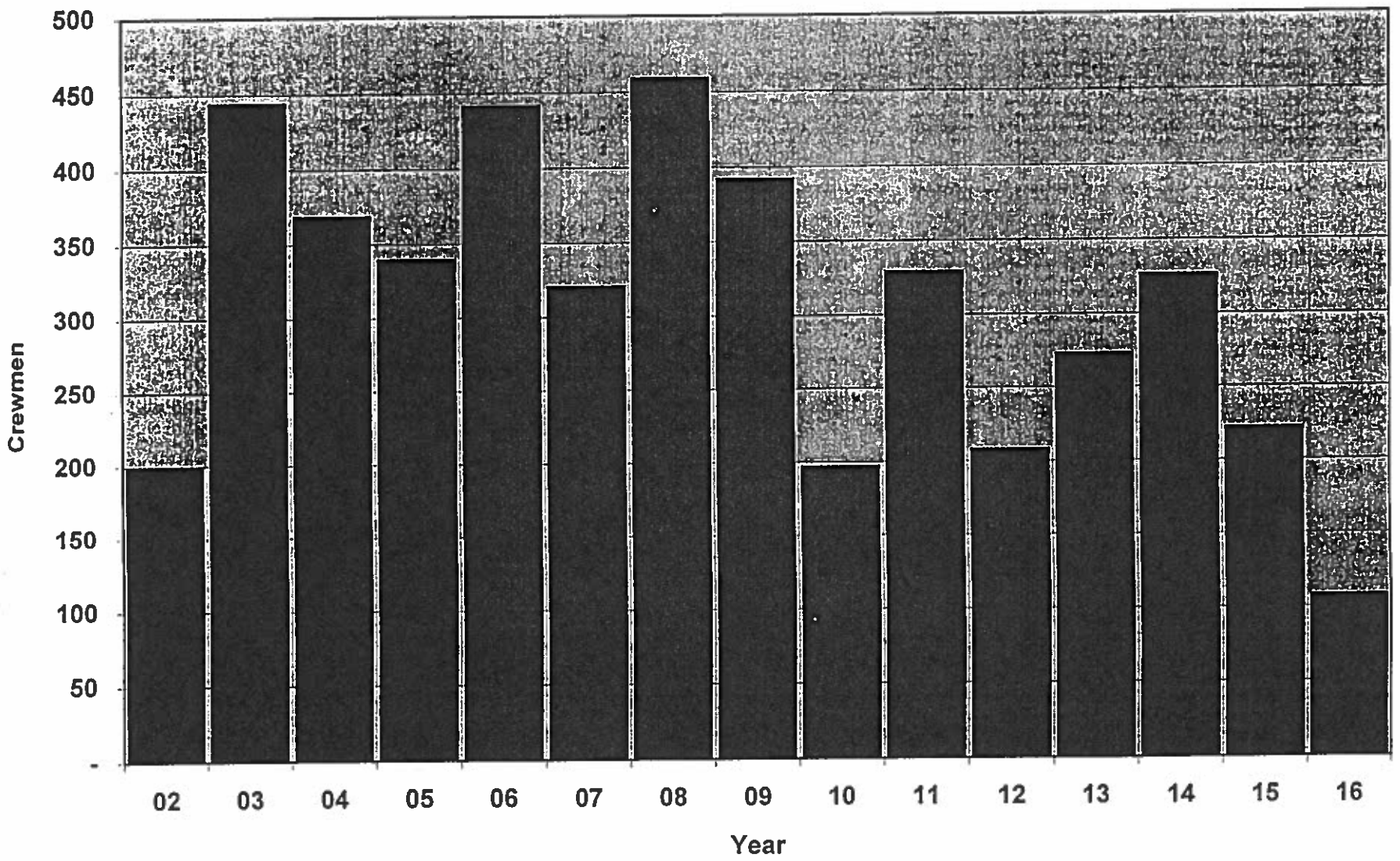
Project	Budget	Labor * Budget	Manhours @$35/hr	Duration (wks)	Duration (hrs)	2014 Workforce Average	2014 Workforce Peak	2015 Workforce Average	2015 Workforce Peak	2016 Workforce Average	2016 Workforce Peak
Roads and Bridges	$1,603,950	$368,909	10,540	17.6	704	15	25	-	-	-	-
Stormwater Control	$450,000	$103,500	2,957	8.8	352	9	15	-	-	-	-
Dryline Utilities	$1,339,416	$308,066	8,802	17.6	704	13	21	-	-	-	-
Power & Appurtenances	$770,000	$177,100	5,060	17.6	704	7	12	-	-	-	-
Condo Employees - CE4	$4,250,000	$1,360,000	38,857	55	2,200	18	29	18	29	-	-
Hotel Whole - HW3	$23,300,000	$7,456,000	213,029	70.8	2,832	75	126	-	-	-	-
Club Fractional - CF4	$17,155,600	$5,489,792	156,851	70.6	2,824	56	93	-	-	-	-
Condominium Whole - CW6	$13,296,000	$4,254,720	121,563	66.6	2,664	46	76	46	76	-	-
Townhouse Whole - TH5/7	$13,871,250	$4,438,800	126,823	62.8	2,512	50	84	50	84	-	-
Townhouse Whole - TH6/7	$19,136,250	$6,123,600	174,960	62.8	2,512	-	-	70	116	70	116
Villas Fractional - V5	$10,386,000	$3,323,520	94,958	62.8	2,512	38	63	-	-	-	-
Villas Fractional - V4	$10,386,000	$3,323,520	94,958	62.8	2,512	-	-	38	63	38	63
Total	$115,944,466	$36,727,526	1,049,358	576	23,032	326	545	221	369	107	179

* % Labor Budget of Total Budget

Site / Civil	23%
Buildings	32%


WestRock Yearly Workforce
Crewmen
500
450
400
350
300
250
200
150
100
50
-
02
03
04
05
06
07
08
09
10
11
12
13
14
15
16
Year

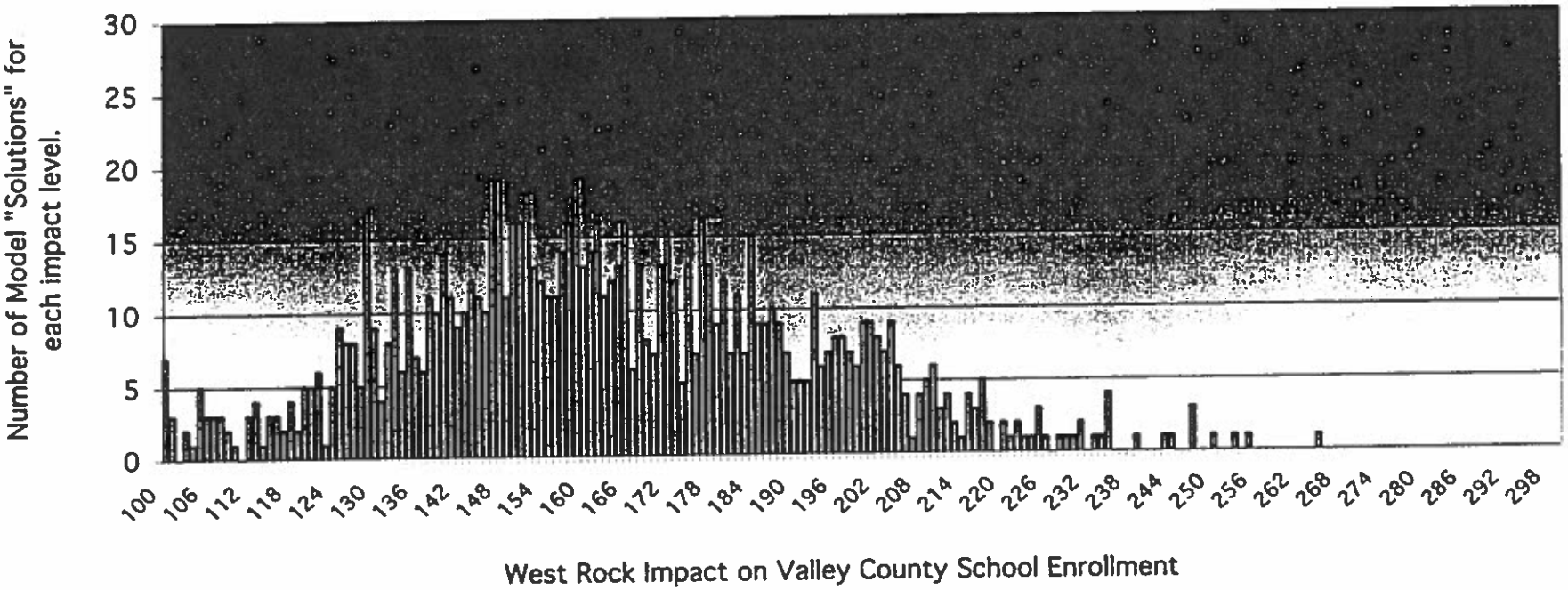
WestRock Yearly Workforce



Year	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
Workforce	199	444	368	339	441	320	458	392	197	329	208	273	326	221	107

	Min	Max	Original Study	
Local Content				Local Content deals with the percentage of Westrock employees composed of local area residents. The lower the rate, the bigger WR's impact. Note, this assumption's effects are primarily felt in the early years of the project. In later years, the maximum number of available locals will override this assumption.
1 Full-time Yearly	5%	80%	80%	
2 Full-time Seasonal	5%	50%	50%	
3 Part-time Seasonal	5%	50%	50%	
Maximum Locals				Maximum Locals deals with the number of Westrock employees available out of the local unemployed labor pool. The lower the number, the bigger WR's impact. Note, this assumption's effects are primarily felt in the later years of the project when it overrides the local content percentages.
4 Full-time Yearly	35	165	150	
5 Full-time Seasonal	62	248	225	
6 Part-time Seasonal	25	110	100	
	122	523	475	
Dual Income Effect	% Multiple WR Income HH	% Multiple WR Income HH		Dual Income Effect deals with the number of non-local Westrock employees whose household contains more than one WR employee. The lower the number, the bigger WR's impact. Note, national and Idaho averages for this number range as high as ninety percent. However, for a case such as WR the number is impossible to predict. Also, this was not included in the original study.
7 Full-time Yearly	2%	50%	0%	
8 Full-time Seasonal	2%	50%	0%	
9 Part-time Seasonal	2%	20%	0%	
Population Impact	N.L. Emp. to Tot. Pop. Ratio	N.L. Emp. to Tot. Pop. Ratio		Population Impact deals with the household size of non-local Westrock employees. The bigger the number, the bigger WR's impact. Note, national and Idaho averages for full time employees hover in the 2.5 range. Cascade School District's "analysis" used a factor of 3.0. In this case I included a top end of 3.5 for the sake of curiosity.
10 Full-time Yearly	2.00	3.30	2.50	
11 Full-time Seasonal	1.00	1.65	1.40	
12 Part-time Seasonal	1.02	1.15	1.05	
Summer Employee Effect	% of Summer Only WR Jobs	% of Summer Only WR Jobs		Summer Employee Effect deals with the fact that a WR employed household cannot have a negative impact on the Valley's schools if they are only present during the summer. The smaller the number, the bigger WR's impact. Note, this was not included in the original study.
13 Full-time Yearly	2%	15%	0%	
14 Full-time Seasonal	2%	25%	0%	
15 Part-time Seasonal	2%	25%	0%	
Student Population Impact	Age 6-18 / Tot Pop	Age 6-18 / Tot Pop		Student Population Impact deals with the school aged persons as a percentage of the population. The bigger the number, the bigger WR's impact.
16 Full-time Yearly	20.15%	20.15%	18.60%	
17 Full-time Seasonal	20.15%	20.15%	18.60%	
18 Part-time Seasonal	5.00%	5.00%	5.00%	

Year 15 Impact of WestRock on Valley Co School Enrollment
Monte Carlo Simulation Results



The chart above describes the results of a Monte Carlo simulation of WestRock's potential impact on the Valley County school system. Impact to the schools is listed on the horizontal axis while the number of times the model calculted the various levels of impact is displayed on the vertical axis.

Conventional input-output models depend on the analyst choosing the "right" estimate for each and every underlying variable even though there is an excellent chance that the future for these variables will play out differently than predicted. Monte Carlo simulations only require the analyst to set reasonable upper and lower bounds for each variable. Having set limits on the assumptions, the Monte Carlo model then picks points at random between the upper and lower bounds of each variable, calculates and records the result these random selections generate, and starts over again. The chart above is the result of 1,000 calculations of the WestRock model based on 30,000 "possible" future measures of the underlying assumptions.

The lowest impact solution was 100 students. This is a situation where the maximum number of employees were from the local area and the out of area employees brought with them very few children. At the other extreme, there was a solution that suggests that WR has the potential, if most of their employees are from out of area and most of them have big families, of adding 265 students to the valley schools. The solution that occurred most often was one that predicted an impact of 148 additional students. This solution occurred 19 times out of 1,000 runs of the model. Ninety percent of all model solutions calculated an impact in the range of 118 to 212 students.

Of particular interest is that the most common result on this chart, the 19 occurrences of the 148 student impact solution, is very close to the 161 student impact I calculated originally. Before you pass this result off as economic trickery, please observe that the allowable ranges chosen for the underlying assumptions were carefully set for this exercise to put my original assumptions toward the low end, not the middle. The assumptions also expressly included ranges for the assumptions that made it possible, even likely, for the occurance of solutions as high as the 315 student impact predicted by the Cascade School District. However, even though the model was fully capable of generating results as high or higher than 315, the closest it got was 265, a difference of 50 students.

Property Tax Assessments

	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8
Total Value	742,000	58,923,493	156,553,947	47,673,182	126,832,352	127,477,209	130,511,455	167,636,167
Cumulative Value	742,000	59,665,493	216,219,440	263,892,622	390,724,974	518,202,183	648,713,638	816,349,805
Tax Rate								
Valley County	0.0022759	0.0022759	0.0022759	0.0022759	0.0022759	0.0022759	0.0022759	0.0022759
School District	0.0034715	0.0034715	0.0034715	0.0034715	0.0034715	0.0034715	0.0034715	0.0034715
Cemetery Fund	0.0000191	0.0000191	0.0000191	0.0000191	0.0000191	0.0000191	0.0000191	0.0000191
Cascade Medical Center	0.0010352	0.0010352	0.0010352	0.0010352	0.0010352	0.0010352	0.0010352	0.0010352
North Lake Sewer District	0.0002586	0.0002586	0.0002586	0.0002586	0.0002586	0.0002586	0.0002586	0.0002586
Total Tax Rate	0.007060254	0.007060254	0.007060254	0.007060254	0.007060254	0.007060254	0.007060254	0.007060254

	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8
Valley County	1,689	1,689	135,792	492,091	600,589	889,245	1,179,369	1,476,398
School District	-	-	-	387,848	481,772	806,361	1,129,043	1,507,906
Cemetery Fund	14	14	1,140	4,131	5,042	7,465	9,901	12,394
Cascade Medical Center	768	768	61,765	223,826	273,177	404,471	536,433	671,536
North Lake Sewer District	192	192	15,431	55,921	68,251	101,054	134,024	167,778
Total Tax Contribution	2,663	2,663	214,128	1,163,817	1,428,831	2,208,597	2,988,769	3,836,012

Assumptions

Assumed an average house is 3,000 sq. ft with a sale price of $300 per sq. ft.

CO is issued 2 years after lot is sold for SF

CO is issued for multi-family at time of building completion, not sale.

Lands without dwellings do not pay school district levy

Tax contribution lagged by 1 year from CO issuance

School district will collect taxes only for residential value

School tax collection begins at time the CO is issued, but all taxes are in arrears. For example, if a building CO is issued in 2003, tax collection would begin in 2004

Number of students that can be supported								
Assumes $6k per student	-	-	-	65	80	134	188	251

Property Tax Assessments

Yr 9	Yr 10	Yr 11	Yr 12	Yr 13	Yr 14	Yr 15	Yr 16	Total
100,001,121	88,254,574	140,632,875	142,282,708	142,002,374	209,345,774	80,769,375	43,542,000	1,763,180,606
916,350,926	1,004,605,500	1,145,238,375	1,287,521,083	1,429,523,457	1,638,869,231	1,719,638,606	1,763,180,606	
0.0022759	0.0022759	0.0022759	0.0022759	0.0022759	0.0022759	0.0022759	0.0022759	
0.0034715	0.0034715	0.0034715	0.0034715	0.0034715	0.0034715	0.0034715	0.0034715	
0.0000191	0.0000191	0.0000191	0.0000191	0.0000191	0.0000191	0.0000191	0.0000191	
0.0010352	0.0010352	0.0010352	0.0010352	0.0010352	0.0010352	0.0010352	0.0010352	
0.0002586	0.0002586	0.0002586	0.0002586	0.0002586	0.0002586	0.0002586	0.0002586	
0.007060254	0.007060254	0.007060254	0.007060254	0.007060254	0.007060254	0.007060254	0.007060254	

Yr 9	Yr 10	Yr 11	Yr 12	Yr 13	Yr 14	Yr 15	Yr 16	Total
1,857,918	2,085,509	2,286,367	2,606,431	2,930,250	3,253,431	3,729,878	3,913,700	27,438,655
2,016,177	2,271,714	2,562,871	2,924,952	3,408,932	3,881,740	4,574,911	4,853,524	30,807,751
15,597	17,508	19,194	21,881	24,599	27,312	31,312	32,855	230,347
845,070	948,589	1,039,949	1,185,529	1,332,817	1,479,816	1,696,526	1,780,137	12,480,409
211,134	236,998	259,823	296,195	332,994	369,721	423,864	444,754	3,118,134
4,945,897	5,560,318	6,168,203	7,034,988	8,029,593	9,012,020	10,456,492	11,024,970	74,075,296

336	379	427	487	568	647	762	809

Proposed Roadway Assessment - $1000 Evaluation

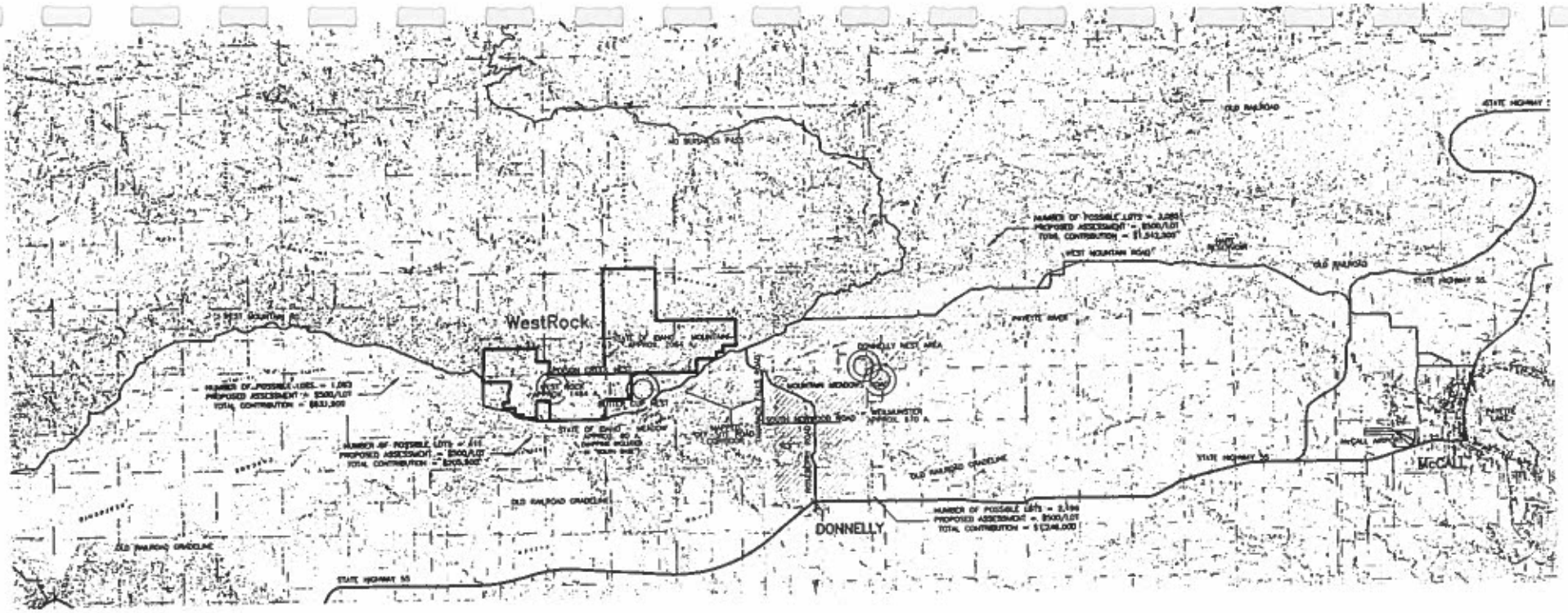
June 22, 2001

Assessment = $1,000 /lot
Lot Size = 1 acre

Impact ID #	Area (ft^2)	Area (acre)	Available Lots	Assessment ($)
1	46,313,508.98	1,063.2	1,063	$1,063,000
2	17,909,176.94	411.1	411	$411,000
3	134,395,123.98	3,085.3	3,085	$3,085,000
4	108,731,327.48	2,496.1	2,496	$2,496,000
TOTAL	307,349,137.38	7,055.7	7,055	**$7,055,000**

Impact ID #	Description of Location
1	South entrance of the Resort to the end of the area shown on the Parcel Ownership Map.
2	Tamarack Falls Road to the south entrance of the Resort.
3	Tamarack Falls Road to the north boundary of the Parcel Ownership Map.
4	Tamarack to Donnelley.

NOTES:
1. The area was compiled from the WestRock Parcel Ownership Map.
2. Available lots are rounded to the nearest whole lot.



VALLEY COUNTY ROADWAY
ASSESSMENT EVALUATION
06/22/01

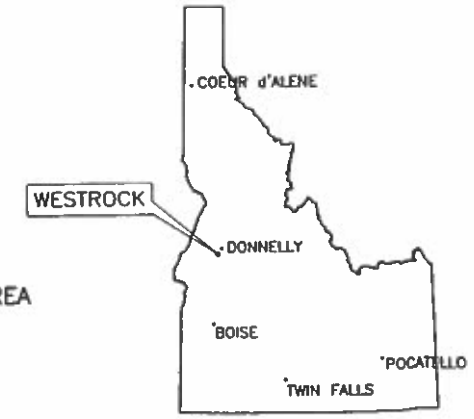
LEGEND

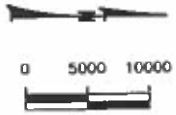
- EXISTING ROADWAY UNDER STUDY
- PROPOSED ROADWAY REALIGNMENTS
- RESORT PARCELS

PROPOSED ROADWAY ASSESSMENT AREA

NOTES:

1. ID #'S REFER TO THE IMPACT ID #'S LISTED IN THE PROPOSED TRANSPORTATION ASSESSMENT EVALUATION SPREADSHEET.





TOOTHMAN-ORTON ENGINEERING CO.
ENGINEERS • SURVEYORS • PLANNERS
9777 CHINDEN BOULEVARD • BOISE, IDAHO 83714-2008
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WR WESTROCK Lake Cascade

DEVELOPMENT AGREEMENT

This Agreement is entered into by and between WestRock L.P. an Idaho Corporation (herein after generally referred to as "Developer") and **Valley County**, a political subdivision of the State of Idaho, (hereinafter generally referred to as "Valley County"), effective the 1st day of August 2001.

RECITALS

Developer has submitted an Application for Concept Approval of the WestRock Resort Planned Unit Development (hereinafter "PUD").

As part of the Application, Developer has submitted studies related to the impact of the Developer on the region and met with the various County Services.

These studies identify the impacts of the proposed PUD. The Developer has agreed to participate in the cost of mitigating such impacts.

Valley County and the Developer desire to memorialize the terms of their agreement regarding the Developer's participation in the funding of certain of the aforesaid improvements.

AGREEMENT

Therefore, it is agreed as follows:

I. Intention of Agreement: This Agreement is intended only to memorialize agreed-upon compensation and reimbursements to Valley County. This Agreement is not intended to grant the Developer any guarantees or rights without first satisfying any and all Conditional Use Permits required and the Planned Unit Development requirements.

II. Road Improvements:

A. Access Road: Developer agrees to pay a sum equal to fifty percent (50%) of the total project cost for road improvement for the main access road between the State Highway and the Resort, currently estimated at six million dollars ($6,000,000), known as the "Roseberry Access" as defined below, not in any case to exceed a total expenditure by the Developer on such projects of three million dollars ($3,000,000). County shall allocate approximately three hundred and thirty three

B. thousand dollars ($333,000) per year over 9 years for an approximate total of three million dollars ($3,000,000). The County will finance this allocation from the normal county road budget possibly complemented by a levy in the area not part of a

Developer's Initials

County's Initials

project already pledging a separate contribution to roads. Subject to mutually agreeable changes between the County and the Developer, the recommended road improvements projects for the Resort Access Road are as follows:

C. **Recommended Improvements "Roseberry Access":**

1. **Project 1- Tamarack Bridge to the south entrance of WestRock :**

a) Install new Sewer Line in the road right of way (Cost of laying these Line to be paid as outlined under "Sanitary Waste" on section G of the PUD application).

b) Overlay existing roadway and stabilize sub-grade as needed

c) Install roadway lighting at all controlled intersections including roads leading to the new resort (This does not include subdivision entrances, or driveways to residences or individual commercial establishments.)

d) Re-stripe pavement with permanent delineation

e) Install guardrails at high-risk locations.

Developer recommends doing item a) during the first year of construction and the other items during the third year of construction right before the resort grand opening.

2. **Project 2 – Connector between Roseberry Road and Tamarack Bridge, Improve Road up to Gold Folk Causeway**

a) Build a new section of road at the end of Roseberry Road over the beginning of Mountain Meadows Road curving to the south and joining the end of Tamarack Falls Road as studied by County Engineers. This new road is preferred to the widening of Norwood road to bypass an area of wetland poorly suited for road realignment

b) Install a new Bridge over mud creek

c) Overlay existing roadway and stabilize sub-grade as needed

d) Install roadway lighting at all controlled intersections (This does not include subdivision entrances, or driveways to residences or individual commercial establishments.)

e) Re-stripe pavement with permanent delineation.

f) Install guardrails at high-risk locations.

g) Developer recommends doing this project during year 6 of Resort construction

Developer's Initials

County's Initials

3. **Project 3 – Widen existing causeway on Roseberry Road and improve Roseberry up to Highway 55 :**

a) Widen existing causeway to 22 ft with 2 feet sidewalk

b) Overlay existing roadway and stabilize sub-grade as needed

c) Install roadway lighting at all controlled intersections (This does not include subdivision entrances, or driveways to residences or individual commercial establishments.)

d) Re-stripe pavement with permanent delineation.

e) Install guardrails at high-risk locations.

f) Developer recommends doing this project during year 9 of Resort construction

D. Method and Timing of Payments for Access Road Improvement: The Developer's aforesaid contributions shall be paid in a similar manner follows:

1. Three hundred thousand dollars ($300,000) after the following events have occurred:

a) PUD approval, CUP approval for phase I roads and state lease has been awarded to the Developer

b) County has approved an access road improvement project similar to one of the above enhancements recommended by the Developer and with a schedule reasonably acceptable to the Developer

2. After preparation of final plan, specifications and award of the construction contract for each project, Developer shall release his 50% contribution to the construction project up to the cumulative maximum of $3,000,000

a) This money shall be deposited into an interest bearing escrow account with funds to be released upon receipt of contractor's invoices.

b) Developer intends to finance this money as part of a Recreation Local Improvement District. Developer shall be given appropriate time to perform related formalities, typically six months, between release of construction cost estimate and award of construction contract.

E. Donnelly Intersection: Developer agrees to pay Donnelly's share of the costs incurred for improvements to the intersection of State Highway 55 (SH 55) and Roseberry Road in Donnelly, not to exceed five hundred thousand dollars ($500,000).

Developer's Initials

County's Initials

1. Method of payment to city of Donnelly

a) This money shall be deposited into an interest bearing escrow account with funds to be released upon receipt of contractor's invoices.

b) Release one hundred thousand dollars ($100,000) when city of Donnelly and Idaho Transportation Department (ITD) have completed a contract for planning and design services no before full PUD, CUP for Phase I roads and State lease have been awarded to developer.

c) Developer recommends doing this project during year 2 of Resort construction

III. **Regional Transportation:** The Developer will work with Valley County and ITD to establish a public transportation network to reduce traffic and the need for personal vehicles. The Developer believes that an efficient transportation system is important to insure that its guests have a high quality experience. Because of this the resorts land plan includes a transportation center to facilitate mass transportation as well as special parking for buses and vans

A. **Boise to WestRock Transportation:** Developer agrees to exercise due diligence in seeking agreement with appropriate carriers to supply this service concurrently with the opening of the resort. If any guarantees are necessary to initiate operation, WestRock agrees to fund 100% of such guarantees

B. **Valley County Transportation:** The Developer will be a pro-rata partner with other commercial enterprises to any effort by the county and/or the cities to develop such a system.

C. **Transportation of Construction Workers**: It is presently contemplated that construction workers will use private cars or vans. Upon request by the county if the need arise WestRock agrees to finance vans transportation to and from the major RV parks and other location where workers imported into the area are most likely to stay.

IV. **Affordable Housing for Employees:**

A. **Employee Housing:**

1. The Developer pledges to build 10% of the total residential units built at the resort as employee housing. The development of these units will be 100% financed by the developer and rented out to resort employees on a cost

Developer's Initials

County's Initials

plus basis. The Developer may offer to employee housing development partners the opportunity to develop these units on its behalf. By means of illustration, the following combination for the 200 units proposed has been studied which would house 600 workers or 40% of the total employees forecasted to be employed at the resort:

a) 40 units of one bedroom units housing up around 60 employees typically married without children

b) 40 units of two bedroom units housing 60 employees married with children

c) 120 units of four bedroom units housing 480 employees typically single

The developer will adjust the final configuration of units built based on market needs and other units available in the County.

2. The Developer's housing department will control employee units at the resort. Initial rents will be set at a price per person basis, developed from a cost-plus formula. The monthly dollar amount of rent will be automatically deducted from the employee's payroll check. As the employee housing program grows, the rent prices will be in the range of other employee housing programs available in other resorts around the Nation. If the resort's rent rates are radically different from the market, rent will be adjusted upward or downward accordingly. Each employee will be charged a rent that takes into account three factors:

a) The cost of the encumbrance

b) The operating/maintenance costs of the unit

c) The rate of return from equity involved in the construction of the unit

3. Availability of employee housing will be determined by the employees status with the highest priority being given to Full-time employees as shown in the following priority listing.

a) Full-time seasonal employees

b) Part-time employees

c) Seasonal part-time employees

d) Construction personal on a short term basis (one year or less)

e) Vendors and special promotional needs

f) Resort guests on a short term basis (one month or less)

Developer's Initials

County's Initials

4. In the event that all employee-housing units are not rented the Developer will have the option to use them for short-term rental to resort guests.

5. At Phase I the Developer will provide 60 units of affordable employee housing on site.

V. **School System:**

1. The Valley county School Enrolment Analysis, see *Exhibit 18 of the PUD application*, shows that at full capacity the resort would have 161 students coming primarily from employee's families. Considering the existing enrolment of 1,442 students in Valley County, this will be a relatively low impact, representing 11% of the present school population. This increase will come slowly, starting with 18 students during Phase 1 or 1% of the present school population and growing gradually over the 15-year study period.

2. The study provided in *Exhibit A* shows that the portion of the property taxes allocated to schools will be four million eight hundred thousand dollars ($4,800,000) during the sixteenth year or thirty-three thousand nine hundred eighty-seven dollars ($29,800) per student, which is about six times the average cost per student in the state. This situation results from the fact that most property owners will not be living at the resort and will have their children enrolled in their place of permanent residence.

3. In addition the State Lease with the WestRock resort will generate eight million dollars ($8,000,000) over the first 15 years of the resort life for the State of Idaho.

4. Based on this analysis, both parties agree that no general mitigation is necessary.

5. WestRock acknowledges that the resort may attract a relatively large amount of foreign students which could create a need for "Language Education" defined as English as a second Language or Foreign Languages, used as first language by Resort Employees. WestRock will contribute a fund "the WestRock School Fund" of $500,000 to the County for this purpose to be funded as $100,000 over five years, the first year being the year of road construction. Initially the School Fund shall be available to the Cascade School district only. In addition to the foreign language education needs, Cascade shall have be allowed to draw on the fund up $3,000 per new student in any year where there is a net increase and the student population is above the June 99 level. After such time, where as recommended by WestRock, the McCall/Donnelly District may agree to a fair allocation of the money generated by the resort between the two Districts, then the WestRock School Fund shall be equally available to the Cascade and McCall/Donnelly School

Developer's Initials

County's Initials

Districts and used for foreign education needs exclusively. This money is to be administered by a board of three people made up of one Officer from WestRock, one County Commissioner and one Trustee from the school District. The trustee from the school district shall be from Cascade initially and rotate yearly between the Cascade and the McCall/Donnelly School Districts whenever "fair allocation" is reached as defined above. Interest generated by the WestRock School fund shall be available for general school needs if any given year where the primary needs outlined above do not materialize.

VI. Services Financed from the County General Fund

Exhibit A shows that the portion of the property taxes allocated to County General Fund will be four hundred and ninety thousand dollars ($490,000) in year 4 and three million and nine hundred thousand dollars ($3,900,000) in year 16. The amounts levied between year 4 and year 16 are sufficient to cover WestRock's impacts. Assessments between year 1 and year 3 (construction years) are judged inadequate to cover the impact on certain services which will be solicited during construction. Developer agrees to further contribute during the three construction years with a single payment by April 30 of that year as follows:

A. Sheriff's Office: Eighty thousand dollars ($80,000) per year.
B. Planning & Zoning Office: Fifty thousand dollars ($50,000) per year
C. County Clerk Office: Thirty thousand ($30,000) per year

VII. Fire & Emergency Services

Developer will build a station with fire and emergency services (the "Station"). This Station will be part of a separate fire district staffed by full time professionals which will have reciprocal support agreements with its neighbors. This station will open by the end of the 3rd year of construction. During the first three years of construction, fire and emergency services will be provided by the Donnelly Rural Fire District. Developer commits to becoming a member of the volunteer Donnelly Rural Fire District during these three years and to contribute a membership fee of ten thousand dollars ($10,000) per year over that period.

VIII. Recordation Paragraph

A. It is intended that Valley County will record this Agreement. The intent of the recordation will be to document the official aspect of the contractual obligation set forth in this Agreement. This Agreement will not in any way establish a lien or other interest in favor of Valley County as to any real property owned by the Developer at the time of recording, or any real property which may be acquired by the Developer on any date after the recording of this Agreement.

Developer's Initials

County's Initials

B. In conjunction with the foregoing Paragraph VIII A, it is specifically noted that Valley County does hereby release all real property now owned or hereafter acquired by the Developer from any lien, obligation or other interest which may be said to arise from the recording of this Agreement.

C. Notwithstanding the foregoing Paragraphs VIII A and VIII B, nothing stated herein shall be deemed to constitute a release of the Developer's obligation to fully comply with the terms of this Agreement.

VALLEY COUNTY BOARD
OF COMMISSIONERS:

By _____ Date: _____
Commissioner / Chairman Terry Gestrin

By: _____ Date: _____
Commissioner Phil Davis

By: _____ Date: _____
Commissioner Tom Kerr

ATTEST:

VALLEY COUNTY CLERK:

_____ Date: _____
LELAND HEINRICH

WESTROCK L.P.

By: _____ Date: _____
DON WEILMUNSTER

_____
Developer's Initials

_____
County's Initials

Private RV Spaces
In WestRock Vacinity

Cascade

Site	Owner	RV Spaces
Arrowhead RV Park	Private	110
Pinewood Lodge and RV	Private	41
Warm Lake Lodge & Resort	Private	19
Water's Edge RV Resort	Private	92
4 parks		262

Donnelly

Site	Owner	RV Spaces
Chalet RV Park	Private	76
Mt. View RV Park	Private	40
SISCRA	Private	175
Westside RV Park	Private	35
4 Parks		326

McCall

Site	Owner	RV Spaces
Lakeview Village RV Park	Private	84
McCall Campground	Private	36
2 Parks		120

Total RV Spaces Cascade, Donnelly, and McCall: 708
Total Parks Cascade, Donnelly, and McCall: 10

Other Locations

New Meadows

Site	Owner	RV Spaces
Meadows RV Park	Private	37
Zim's Hot Springs	Private	12
Total	2 Parks	49

APPENDIX B

Local Area Employment, Unemployment, and Labor Force Statistics

Local Area Employment, Unemployment & Labor Force Statistics

ADAMS COUNTY, ID
unemployment rate (%)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Average
1996	18.7	22.0	24.7	23.4	17.3	10.0	8.8	7.7	7.8	7.8	11.3	13.8	14.3
1997	19.7	23.5	25.6	26.3	17.8	12.8	10.9	8.8	8.4	8.5	10.7	12.4	15.3
1998	17.7	21.9	26.1	23.8	18.7	12.5	9.0	8.1	7.5	7.4	11.2	14.0	14.6
1999	19.9	22.3	26.1	26.0	19.3	11.5	8.6	7.1	7.1	8.0	11.5	12.6	14.9
2000	17.5	23.1	24.6	21.6	17.8	8.7	7.4	6.2	5.6	6.1	8.5	11.1	13.0
2001	17.1	22.7	22.7	23.3	16.7								20.5

ADAMS COUNTY, ID
unemployment

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Average
1996	316	396	439	419	334	193	173	149	142	140	203	239	262
1997	318	388	426	437	305	228	196	154	142	144	175	198	259
1998	284	362	421	381	315	218	157	143	131	128	185	217	245
1999	319	359	413	409	308	195	148	118	117	127	182	192	241
2000	268	357	373	348	290	154	130	106	95	100	135	170	211
2001	266	367	351	375	277								327

ADAMS COUNTY, ID
employment

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Average
1996	1,378	1,404	1,339	1,368	1,600	1,737	1,790	1,780	1,683	1,661	1,598	1,498	1,570
1997	1,299	1,265	1,236	1,223	1,411	1,552	1,608	1,592	1,556	1,555	1,459	1,396	1,429
1998	1,325	1,292	1,192	1,220	1,372	1,532	1,586	1,633	1,605	1,595	1,471	1,329	1,429
1999	1,288	1,252	1,167	1,166	1,292	1,495	1,566	1,544	1,532	1,456	1,399	1,333	1,374
2000	1,260	1,188	1,141	1,261	1,340	1,610	1,617	1,600	1,598	1,544	1,456	1,364	1,415
2001	1,291	1,250	1,196	1,235	1,385								1,271

ADAMS COUNTY, ID
labor force

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Average
1996	1,694	1,800	1,778	1,787	1,934	1,930	1,963	1,929	1,825	1,801	1,801	1,737	1,832
1997	1,617	1,653	1,662	1,660	1,716	1,780	1,804	1,746	1,698	1,699	1,634	1,594	1,688
1998	1,609	1,654	1,613	1,601	1,687	1,750	1,743	1,776	1,736	1,723	1,656	1,546	1,674
1999	1,607	1,611	1,580	1,575	1,600	1,690	1,714	1,662	1,649	1,583	1,581	1,525	1,615
2000	1,528	1,545	1,514	1,609	1,630	1,764	1,747	1,706	1,693	1,644	1,591	1,534	1,626
2001	1,557	1,617	1,547	1,610	1,662								1,599

BOISE COUNTY, ID
unemployment rate (%)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Average
1996	6.6	7.7	7.9	8.0	6.3	4.6	4.3	4.0	4.1	4.3	6.5	6.3	6.0
1997	7.9	8.1	8.6	8.8	9.0	6.4	4.8	4.5	4.5	4.9	5.3	6.2	6.7
1998	7.7	8.5	7.6	6.6	6.2	4.9	3.7	4.4	3.8	5.4	5.4	5.5	5.9
1999	8.4	9.8	9.9	9.4	8.6	7.2	6.1	5.5	5.2	5.7	5.2	7.7	7.5
2000	12.1	13.5	11.8	7.1	7.6	5.9	5.7	4.5	4.6	5.0	4.6	5.4	7.1
2001	6.4	7.9	6.7	5.4	5.7								6.4

BOISE COUNTY, ID
unemployment

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Average
1996	187	221	217	204	140	113	105	95	94	90	143	167	148
1997	227	238	236	230	194	149	117	108	106	107	121	163	166
1998	217	249	221	180	145	114	94	112	92	116	118	159	151
1999	244	283	293	250	202	174	142	131	124	121	114	158	186
2000	243	273	236	218	179	149	140	112	111	108	100	131	167
2001	166	207	173	150	132								166

Local Area Employment, Unemployment & Labor Force Statistics

BOISE COUNTY, ID
employment

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Average
1996	2,645	2,633	2,544	2,352	2,067	2,345	2,359	2,273	2,173	1,993	2,065	2,465	2,326
1997	2,656	2,696	2,493	2,393	1,956	2,173	2,309	2,308	2,236	2,093	2,155	2,467	2,328
1998	2,618	2,688	2,684	2,563	2,190	2,220	2,423	2,441	2,356	2,042	2,060	2,718	2,417
1999	2,663	2,593	2,676	2,405	2,155	2,227	2,179	2,237	2,250	2,010	2,059	1,883	2,278
2000	1,773	1,756	1,760	2,873	2,177	2,367	2,316	2,371	2,293	2,037	2,074	2,315	2,176
2001	2,437	2,420	2,412	2,605	2,174								2,410

BOISE COUNTY, ID
labor force

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Average
1996	2,832	2,854	2,761	2,556	2,207	2,458	2,464	2,368	2,267	2,083	2,208	2,632	2,474
1997	2,883	2,934	2,729	2,623	2,150	2,322	2,426	2,416	2,342	2,200	2,276	2,630	2,494
1998	2,835	2,937	2,905	2,743	2,335	2,334	2,517	2,553	2,448	2,158	2,178	2,877	2,568
1999	2,907	2,876	2,969	2,655	2,357	2,401	2,321	2,368	2,374	2,131	2,173	2,041	2,464
2000	2,016	2,029	1,996	3,091	2,356	2,516	2,456	2,483	2,404	2,145	2,174	2,446	2,343
2001	2,603	2,627	2,585	2,755	2,306								2,575

VALLEY COUNTY, ID
unemployment rate (%)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Average
1996	13.2	13.8	14.0	13.8	10.1	6.8	6.0	5.3	5.7	6.3	8.5	9.4	9.3
1997	14.4	14.1	14.4	15.6	11.0	7.9	6.7	5.9	5.6	6.5	7.9	10.6	9.9
1998	12.6	13.5	14.1	13.4	10.5	7.4	6.0	5.3	5.4	6.2	7.8	10.0	9.3
1999	13.3	13.5	13.9	13.6	11.6	8.3	6.0	5.3	5.7	6.2	6.9	7.8	9.3
2000	11.2	12.5	13.6	11.9	8.1	5.6	4.4	4.2	4.2	4.7	6.3	8.2	7.8
2001	10.6	11.7	11.6	11.6	8.2								10.7

VALLEY COUNTY, ID
unemployment

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Average
1996	533	555	565	546	413	301	272	247	245	260	346	392	390
1997	602	578	582	647	457	364	311	269	240	268	315	433	422
1998	528	558	576	533	438	335	274	243	226	247	305	398	388
1999	536	541	548	530	459	364	267	236	235	239	254	293	375
2000	444	499	531	473	322	246	197	187	179	187	244	329	320
2001	430	471	466	469	341								435

VALLEY COUNTY, ID
employment

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Average
1996	3,509	3,471	3,472	3,397	3,680	4,118	4,287	4,399	4,081	3,888	3,748	3,767	3,818
1997	3,585	3,530	3,467	3,492	3,707	4,248	4,330	4,299	4,056	3,874	3,697	3,655	3,828
1998	3,648	3,583	3,510	3,430	3,732	4,207	4,319	4,301	3,960	3,713	3,616	3,572	3,799
1999	3,504	3,475	3,386	3,365	3,509	3,997	4,211	4,185	3,911	3,592	3,434	3,457	3,669
2000	3,505	3,479	3,366	3,489	3,635	4,183	4,298	4,309	4,081	3,785	3,644	3,667	3,787
2001	3,625	3,570	3,540	3,563	3,813								3,622

VALLEY COUNTY, ID
labor force

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Average
1996	4,042	4,026	4,037	3,943	4,093	4,419	4,559	4,646	4,326	4,148	4,094	4,159	4,208
1997	4,187	4,108	4,049	4,139	4,164	4,612	4,641	4,568	4,296	4,142	4,012	4,088	4,250
1998	4,176	4,141	4,086	3,963	4,170	4,542	4,593	4,544	4,186	3,960	3,921	3,970	4,187
1999	4,040	4,016	3,934	3,895	3,968	4,361	4,478	4,421	4,146	3,831	3,688	3,750	4,044
2000	3,949	3,978	3,897	3,962	3,957	4,429	4,495	4,496	4,260	3,972	3,888	3,996	4,107
2001	4,055	4,041	4,006	4,032	4,154								4,058

Local Area Employment, Unemployment & Labor Force Statistics

ADAMS, BOISE, & VALLEY COUNTY, ID
labor force

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Average
1996	8,568	8,680	8,576	8,286	8,234	8,807	8,986	8,943	8,418	8,032	8,103	8,528	8,514
1997	8,687	8,695	8,440	8,422	8,030	8,714	8,871	8,730	8,336	8,041	7,922	8,312	8,432
1998	8,620	8,732	8,604	8,307	8,192	8,626	8,853	8,873	8,370	7,841	7,755	8,393	8,429
1999	8,554	8,503	8,483	8,125	7,925	8,452	8,513	8,451	8,169	7,545	7,442	7,316	8,123
2000	7,493	7,552	7,407	8,662	7,943	8,709	8,698	8,685	8,357	7,761	7,653	7,976	8,076
2001	8,215	8,285	8,138	8,397	8,122								8,231

ADAMS, BOISE, & VALLEY COUNTY, ID
Four Percent of the Labor Force

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Average
1996	343	347	343	331	329	352	359	358	337	321	324	341	341
1997	347	348	338	337	321	349	355	349	333	322	317	332	337
1998	345	349	344	332	328	345	354	355	335	314	310	336	337
1999	342	340	339	325	317	338	341	338	327	302	298	293	325
2000	300	302	296	346	318	348	348	347	334	310	306	319	323
2001	329	331	326	336	325								329

ADAMS, BOISE, & VALLEY COUNTY, ID
total unemployment

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Average
1996	1,036	1,172	1,221	1,169	887	607	550	491	481	490	692	798	800
1997	1,147	1,204	1,244	1,314	956	741	624	531	488	519	611	794	847
1998	1,029	1,169	1,218	1,094	898	667	525	498	449	491	608	774	784
1999	1,099	1,183	1,254	1,189	969	733	557	485	476	487	550	643	802
2000	955	1,129	1,140	1,039	791	549	467	405	385	395	479	630	698
2001	862	1,045	990	994	750								928
1996 to 2000 Average Monthly													
	1,053	1,171	1,215	1,161	900	659	545	482	456	476	588	728	786
	12.6%	13.9%	14.6%	13.9%	11.2%	7.6%	6.2%	5.5%	5.5%	6.1%	7.6%	9.0%	9.5%

ADAMS, BOISE, & VALLEY COUNTY, ID
Unemployment in Excess of Four Percent

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Average
1996	693	825	878	838	558	255	191	133	144	169	368	457	459
1997	800	856	906	977	635	392	269	182	155	197	294	462	510
1998	684	820	874	762	570	322	171	143	114	177	298	438	448
1999	757	843	915	864	652	395	216	147	149	185	252	350	477
2000	655	827	844	693	473	201	119	58	51	85	173	311	374
2001	533	714	664	658	425								599
1996 to 2000 Average Monthly													
	718	834	883	827	578	313	193	133	123	163	277	404	454
	8.6%	9.9%	10.6%	9.9%	7.2%	3.6%	2.2%	1.5%	1.5%	2.1%	3.6%	5.0%	5.5%

Average Winter Season Unemployed..... 657 (Months: November - April)
Average Summer Season Unemployed..... 250 (Months: May - October)

Source: US Bureau of Labor Statistics, Regional Employment, Labor Force, and Unemployment Statistics.
Web Site Address: www.bls.gov/

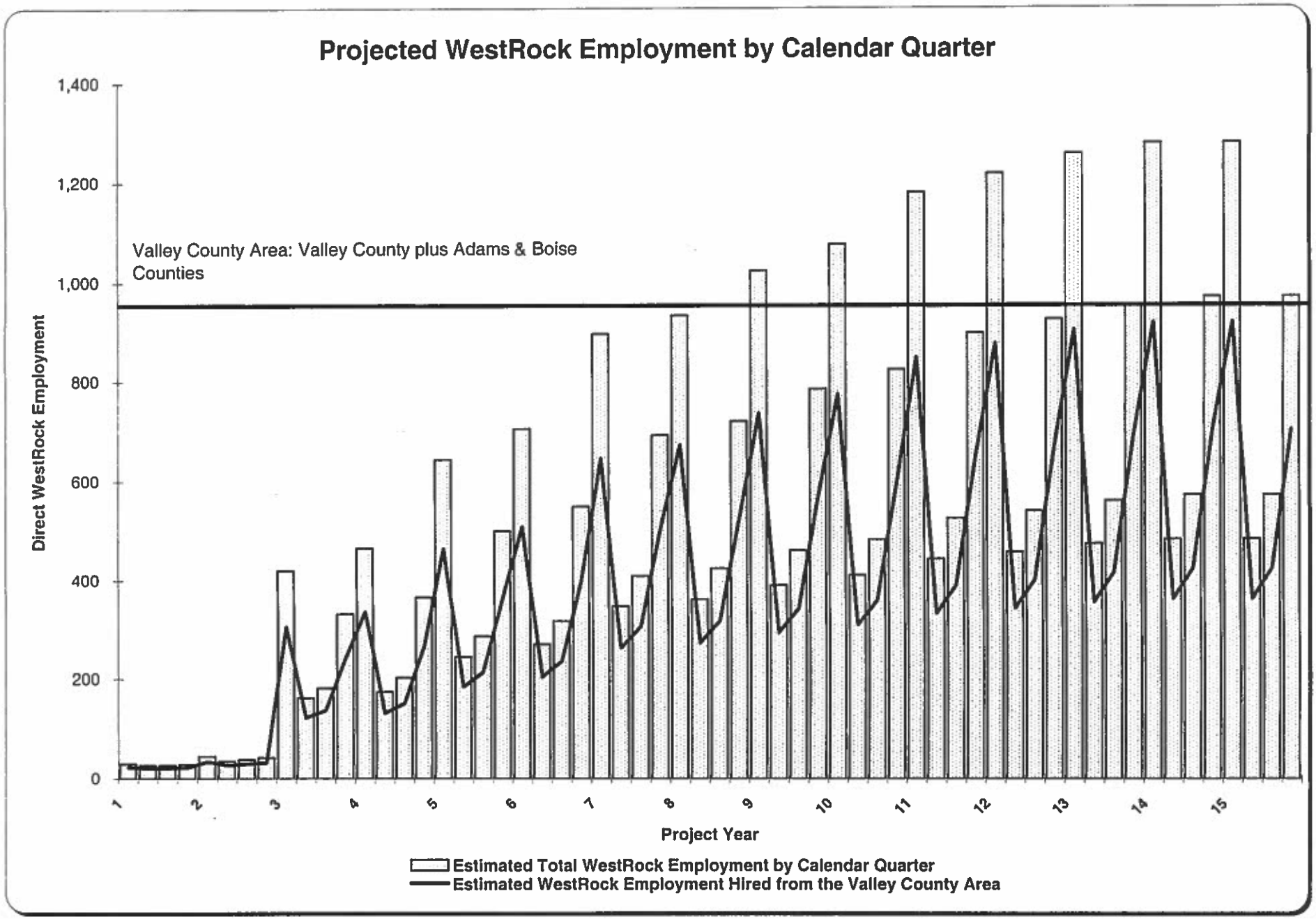
Estimated Westrock Resort Employment by Calendar Quarter

		Annual WestRock Employment (1)				Estimated WestRock Employment by Calendar Quarter				
Year	Qtr	Annual Total	Full-Time Yearly	Full-Time Seasonal	Part-Time Seasonal	Total	Full-Time Yearly	Full- (2) Time Seasonal	Part- (2) Time Seasonal	Local Labor Demand Total
1	Q1	32	25	6	1	30	25	4	1	24
	Q2					27	25	1	1	21
	Q3					28	25	2	1	22
	Q4					29	25	3	1	23
2	Q1	54	31	17	1	45	31	13	1	35
	Q2					36	31	4	1	28
	Q3					39	31	7	1	30
	Q4					43	31	11	1	33
3	Q1	489	98	186	205	420	98	130	192	304
	Q2					162	98	31	32	123
	Q3					182	98	56	28	137
	Q4					331	98	91	142	242
4	Q1	540	98	216	237	466	98	143	224	336
	Q2					175	98	35	42	132
	Q3					202	98	63	41	151
	Q4					366	98	100	167	266
5	Q1	755	136	143	315	644	136	213	295	464
	Q2					245	136	51	57	185
	Q3					285	136	93	56	213
	Q4					501	136	149	216	364
6	Q1	823	148	156	347	706	148	230	328	509
	Q2					270	148	55	66	204
	Q3					316	148	101	67	236
	Q4					549	148	161	240	399
7	Q1	1,046	188	199	430	896	188	299	408	646
	Q2					348	188	72	87	262
	Q3					409	188	131	89	305
	Q4					692	188	210	295	504
8	Q1	1,088	196	207	452	933	196	308	429	673
	Q2					361	196	74	91	273
	Q3					424	196	135	93	316
	Q4					720	196	216	309	524
9	Q1	1,191	202	485	504	1,023	202	339	481	736
	Q2					390	202	82	106	293
	Q3					460	202	149	109	342
	Q4					784	202	237	344	569
10	Q1	1,248	212	499	537	1,075	212	349	514	774
	Q2					410	212	84	114	308
	Q3					483	212	153	117	359
	Q4					823	212	244	367	597
11	Q1	1,366	219	549	598	1,179	219	385	576	847
	Q2					443	219	93	131	332
	Q3					525	219	169	137	389
	Q4					896	219	269	409	649
12	Q1	1,406	225	553	628	1,217	225	387	605	874
	Q2					457	225	93	138	342
	Q3					539	225	170	144	400
	Q4					924	225	271	428	669
13	Q1	1,449	232	568	649	1,257	232	398	627	903
	Q2					473	232	96	146	355
	Q3					559	232	174	153	415
	Q4					953	232	278	443	690
14	Q1	1,473	236	577	660	1,277	236	404	637	917
	Q2					482	236	98	149	361
	Q3					570	236	177	157	423
	Q4					968	236	283	450	701
15	Q1	1,473	236	577	660	1,277	236	404	637	917
	Q2					482	236	98	149	361
	Q3					570	236	177	157	423
	Q4					968	236	283	450	701

(1) Source: Westrock Report, Employment, November 17, 2000, SE Group.

(2) Peak employment levels for Full-time Seasonal and Part-time Seasonal employment categories determined by examination of each job function as shown in the above report. Other resort employment in these two employment categories was allocated based upon the projected visitors by recreation activity...winter recreation at 70% of total guest visits, summer visits 30% of total guest visits. Ramping up of employment to peak levels by season was judgementally determined based upon season lengths..

(3) Local Labor Demand assumes 80% hired locally for Full-time Yearly & 70% for Full-time & Part-time Seasonal employment categories.


Projected WestRock Employment by Calendar Quarter
1,400
1,200
1,000
800
600
400
200
0
Direct WestRock Employment
Valley County Area: Valley County plus Adams & Boise Counties
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
Project Year
Estimated Total WestRock Employment by Calendar Quarter
Estimated WestRock Employment Hired from the Valley County Area

APPENDIX C

Characteristics of Movers

US Census Bureau
Characteristics of Movers

Age Cohort	Moving Population by Age Cohort as a Share of the Total Moving Population (%)	Moving Population by Age Cohort per 1,000 of Moving Population	Changes in Population by Various Categories per 1,000 of Moving Population
0 - 4	7.60%	76	< 18
5 - 9	7.39%	74	Population Increase
10 - 14	5.40%	54	(Ages 0 - 18)
15 - 19	7.20%	72	261
20 - 24	15.20%	152	(26.1%)
25 - 29	14.00%	140	
30 - 34	7.91%	79	School Age
35 - 39	9.10%	91	Population Increase
40 - 44	9.98%	100	(Ages 5 - 18)
45 - 49	3.62%	36	185
50 - 54	3.05%	31	(18.5%)
55 - 59	2.50%	25	
60 - 64	2.13%	21	Working Age
65 - 69	1.64%	16	Population Increase
70 - 74	1.45%	14	(Ages 19 - 64)
75 - 79	0.72%	7	689
80 - 84	0.54%	5	(68.9%)
85+	0.59%	6	
Total	100.00%	1,000	

Source: US Department of Commerce, Census Bureau, Characteristics of Movers, 1996, 1997, 1998, 1999

APPENDIX D

Examination of Underemployment in Valley County, Idaho

Examination of Potential Underemployment in Valley County, Idaho

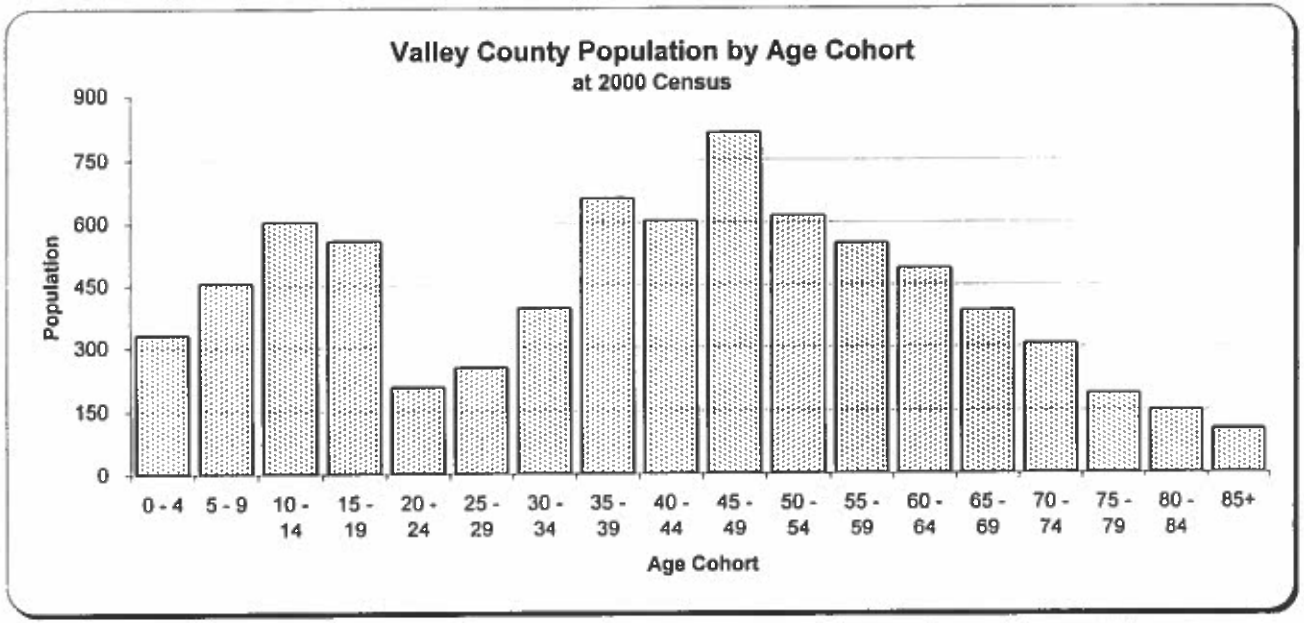
Valley County	1975	1980	1985	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	Annual Average Percent Change '80-'90	Annual Average Percent Change '90-'00
Employment:																
Manufacturing	226	186	201	186	181	189	181	190	189	186	170	167	168	168	0.0%	-1.0%
Mining	13	15	10	165	112	93	81	89	89	96	59	16	6	6	27.1%	-28.3%
Construction	61	142	79	162	187	204	215	257	264	273	245	259	287	287	1.3%	5.9%
Transp., Comm., & Util.	120	114	107	92	92	106	110	120	122	132	145	154	161	169	-2.1%	6.2%
Wholesale & Retail Trade	257	497	562	674	681	760	848	927	944	956	980	950	921	943	3.1%	3.4%
Wholesale Trade		16	26	15	24	21	25	27	32	36	39	44	38	39	-0.6%	10.1%
Retail Trade		470	531	655	657	724	810	900	912	920	941	906	883	904	3.4%	3.3%
Fin., Ins., & Real Est.	80	78	204	115	114	176	113	137	205	212	212	155	160	172	3.9%	4.1%
Services	251	361	284	439	452	567	613	622	712	734	689	671	713	740	2.0%	5.4%
Government	581	727	747	913	937	988	1,026	1,062	1,192	1,109	1,089	1,084	1,094	1,081	2.3%	1.7%
- Federal	315	315	270	326	320	326	343	344	354	296	283	288	277	275	0.3%	-1.7%
- State & Local	266	391	465	587	617	662	683	718	838	813	806	796	817	805	4.1%	3.2%
Total Nonagricultural	1,576	2,162	2,194	2,769	2,788	3,125	3,316	3,532	3,718	3,698	3,589	3,456	3,511	3,566	2.5%	2.6%
Population	4,579	5,656	6,525	6,149	6,542	6,890	7,339	7,612	7,824	7,957	8,076	8,010	7,858	7,794	0.8%	2.4%
Households	1,575	2,063	2,469	2,417	2,589	2,746	2,933	3,060	3,143	3,208	3,256	3,238	3,197	3,079	1.6%	2.5%
Persons per Household	2.89	2.69	2.60	2.51	2.50	2.48	2.48	2.46	2.47	2.46	2.46	2.45	2.44	2.51	-0.7%	0.0%
Total Personal Income:																
Current $ ($ x 1,000)	30,506	56,624	79,642	109,345	115,700	129,293	142,133	157,520	165,359	171,686	176,643	183,724	214,923	228,600	6.8%	7.7%
1992 dollars ('92$ x 1,000)	79,586	96,471	103,952	117,498	119,180	129,331	138,005	149,129	152,239	153,533	154,425	158,154	181,015	186,493	2.0%	4.7%
Per Capita Personal Income:																
Current $ ($)	6,662	10,011	12,206	17,783	17,686	18,765	19,367	20,694	21,135	21,577	21,873	22,937	27,351	29,329	5.9%	5.1%
1992 dollars ('92$)	17,381	17,056	15,931	19,108	18,218	18,771	18,804	19,591	19,458	19,295	19,122	19,745	23,036	23,927	1.1%	2.3%
Nonagricultural Employment to Population Ratios																
Valley County	34.4%	38.2%	33.6%	45.0%	42.6%	45.4%	45.2%	46.4%	47.5%	46.5%	44.4%	43.2%	44.7%	45.7%		
Ada & Canyon Counties	39.2%	40.9%	40.3%	45.8%	46.1%	46.8%	47.8%	49.4%	50.0%	50.4%	51.4%	51.9%	52.7%	53.0%		
Difference in Employment to Population Ratios																
Valley County versus Ada & Canyon County Combination	-4.8%	-2.6%	-6.7%	-0.8%	-3.5%	-1.4%	-2.6%	-2.9%	-2.5%	-3.9%	-7.0%	-8.8%	-8.0%	-7.3%		
Estimated Potential Additional Valley County Employment represented by a 75% reduction in the difference. (Raising the ratio of Employment to Population)	57	43	110	17	72	33	65	78	69	108	188	227	210	194		

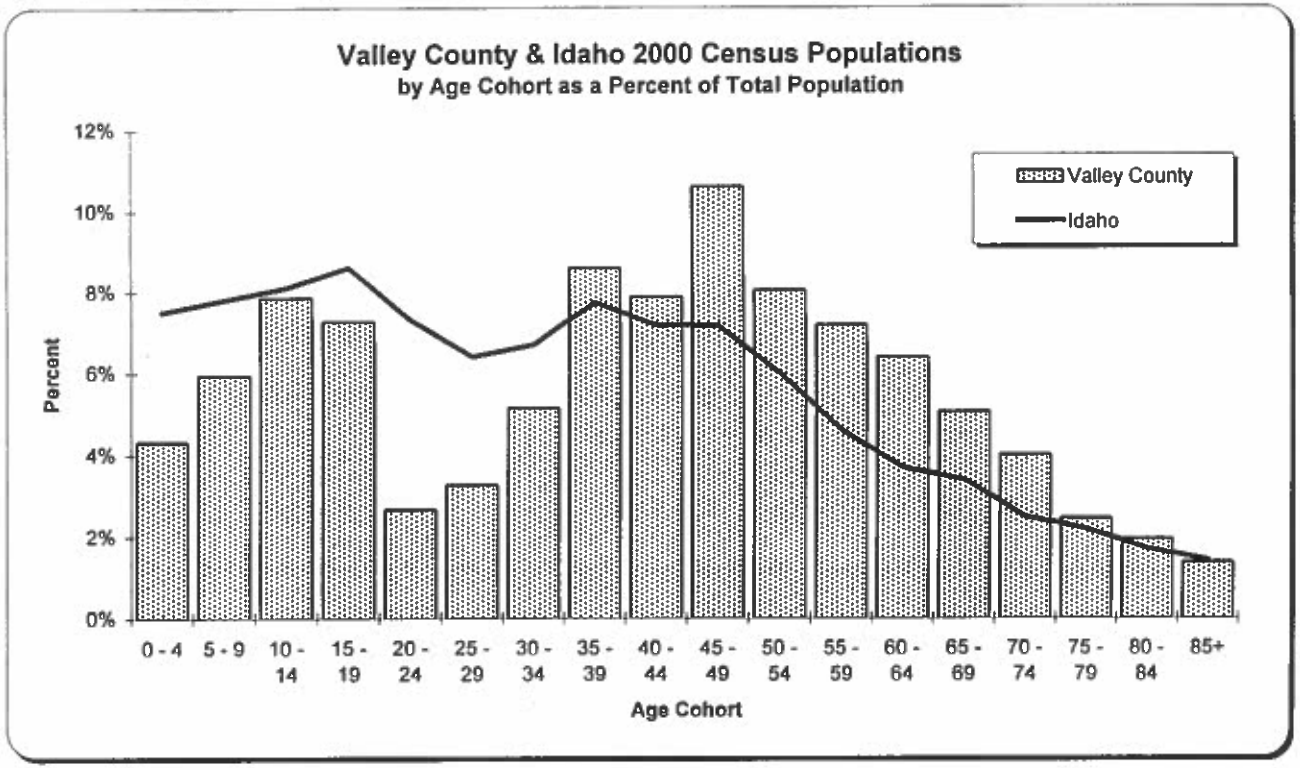
Comparison of Valley County and Idaho Populations

Age Cohort	2000 Census Valley County Population	as a Pct. of Total Population	Idaho Populations by Age Cohort as a Pct. of Total Population
0 - 4	330	4.3%	7.5%
5 - 9	455	5.9%	7.8%
10 - 14	602	7.9%	8.1%
15 - 19	556	7.3%	8.6%
20 - 24	205	2.7%	7.3%
25 - 29	251	3.3%	6.4%
30 - 34	394	5.1%	6.7%
35 - 39	657	8.6%	7.7%
40 - 44	603	7.9%	7.2%
45 - 49	811	10.6%	7.2%
50 - 54	615	8.0%	6.0%
55 - 59	549	7.2%	4.6%
60 - 64	489	6.4%	3.7%
65 - 69	387	5.1%	3.4%
70 - 74	306	4.0%	2.5%
75 - 79	188	2.5%	2.2%
80 - 84	149	1.9%	1.7%
85+	104	1.4%	1.4%
Total	7,651	100.0%	100.0%
School Age Population:			
5 -18	1,502	19.6%	22.8%
Twenty-something Population:			
20 -29	456	6.0%	13.7%
"Working Age" Population:			
16 - 65	5,096	66.6%	64.3%
Senior Population:			
65+	1,134	14.8%	11.2%

Where Are All The Young Adults?

Valley county, as well as many other rural and natural resource based counties in Idaho, loses their twenty-something populations. Pursing higher education accounts for a portion of these losses, but, it can not account for all. Furthermore, these age cohorts remain depleted in the years after a possible college experience -- ages 25 to 34. A lack of job opportunities is often cited as the primary reason for these population losses.



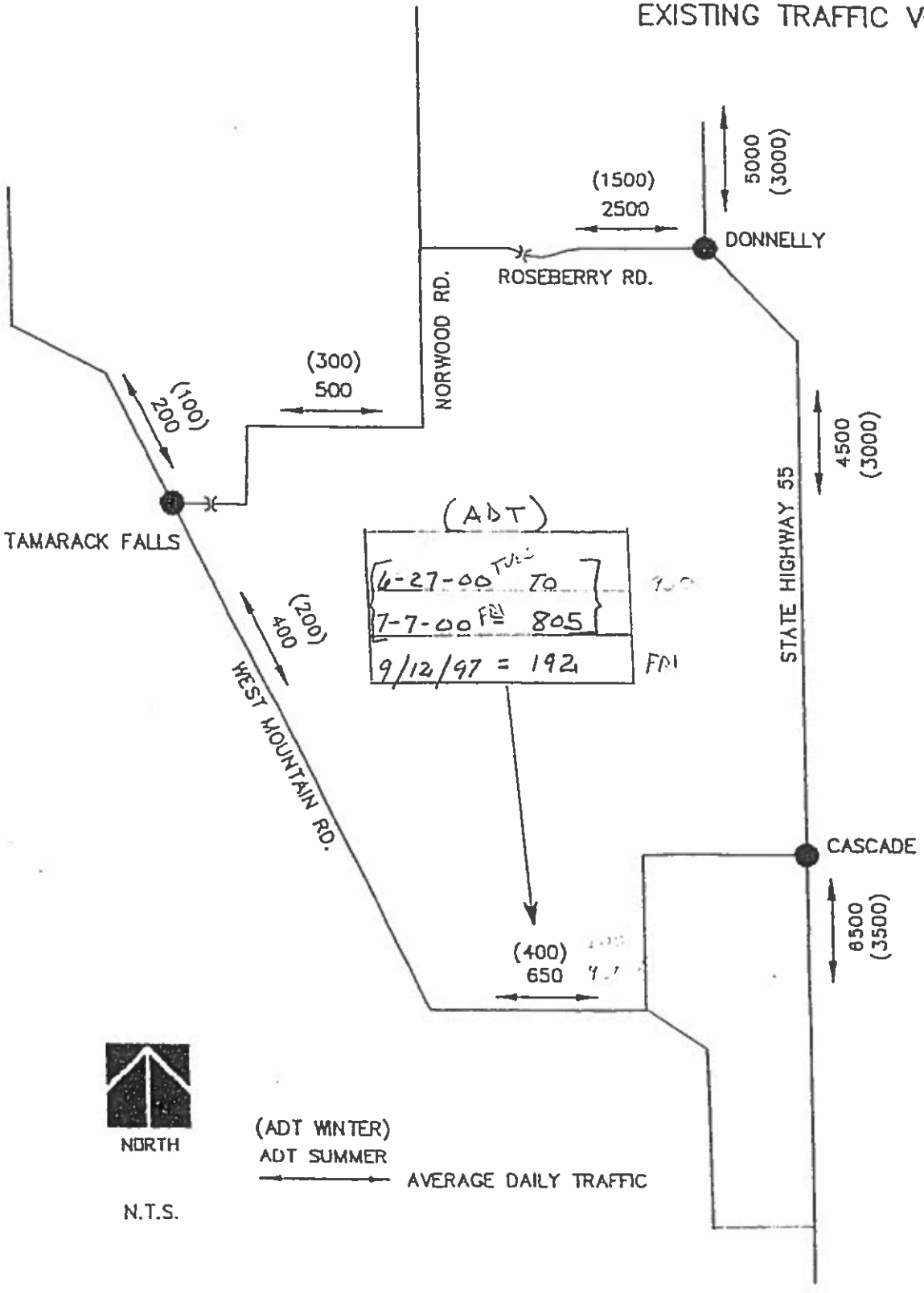


APPENDIX E

Weeklong Traffic Counts on Roseberry, Norwood, and West Mountain Roads

7-16-01

FIGURE 2
WESTROCK RESORT
EXISTING TRAFFIC VOLUMES



‡‡ 1ekly Summary Report‡0
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Location ..... West Mtn Rd/Lakeshore Dr E
Location Code 96
County ..... Valley
Recorder Set 09/12/97 10:47
Recording Start ... 09/12/97 13:00
Recording End 09/19/97 11:45
Sample Time ..... 15 Minutes
Operator Number ... 4090
Machine Number 2
Channels ..... 1 through 2
Recorder Mode ..... Volume

1350 = week TOTAL
192 = DAY AVE.

Week of September 12, 1997. Channel: 1

End Time	14 unonued	15 huria	16 tvg.	17 vg.	18	12	13	Wkday	Daily
01:00	4	0	0	0	0	4	1	1	1
02:00	0	1	0	0	1	0	0	0	0
03:00	0	0	0	1	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	2	3	0	0	0	3	0	1	1
07:00	1	3	2	3	4	2	0	3	2
08:00	1	8	5	4	5	6	1	6	4
09:00	11	7	4	1	1	11	2	5	5
10:00	17	15	7	9	5	14	11	10	11
11:00	20	9	16	12	14	10	12	12	13
12:00	29	8	16	10	12		24	12	17
13:00	32	4	12	13	14		31	11	18
14:00	29	24	5	12	7	16	16	13	16
15:00	35	7	15	18	18	12	23	14	18
16:00	30	7	14	16	16	18	19	14	17
17:00	27	13	5	13	8	18	28	11	16
18:00	15	13	15	5	9	9	29	10	14
19:00	19	6	9	5	17	18	13	11	12
20:00	5	2	5	7	12	20	25	9	11
21:00	8	6	11	7	13	13	24	10	12
22:00	1	0	0	3	2	10	11	3	4
23:00	0	0	1	0	0	11	13	2	4
24:00									
Totals	286	136	142	140	161	197	288	160	198

% Avg Wkday	179.1	85.2	88.9	87.7	100.8	123.4	180.4
% Avg Day	144.6	68.8	71.8	70.8	81.4	99.6	145.6
AM Peak Hr	12:00	10:00	11:00	11:00	11:00	10:00	12:00
AM Count	29	15	16	12	14	14	24
PM Peak Hr	15:00	14:00	15:00	15:00	15:00	20:00	13:00
PM Count	35	24	15	18	18	20	31

LOCATION CODE #179

	DAY	TIME	TOTAL COUNT	DATE
START	6-27	3:15	0	Tues.
	6-30	6:40	534	thurs
	7-3	6:40	4698	mon.
	7-6	5:40	7412	thurs.
	7-7	10:40	8052	Fri.

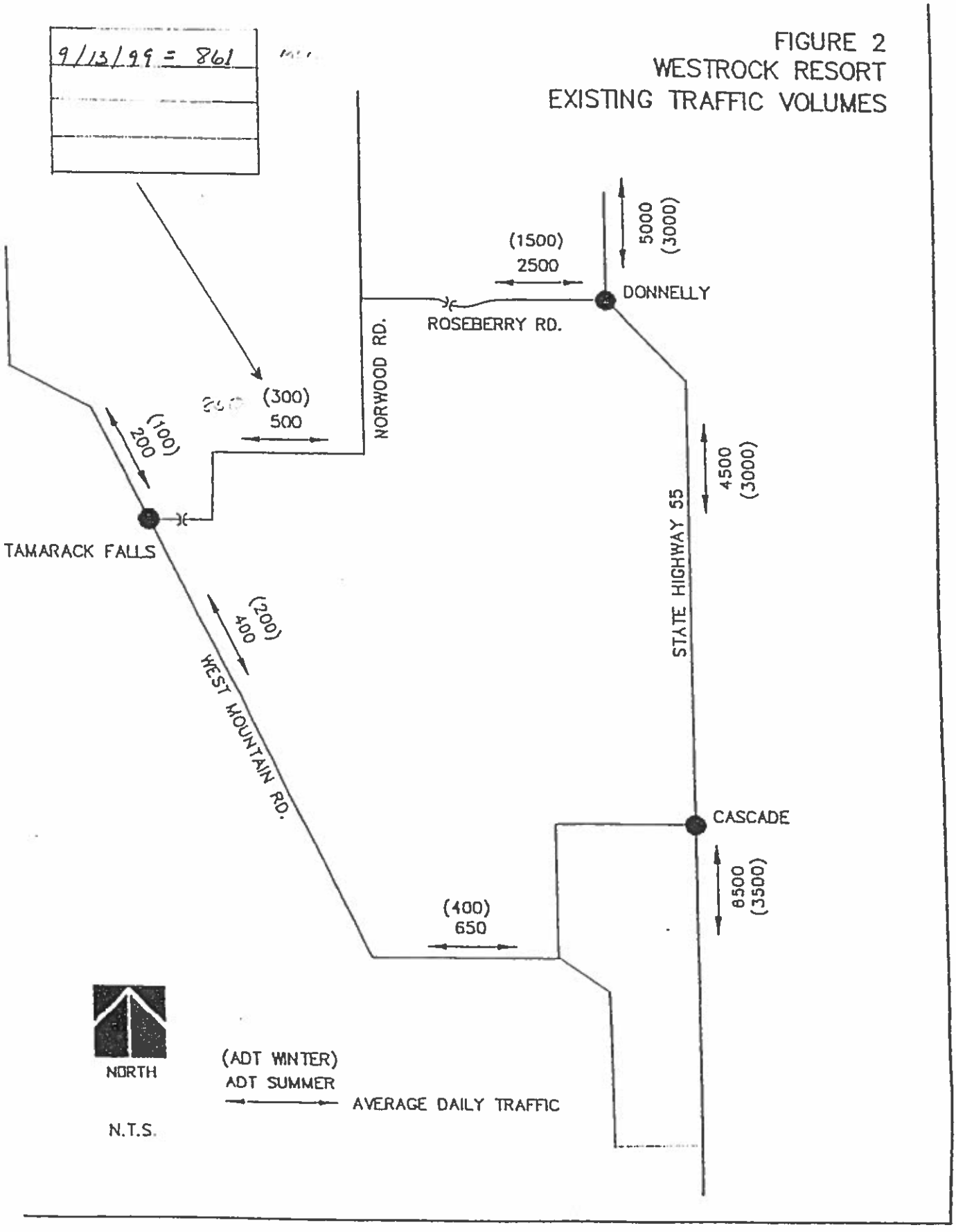
7412
1641
4164 1041 2811 7

W. Mtn. Rd. West of Lake Shore Drive

OLD ID
Counter #5
6/27/00 - 7/7/00

9/13/99 = 861

FIGURE 2
WESTROCK RESORT
EXISTING TRAFFIC VOLUMES



lekly Summary Report:0
Generated by MSC3000 Version 2.01 Copyright 1990-1992 Mitron Systems Corpo

Location ..... Tamarack Falls Rd W of Norwood Rd
Location Code 37
County ..... Valley
Recorder Set 09/13/99 11:00
Recording Start ... 09/13/99 17:00
Recording End 09/23/99 11:00
Sample Time ..... 15 Minutes
Operator Number ... 490
Machine Number 4
Channels ..... 1 through 2
Recorder Mode ..... Volume

WEEK TOTAL: 6031
DAY AVE = 861

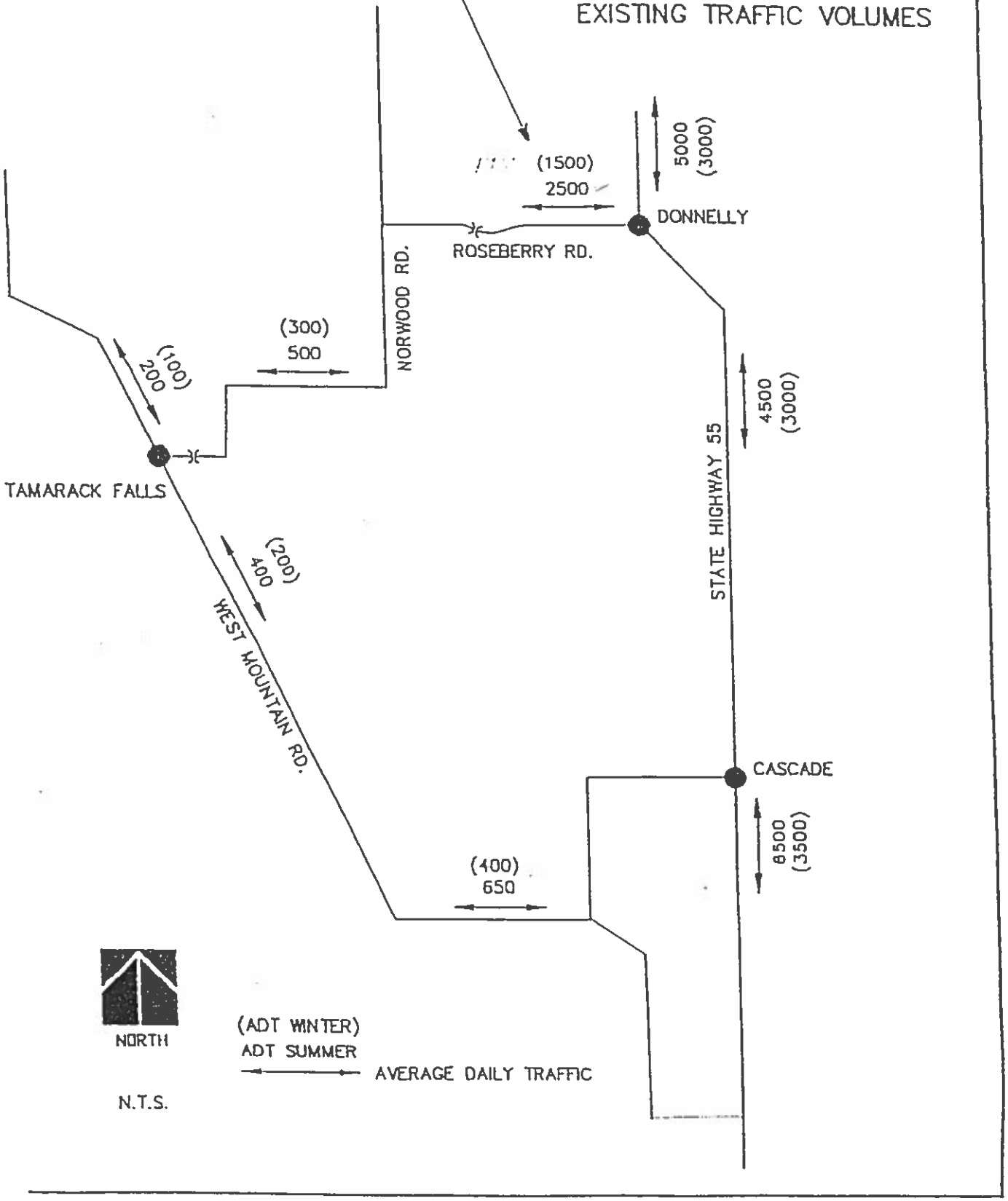
Week of September 13, 1999. Channel: 1

End Time	19 un	13 on	14 ue	15 dh	16 uri	17 atvg.	18 vg.	Wkday	Daily
01:00	1	2	3	0	3	0	3	2	2
02:00	3	2	0	0	0	2	0	1	1
03:00	3	0	0	0	0	0	0	0	0
04:00	1	0	0	8	0	0	1	2	1
05:00	2	1	0	1	0	0	0	0	1
06:00	3	11	4	4	5	11	4	7	6
07:00	14	11	15	17	16	10	7	14	13
08:00	16	30	33	43	39	38	11	37	30
09:00	21	66	63	55	73	31	23	58	47
10:00	67	45	57	64	75	18	64	52	56
11:00	86	70	60	70	84	31	57	63	65
12:00	85	81	88	92	87	60	60	82	79
13:00	93	56	54	66	60	63	86	60	68
14:00	64	83	91	79	85	58	93	79	79
15:00	79	85	85	88	66	59	91	77	79
16:00	87	87	47	55	84	59	80	66	71
17:00	58	74	62	72	57	47	84	62	65
18:00	75	37	38	49	46	62	55	46	52
19:00	53	37	41	47	38	51	70	43	48
20:00	31	30	42	31	32	46	76	36	41
21:00	24	12	24	20	16	55	37	25	27
22:00	11	22	22	21	13	29	24	21	20
23:00	7	6	1	3	3	17	7	6	6
24:00									
Totals	886	851	832	887	884	756	935	842	862

% Avg Wkday	105.2	101.1	98.8	105.3	105.0	89.8	111.0
% Avg Day	102.8	98.8	96.6	103.0	102.6	87.7	108.5
AM Peak Hr	11:00	12:00	12:00	12:00	12:00	12:00	10:00
AM Count	86	81	88	92	87	60	64
PM Peak Hr	13:00	16:00	14:00	15:00	14:00	13:00	14:00
PM Count	93	87	91	88	85	63	93

9/13/99 =	1992
7/1/99 =	3100
6/24/99 =	2070
10/10/97 =	1259

FIGURE 2
WESTROCK RESORT
EXISTING TRAFFIC VOLUMES



‡‡ 1ekly Summary Report‡0
Generated by MSC3000 Version 2.01

Location ..... W Roseberry Rd/Donnelly Rural Fire St
Location Code 35
County ..... Valley
Recorder Set 10/10/97 12:40
Recording Start ... 10/10/97 14:00
Recording End 10/17/97 11:45
Sample Time ..... 15 Minutes
Operator Number ... 4090
Machine Number 1
Channels ..... 1 through 2
Recorder Mode ..... Volume

WEEK TOTAL = 7216 12.51

Week of October 10, 1997. Channel: 1

End Time	12 unonued	13 huriat	14 vg.	15	16	10	11	Wkday vg.	Daily
01:00	9	4	1	7	4	1	14	3	6
02:00	11	0	0	6	2	3	2	2	3
03:00	5	2	3	2	1	4	9	2	4
04:00	4	1	1	0	2	0	4	1	2
05:00	1	0	3	4	1	3	2	2	2
06:00	2	10	10	16	18	10	2	13	10
07:00	16	24	25	53	36	36	31	35	32
08:00	35	59	63	73	74	66	57	67	61
09:00	46	88	106	110	107	85	52	99	85
10:00	76	102	85	80	75	84	82	85	83
11:00	113	97	108	93	92	28	114	84	92
12:00	102	86	118	135	127		131	117	117
13:00	118	110	156	160	158		136	146	140
14:00	112	103	130	133	141		120	127	123
15:00	130	83	131	164	122	122	131	124	126
16:00	109	138	114	147	143	104	99	129	122
17:00	87	99	115	104	139	132	97	118	110
18:00	87	99	123	136	117	89	113	113	109
19:00	72	81	88	125	140	101	100	107	101
20:00	74	70	83	77	106	76	83	82	81
21:00	42	54	49	48	57	72	55	56	54
22:00	27	32	46	42	27	36	43	37	36
23:00	13	20	20	29	23	26	21	24	22
24:00									
Totals	1296	1364	1584	1752	1723	1097	1504	1582	1528

% Avg Wkday	81.9	86.2	100.1	110.8	108.9	69.3	95.1
% Avg Day	84.8	89.2	103.6	114.6	112.7	71.8	98.4
AM Peak Hr	11:00	10:00	12:00	12:00	12:00	09:00	12:00
AM Count	113	102	118	135	127	85	131
PM Peak Hr	15:00	16:00	13:00	15:00	13:00	17:00	13:00
PM Count	130	138	156	164	158	132	136

lekly Summary Report:0
Generated by MSC3000 Version 2.01 Copyright 1990-1992 Mitron Systems Corpo

Location ..... W Roseberry Rd/Donnelly Rural Fire St
Location Code 35
County ..... Valley
Recorder Set 06/24/99 16:34
Recording Start ... 06/24/99 17:00
Recording End 07/01/99 15:30
Sample Time ..... 15 Minutes
Operator Number ... 4090
Machine Number 3
Channels ..... 1 through 2
Recorder Mode ..... Volume

14493 WEEK TOTAL
2070 DAY AVE

Week of June 24, 1999. Channel: 1

End Time	27 unonued	28 huriat	29 vg.	30 vg.	24	25	26	Wkday	Daily
01:00	7	7	15	22	37	3	9	17	14
02:00	10	3	10	4	5	1	7	5	6
03:00	1	1	5	0	3	2	6	2	3
04:00	5	1	0	1	3	1	1	1	2
05:00	0	1	1	1	1	2	2	1	1
06:00	7	10	5	3	12	7	13	7	8
07:00	12	37	44	53	48	33	22	43	36
08:00	51	106	100	98	87	99	61	98	86
09:00	88	131	73	92	128	125	90	110	104
10:00	160	176	94	127	155	121	176	135	144
11:00	174	136	127	130	169	153	197	143	155
12:00	152	153	139	168	195	197	224	170	175
13:00	192	137	113	154	182	146	213	146	162
14:00	179	122	116	151	171	171	176	146	155
15:00	180	147	108	194	142	184	165	155	160
16:00	166	104	125	144		187	188	140	152
17:00	140	134	120	171		166	178	148	152
18:00	151	121	138	118	106	190	155	135	140
19:00	105	93	124	172	134	114	155	127	128
20:00	109	77	81	118	98	110	129	97	103
21:00	87	66	92	80	73	145	91	91	91
22:00	79	43	63	72	69	108	86	71	74
23:00	42	22	35	33	35	58	50	37	39
24:00									
Totals	2115	1870	1746	2122	1865	2356	2419	2049	2114

% Avg Wkday	103.2	91.2	85.2	103.5	91.0	115.0	118.0
% Avg Day	100.1	88.5	82.6	100.4	88.2	111.5	114.4
AM Peak Hr	11:00	10:00	12:00	12:00	12:00	12:00	12:00
AM Count	174	176	139	168	195	197	224
PM Peak Hr	13:00	15:00	18:00	15:00	13:00	18:00	13:00
PM Count	192	147	138	194	182	190	213

1ekly Summary Report:0
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Location ..... W Roseberry Rd/Donnelly Rural Fire St
Location Code 35
County ..... Valley
Recorder Set 07/01/99 16:26
Recording Start ... 07/01/99 18:00
Recording End 07/09/99 13:15
Sample Time ..... 15 Minutes
Operator Number ... 4090
Machine Number 3
Channels ..... 1 through 2
Recorder Mode ..... Volume

21704 WEEK TOTAL
3100 DAILY AVE.

Week of July 1, 1999. Channel: 1

End Time	4 unonued	5 huria	6 tavg.	7 vg.	1	2	3	Wkday	Daily
01:00	35	65	8	8	5	25	31	22	25
02:00	27	16	3	3	1	4	19	5	10
03:00	12	12	1	5	1	6	20	5	8
04:00	8	4	1	2	3	6	4	3	4
05:00	5	4	2	1	3	1	3	2	3
06:00	6	10	9	7	11	10	15	9	10
07:00	29	36	41	34	39	43	37	39	37
08:00	90	82	78	62	64	76	80	72	76
09:00	141	128	102	96	82	96	161	101	115
10:00	207	211	183	117	102	149	271	152	177
11:00	275	263	160	147	134	153	325	171	208
12:00	335	316	156	163	129	210	324	195	233
13:00	477	347	178	174	148	212	338	212	268
14:00	514	289	127	155	111	252	405	187	265
15:00	368	215	140	137	110	261	362	173	228
16:00	363	246	160	130	121	238	340	179	228
17:00	353	192	135	120	148	279	346	175	225
18:00	337	201	142	128	157	258	318	177	220
19:00	281	168	116	126	134	221	298	153	192
20:00	209	121	79	82	116	220	232	124	151
21:00	226	114	85	83	123	198	167	121	142
22:00	217	90	57	63	110	209	179	106	132
23:00	207	42	43	36	74	104	94	60	86
24:00									
Totals	4927	3190	2019	1889	1957	3296	4426	2470	3101
% Avg Wkday	199.5	129.1	81.7	76.5	79.2	133.4	179.2		
% Avg Day	158.9	102.9	65.1	60.9	63.1	106.3	142.7		
AM Peak Hr	12:00	12:00	10:00	12:00	11:00	12:00	11:00		
AM Count	335	316	183	163	134	210	325		
PM Peak Hr	14:00	13:00	13:00	13:00	18:00	17:00	14:00		
PM Count	514	347	178	174	157	279	405		

1Weekly Summary Report ↕0

Location ..... W Roseberry Rd/Donnelly Rural Fire St
Location Code 35
County ..... Valley
Recorder Set 07/01/99 16:26
Recording Start ... 07/01/99 18:00
Recording End 07/09/99 13:15
Sample Time ..... 15 Minutes
Operator Number ... 4090
Machine Number 3
Channels ..... 1 through 2
Recorder Mode ..... Volume

Week of July 8, 1999. Channel: 1

End Time	11 unonuedhuriatvg.vg.	12	13	14	8	9	10	Wkday	Daily
01:00					117			117	117
02:00					119			119	119
03:00					80			80	80
04:00					70			70	70
05:00					36			36	36
06:00					10			10	10
07:00					2			2	2
08:00					3			3	3
09:00					3			3	3
10:00					2			2	2
11:00					1			1	1
12:00					6			6	6
13:00					33			33	33
14:00					81			81	81
15:00					105			105	105
16:00					116			116	116
17:00					146			146	146
18:00					20			20	20
19:00					0			0	0
20:00									
21:00									
22:00									
23:00									
24:00									
Totals					950			950	950

% Avg Wkday	100.0
% Avg Day	100.0
AM Peak Hr	02:00
AM Count	119
PM Peak Hr	17:00
PM Count	146

1ekly Summary Report‡0
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Location ..... W Roseberry Rd/Donnelly Rural Fire St
Location Code 35
County ..... Valley
Recorder Set 09/13/99 11:00
Recording Start ... 09/13/99 17:00
Recording End 09/23/99 11:00
Sample Time ..... 15 Minutes
Operator Number ... 4090
Machine Number 1
Channels ..... 1 through 2
Recorder Mode ..... Volume

13948 = week total
1992 = Day Ave.

Week of September 13, 1999. Channel: 1

End Time	19 unonued	13 huria	14 tvg.	15	16	17	18	Wkday tvg.	Daily
01:00	7	5	5	2	9	4	14	5	7
02:00	9	4	0	3	2	7	10	3	5
03:00	11	1	2	3	1	3	4	2	4
04:00	6	1	0	7	2	0	5	2	3
05:00	2	4	0	5	1	4	3	3	3
06:00	6	11	14	20	12	20	9	15	13
07:00	24	45	66	58	59	54	28	56	48
08:00	40	83	74	75	72	96	46	80	69
09:00	68	131	112	118	127	92	83	116	104
10:00	149	117	147	124	157	120	155	133	138
11:00	201	154	121	166	178	110	168	146	157
12:00	149	149	155	164	157	157	170	156	157
13:00	178	126	129	112	91	132	201	118	138
14:00	181	173	176	132	180	131	186	158	166
15:00	197	173	195	159	129	180	188	167	174
16:00	182	178	110	108	161	153	195	142	155
17:00	168	143	140	127	155	142	173	141	150
18:00	139	123	119	121	110	146	138	124	128
19:00	135	84	108	128	118	132	149	114	122
20:00	67	67	84	69	79	121	153	84	91
21:00	61	67	84	66	59	118	111	79	81
22:00	34	51	38	51	39	75	64	51	50
23:00	16	18	6	16	12	45	20	19	19
24:00									
Totals	2034	1918	1889	1840	1919	2057	2291	1925	1993
% Avg Wkday	105.7	99.7	98.2	95.6	99.7	106.9	119.0		
% Avg Day	102.1	96.3	94.8	92.3	96.3	103.2	115.0		
AM Peak Hr	11:00	11:00	12:00	11:00	11:00	12:00	12:00		
AM Count	201	154	155	166	178	157	170		
PM Peak Hr	15:00	16:00	15:00	15:00	14:00	15:00	13:00		
PM Count	197	178	195	159	180	180	201		

1Weekly Summary Report ‡0

Location ..... W Roseberry Rd/Donnelly Rural Fire St
˙ocation Code 35
_ounty ..... Valley
Recorder Set 09/13/99 11:00
Recording Start ... 09/13/99 17:00
Recording End 09/23/99 11:00
Sample Time ..... 15 Minutes
Operator Number ... 4090
Machine Number 1
Channels ..... 1 through 2
Recorder Mode ..... Volume

Week of September 20, 1999. Channel: 1

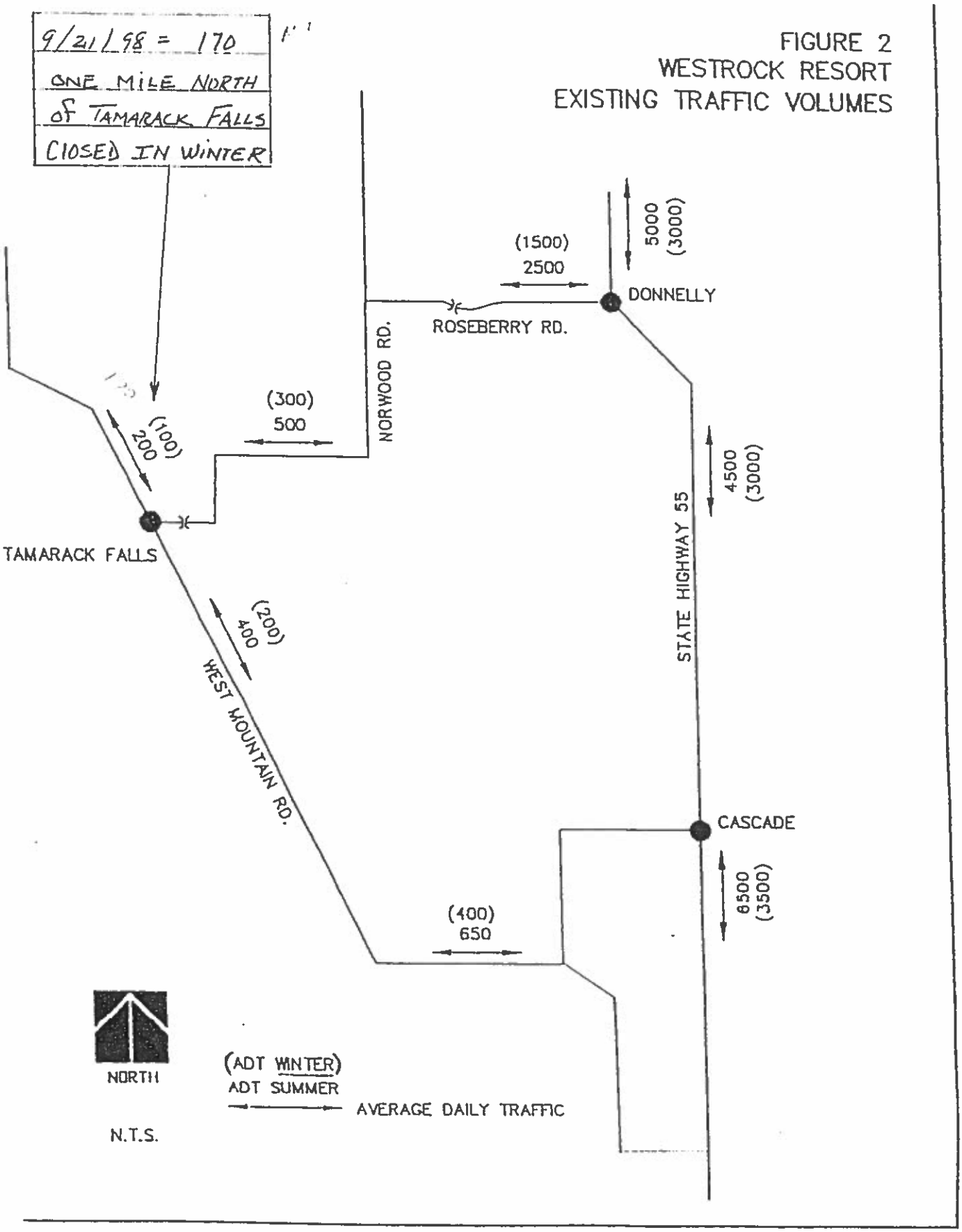
End Time	26 unonuedhuriatvg.vg.	20	21	22	23	24	25	Wkday	Daily
01:00		122	104	112				113	113
02:00		113	102	96				104	104
03:00		88	94	78				87	87
04:00		56	71	79				69	69
05:00		16	45	22				28	28
06:00		13	14	11				13	13
07:00		10	18	14				14	14
08:00		2	10	4				5	5
09:00		3	7	2				4	4
10:00		6	2	3				4	4
11:00		1	2	3				2	2
12:00		1	2	3				2	2
13:00		12	15	21				16	16
14:00		53	47	59				53	53
15:00		84	81	80				82	82
16:00		97	112	114				108	108
17:00		103	109	102				105	105
18:00		165	119	0				95	95
19:00		160	166					163	163
20:00		120	145					133	133
21:00		183	147					165	165
22:00		172	184					178	178
23:00		118	132					125	125
24:00									
Totals		1847	1889	803				1819	1819

% Avg Wkday	101.5	103.8	44.1
% Avg Day	101.5	103.8	44.1
AM Peak Hr	01:00	01:00	01:00
AM Count	122	104	112
PM Peak Hr	21:00	22:00	16:00
PM Count	183	184	114

9/21/98 = 170

ONE MILE NORTH OF TAMARACK FALLS CLOSED IN WINTER

FIGURE 2
WESTROCK RESORT
EXISTING TRAFFIC VOLUMES



↕↕ 1ekly Summary Report↕0
Generated by MSC3000 Version 2.01

Location ..... West Mtn Rd N of Tamarack Falls Rd
Location Code 141
County ..... Valley
Recorder Set 09/21/98 14:16
Recording Start ... 09/21/98 16:00
Recording End 10/05/98 12:45
Sample Time ..... 15 Minutes
Operator Number ... 4090
Machine Number 1
Channels ..... 1 through 2
Recorder Mode ..... Volume

WEEKLY TOTAL = 1192
DAY AVE. = 170

Week of September 21, 1998. Channel: 1

End Time	27 unonued	21 hur	22 iatvg.	23 vg.	24	25	26	Wkday	Daily
01:00	2	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	1	0	0
04:00	3	1	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	2	0	0
06:00	1	0	5	4	3	3	1	3	2
07:00	3	4	16	22	11	15	5	14	11
08:00	5	8	4	6	7	4	8	6	6
09:00	6	9	19	18	15	0	3	12	10
10:00	5	13	9	16	14	2	8	11	10
11:00	12	13	12	12	10	11	4	12	11
12:00	11	16	7	17	11	8	16	12	12
13:00	23	13	14	30	26	10	17	19	19
14:00	16	9	19	11	12	4	29	11	14
15:00	18	17	7	16	11	5	16	11	13
16:00	20	14	23	6	13	6	16	12	14
17:00	13	11	5	16	14	5	18	10	12
18:00	14	8	6	11	12	4	19	8	11
19:00	11	4	8	11	6	5	15	7	9
20:00	8	1	3	3	2	2	10	2	4
21:00	11	6	8	9	8	9	10	8	9
22:00	0	1	1	4	3	0	3	2	2
23:00	1	0	1	0	1	1	2	1	1
24:00									
Totals	184	150	167	212	179	96	204	161	170

% Avg Wkday	114.4	93.3	103.9	131.8	111.3	59.7	126.9
% Avg Day	108.1	88.1	98.1	124.5	105.1	56.4	119.8
AM Peak Hr	11:00	12:00	09:00	07:00	09:00	07:00	12:00
AM Count	12	16	19	22	15	15	16
PM Peak Hr	13:00	15:00	16:00	13:00	13:00	13:00	14:00
PM Count	23	17	23	30	26	10	29

1Weekly Summary Report ‡0

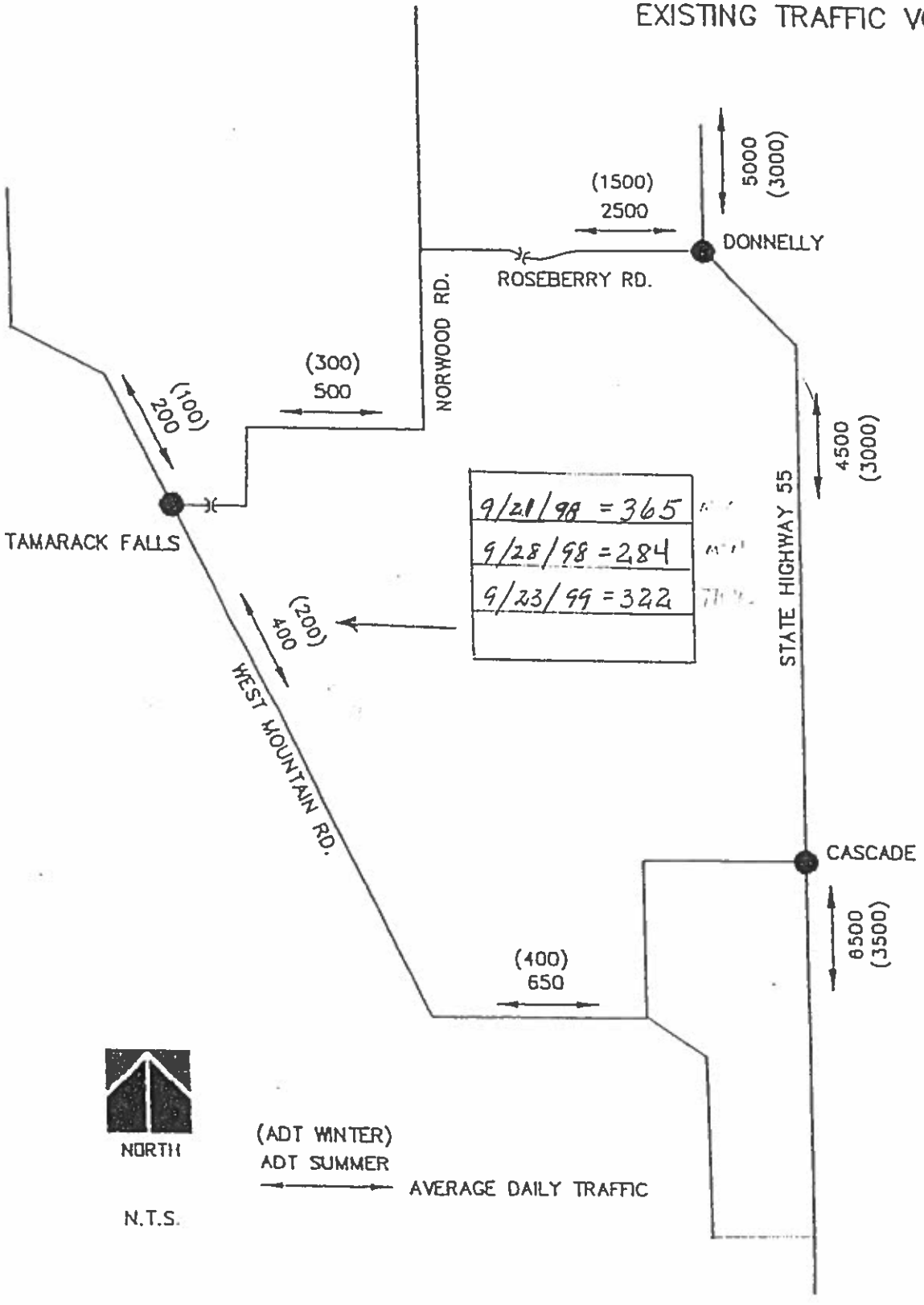
Location ..... West Mtn Rd N of Tamarack Falls Rd
Location Code 141
County ..... Valley
Recorder Set 09/21/98 14:16
Recording Start ... 09/21/98 16:00
Recording End 10/05/98 12:45
Sample Time ..... 15 Minutes
Operator Number ... 4090
Machine Number 1
Channels ..... 1 through 2
Recorder Mode ..... Volume

Week of September 28, 1998. Channel: 1

End Time	4 unonued	28 huriat	29 vg.	30	1	2	3	Wkday vg.	Daily
01:00	20	6	19	21	10	5	22	12	15
02:00	16	10	9	18	16	15	13	14	14
03:00	15	8	9	8	10	15	10	10	11
04:00	11	3	6	5	7	12	11	7	8
05:00	7	5	6	3	1	4	5	4	4
06:00	1	2	1	3	2	0	2	2	2
07:00	1	2	0	0	3	5	2	2	2
08:00	1	0	0	0	1	2	0	1	1
09:00	0	0	0	0	3	0	0	1	0
10:00	0	0	0	0	0	5	0	1	1
11:00	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	1	0	0
13:00	0	0	0	0	0	0	0	0	0
14:00	4	2	3	2	1	2	2	2	2
15:00	21	9	10	10	5	10	7	9	10
16:00	18	0	2	10	3	5	5	4	6
17:00	4	14	15	7	2	9	1	9	7
18:00	4	18	11	7	10	7	5	11	9
19:00	8	11	9	7	8	13	13	10	10
20:00	8	10	9	6	5	15	20	9	10
21:00		10	28	4	4	26	19	14	15
22:00		18	8	16	13	24	20	16	17
23:00		11	12	7	13	15	18	12	13
24:00									
Totals	139	151	165	141	128	204	192	158	168

% Avg Wkday	88.1	95.7	104.6	89.4	81.1	129.3	121.7
% Avg Day	82.7	89.9	98.2	83.9	76.2	121.4	114.3
AM Peak Hr	01:00	02:00	01:00	01:00	02:00	02:00	01:00
AM Count	20	10	19	21	16	15	22
PM Peak Hr	15:00	18:00	21:00	22:00	22:00	21:00	20:00
PM Count	21	18	28	16	13	26	20

FIGURE 2
WESTROCK RESORT
EXISTING TRAFFIC VOLUMES



↕↕ 1ekly Summary Report↕0
Generated by MSC3000 Version 2.01 Copyright 1990-1992 Mitron Systems Corpo

Location ..... West Mtn Rd/Tamarack Falls Rd .35mi S
Location Code 5
County ..... Valley
Recorder Set 09/21/98 14:20
Recording Start ... 09/21/98 16:00
Recording End 10/05/98 12:45
Sample Time ..... 15 Minutes
Operator Number ... 4090
Machine Number 3
Channels ..... 1 through 2
Recorder Mode ..... Volume

2559 = WEEK TOTAL
366 = DAY AVE.

Week of September 21, 1998. Channel: 1

End Time	27 unonued	21 huriat	22 vg.	23	24	25	26	Wkday vg.	Daily
01:00	0	0	0	1	2	0	1	1	1
02:00	5	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	1	0	0
04:00	0	1	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	0	1	1	4	3	0	0	2	1
07:00	7	4	3	1	1	5	2	3	3
08:00	3	11	4	14	15	7	5	10	8
09:00	16	46	35	39	41	12	8	35	28
10:00	26	24	35	24	28	16	33	25	27
11:00	15	41	38	34	38	20	29	34	31
12:00	26	55	46	41	52	15	33	42	38
13:00	26	22	34	41	29	19	27	29	28
14:00	43	48	61	51	52	27	39	48	46
15:00	45	58	41	45	33	15	36	38	39
16:00	34	27	45	46	24	22	31	33	33
17:00	26	13	39	34	14	23	34	25	26
18:00	23	14	15	16	16	15	26	15	18
19:00	12	9	9	9	4	17	19	10	11
20:00	3	9	9	11	8	19	16	11	11
21:00	10	3	10	3	6	11	7	7	7
22:00	4	1	6	8	2	8	4	5	5
23:00	3	1	2	0	1	8	4	2	3
24:00									
Totals	327	389	433	422	369	261	358	375	366

% Avg Wkday	87.2	103.8	115.5	112.6	98.5	69.6	95.5
% Avg Day	89.4	106.4	118.4	115.4	100.9	71.4	97.9
AM Peak Hr	10:00	12:00	12:00	12:00	12:00	11:00	10:00
AM Count	26	55	46	41	52	20	33
PM Peak Hr	15:00	15:00	14:00	14:00	14:00	14:00	14:00
PM Count	45	58	61	51	52	27	39

1Weekly Summary Report ‡0

Location ..... West Mtn Rd/Tamarack Falls Rd .35mi S
Location Code 5
County ..... Valley
Recorder Set 09/21/98 14:20
Recording Start ... 09/21/98 16:00
Recording End 10/05/98 12:45
Sample Time ..... 15 Minutes
Operator Number ... 4090
Machine Number 3
Channels ..... 1 through 2
Recorder Mode ..... Volume

1994 = WEEK TOTAL
284 = DAY AVE.

Week of September 28, 1998. Channel: 1

End Time	4 unonued	28 huriat	29 vg.	30	1	2	3	Wkday vg.	Daily
01:00	29	17	22	16	23	32	41	22	26
02:00	28	11	14	10	13	33	38	16	21
03:00	16	11	14	11	9	24	29	14	16
04:00	16	7	22	18	14	30	20	18	18
05:00	5	7	12	5	4	8	11	7	7
06:00	4	6	1	5	1	8	2	4	4
07:00	2	0	1	0	4	14	7	4	4
08:00	1	0	0	2	0	1	2	1	1
09:00	1	0	0	1	0	4	0	1	1
10:00	0	0	0	0	0	0	1	0	0
11:00	0	0	0	1	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0
14:00	4	5	1	3	1	0	0	2	2
15:00	9	1	2	5	4	10	4	4	5
16:00	13	8	5	7	2	6	3	6	6
17:00	8	15	14	13	13	6	3	12	10
18:00	22	19	13	18	8	16	35	15	19
19:00	15	21	13	14	31	40	26	24	23
20:00	15	15	22	14	28	51	27	26	25
21:00		26	31	15	26	54	26	30	30
22:00		27	24	15	29	53	38	30	31
23:00		23	11	18	42	27	35	24	26
24:00									
Totals	188	245	246	208	267	461	379	285	301

% Avg Wkday	65.9	85.8	86.2	72.9	93.6	161.5	132.8
% Avg Day	62.5	81.4	81.7	69.1	88.7	153.2	125.9
AM Peak Hr	01:00	01:00	01:00	04:00	01:00	02:00	01:00
AM Count	29	17	22	18	23	33	41
PM Peak Hr	18:00	22:00	21:00	18:00	23:00	21:00	22:00
PM Count	22	27	31	18	42	54	38

1ekly Summary Report:0
Generated by MSC3000 Version 2.01 Copyright 1990-1992 Mitron Systems Corpo

Location ..... West Mtn Rd/Tamarack Falls Rd .35mi S
Location Code 5
County ..... Valley
Recorder Set 09/23/99 11:38
Recording Start ... 09/23/99 16:00
Recording End 10/04/99 10:30
Sample Time ..... 15 Minutes
Operator Number ... 4090
Machine Number 3
Channels ..... 1 through 2
Recorder Mode ..... Volume

2255= WEEK TOTAL
322= DAY AVE.

Week of September 23, 1999. Channel: 1

End Time	26 unonued	27 huriat	28 vg.	29 vg.	23	24	25	Wkday	Daily
01:00	0	0	1	0	0	2	9	1	2
02:00	0	0	0	1	0	0	2	0	0
03:00	0	0	0	0	0	0	2	0	0
04:00	0	2	0	0	0	0	0	0	0
05:00	0	2	0	0	0	1	0	1	0
06:00	0	2	3	1	3	2	2	2	2
07:00	3	4	2	1	3	2	11	2	4
08:00	10	3	12	13	6	4	5	8	8
09:00	20	29	16	11	5	10	9	14	14
10:00	31	24	8	9	12	15	33	14	19
11:00	31	21	25	17	19	19	21	20	22
12:00	43	36	19	21	11	33	53	24	31
13:00	38	25	20	26	27	23	37	24	28
14:00	53	35	14	35	15	25	50	25	32
15:00	47	48	17	22	25	22	36	27	31
16:00	40	30	19	25	18	17	33	22	26
17:00	21	23	21	20	40	24	40	26	27
18:00	21	13	10	13	19	17	39	14	19
19:00	17	16	12	19	18	23	31	18	19
20:00	6	6	6	14	16	30	27	14	15
21:00	9	8	2	10	12	25	19	11	12
22:00	2	5	1	2	14	17	7	8	7
23:00	0	0	2	1	3	6	3	2	2
24:00									
Totals	392	332	211	264	266	319	471	278	322

% Avg Wkday	140.8	119.3	75.8	94.8	95.5	114.6	169.2
% Avg Day	121.7	103.1	65.5	82.0	82.6	99.0	146.2
AM Peak Hr	12:00	12:00	11:00	12:00	11:00	12:00	12:00
AM Count	43	36	25	21	19	33	53
PM Peak Hr	14:00	15:00	17:00	14:00	17:00	20:00	14:00
PM Count	53	48	21	35	40	30	50

APPENDIX F

Average Monthly Traffic Count Data from Count Stations on SH 55

IDAHO TRANSPORTATION DEPARTMENT
TRANSPORTATION PLANNING DIVISION

AUTOMATIC COUNTER VOLUMES BY MONTHS
AVERAGE 24-HOUR TRAFFIC BY MONTHS

COUNTER NUMBER 43

COUNTER LOCATION
SH-55 3.2 MILES SOUTH OF DONNELLY

YEAR	JAN.	FEB.	MAR.	APR.	MAY	JUN.	JUL.	AUG.	SEP.	OCT.	NOV.	DEC.	24-HOUR ANNUAL VERAGE
1990	1551	1471	1673	1911	2602	3190	4208	3919	3204	2490	1925	1578	2484
1991	1456	2275	1737	1798	2500	3315	4568	4248	3441	2774	2030	2005	2683
1992	1808	2417	2057	2163	3232	3697	4626	4579	3378	3079	2273	1690	2928
1993	1711	2055	1918	2110	3117	3632	4843	4245	3583	3030	2412	2037	2898
1994	2169	1936	2080	2288	3269	3678	4495	3940	3347	2987	2072	1947	2858
1995	1812	2479	2095	2266	3388	3922	5044	4639	3782	3168	2473	2073	3095
1996	1932	2325	2120	2352	2924	3815	4847	4740	3590	3186	2301	1819	2996
1997	1311	2475	2050	2146	2978	3692	4572	4555	3500	3127	2459	2043	2909
1998	1971	2426	2097	2209	2820	3652	5044	4710	3775	3056	2427	2083	3023
1999	2081	1980	2036	2126	2729	3810	5121	4716	3717	3149	2552	2048	3005
2000	2045	2374	2150	2340	3141	3945	5047	4729	3608	3127	2374	2063	3079
2001	2149	2282	2081	2267									

Source: ITD Home Page/Planning Data / Highway Data / Automatic Traffic Counter Data

Max	2081	2426	2150	2340	3141	3945	5121	4729	3775	3149	2552	2083	3079
1999	2081	1980	2036	2126	2729	3810	5121	4716	3717	3149	2552	2048	3005
Percent	1.00	0.82	0.95	0.91	0.87	0.97	1.00	1.00	0.98	1.00	1.00	0.98	0.98
	1868	2316	2091				*4926*	*4690*				2011	3002

1996-2000 **Summer Peak** *1.60*

Winter Peak 0.69

APPENDIX G

Average ADT for 1999 for Multiple Segments of SH 55

Independent Assessment of WestRock Lake Cascade Resort
CH2M HILL - July 25, 2001

State Highway 55 Average Daily Traffic (1999)

End Segment Milepost	1999 ADT	Seasonal Volumes	
		Summer (1.6)	Winter (0.7)
139.7	4,500	7,200	3,200
138.0	4,700	7,500	3,300
137.3	3,500	5,600	2,500
130.8	3,200	5,100	2,200
130.3	3,000	4,800	2,100
121.5	2,650	4,200	1,900
115.9	3,000	4,800	2,100
121.5	2,650	4,200	1,900
115.9	3,900	6,200	2,700
100.0	2,600	4,200	1,800

Source: ITD Home Page / Planning Data / Software / Grail - display of 1999 ADT's by segment.
Seasonal Factors calculated based on information in Appendix F.