

## **START Board Regular Meeting**

**April 11, 2024**  
**3:30 PM - 5:00 PM**

### **I. Zoom Information**

- A. <https://us02web.zoom.us/j/81522746953?pwd=NGkvZWFSU9vakJHR1RrUlozRCtEdz09>
- B. Webinar ID: 815 2274 6953/ Passcode: 83001
- C. The START Board reserves the right to close Public Comment via Zoom at any time. In-person comment will continue to be taken and written comments can always be submitted to the START Board by emailing: [info@startbus.com](mailto:info@startbus.com)

### **II. OPENING (3:30-3:35)**

- A. Call to Order
- B. Swearing In of New Board Members
- C. Roll Call

### **III. PUBLIC COMMENT – any items not on today's agenda. (3:35-3:40)**

- A. This section is reserved for comments on items that are not otherwise included in this agenda. Public comment is limited to 3 minutes. As a general practice, the Board will not hold discussion or debate these items. Nor will they make decisions on items presented during this time, but rather refer to staff for follow-up. If you would like to speak to the Board during the meeting, please address them during this open public comment, when public comment is called on a specific agenda item, or send an email to [info@startbus.com](mailto:info@startbus.com)

### **IV. CONSENT AGENDA (3:40-3:45)**

- A. Approval of Minutes
  - 1. February 22, 2024 Regular Meeting Minutes
- B. Approval of Grant Submittals

### **V. DISCUSSION ITEMS AND/OR ACTION ITEMS (3:45-4:30)**

- A. DISCUSSION
  - 1. FY25 Budget Update
  - 2. WYDOT WY22 Corridor Project Public Meeting from 2/22/24
  - 3. START Bus February & March 2024 Financial Report – Bruce Abel
  - 4. START Bus February & March 2024 Ridership Report – Bruce Abel
  - 5. START On-Demand
    - i. East Jackson Ridership February and March 2024 – Bruce Abel
  - 6. Airport Shuttle Pilot Update – Bruce Abel
  - 7. Key Performance Indicators – First Quarter – Jason Pitts
  - 8. Spring Service Update (April 15, 2024 – May 24, 2024) – Jason Pitts
  - 9. Proterra Update – Bruce Abel
  - 10. Correspondence Received Regarding Requested Service Changes

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- i. Ski & Snowboard Club Request
- ii. Service to the Teton County Library

**VI. MATTERS FROM THE BOARD (4:30 - 5:00)**

- A. Town Liaison Report – Arne Jorgensen
- B. County Report – Wes Gardner
- C. Teton Valley Liaison Report – Doug Self
- D. Star Valley Liaison Report - Vacant
- E. Matters from Board Members
  - 1. Backcountry Alliance Teton Pass Shuttle Pilot Project – Jared Smith

**VII. EXECUTIVE SESSION**

**VIII. ADJOURNMENT**

**IX. TIME AND PLACE FOR NEXT MEETING**

- A. Thursday, May 23, 2024, 3:30-5:30PM, Hybrid - County Chambers/Zoom  
Please click the link below to join the webinar:  
<https://us02web.zoom.us/j/81522746953?pwd=NGkvZWFSU9vakJHR1RrUlozRCtEdz09>  
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## START Board Regular Monthly Meeting Minutes

February 22, 2024

3:30 PM – 5:30 PM

Hybrid – Teton County Commissioners Chambers & Zoom

### I. ZOOM INFORMATION

- A. <https://us02web.zoom.us/j/81522746953?pwd=NGkvZWFSU9vakJHR1RrUlozRCtEdz09>
- B. Webinar ID: 815 2274 6953 / Passcode: 83001
- C. The START Board reserves the right to close Public Comment via Zoom at any time. In-person comment will continue to be taken and written comments can always be submitted to the START Board by emailing: info@startbus.com

### II. OPENING (3:30-3:35)

- A. Call to Order
- B. Roll Call
  - **START Board:** Ty Hoath – In-person (Chair), LizAnn Eisen – In-person (Vice-Chair & Treasurer), Meghan Quinn – In-person (Secretary), Kristin Unruh – Virtual, Jared Smith – In-Person
  - **Liaisons:** Arne Jorgensen – Virtual (Town Liaison), Wes Gardner – In-Person (Teton County Liaison), Doug Self – Virtual (Teton Valley, ID Liaison)
  - **Staff:** Bruce Abel – In-person (START Director), Jason Pitts – In-person (START Ops Manager), Hanna Sjoberg Bonar – In-person (START Service Planning, Marketing, and Grants Coordinator), Ann McClure – In-person (START Admin Assistant)
- C. Approval of Minutes:
  - Motion made by LizAnn Eisen, seconded by Meghan Quinn, to approve the December 21, 2023 Regular Meeting Minutes as written. START Board agrees unanimously. Motion carries.
  - Motion made by Jared Smith, seconded by LizAnn Eisen, to approve the January 25, 2024 Annual Strategic Planning Minutes as written. START Board agrees unanimously. Motion carries.
  - Motion made by Megan Quinn, seconded by LizAnn Eisen, to approve the February 8, 2024 Regular Meeting Minutes as written. START Board agrees unanimously. Motion carries.

### III. PUBLIC COMMENT – any items not on today's agenda. (3:35-3:40)

This section is reserved for comments on items that are not otherwise included in this agenda. Public comment is limited to 3 minutes. As a general practice, the Board will not hold discussion or debate these items. Nor will they make decisions on items presented during this time, but rather refer to staff for follow-up. If you would like to speak to the Board during the meeting, please address them during this open public comment, when public comment is called on a specific agenda item, or send an email to [info@startbus.com](mailto:info@startbus.com)

Laura Paul, Academic and Communications Director of Jackson Hole Ski & Snowboard Club—Previously requested to add a stop at Snow King to help student athletes get to practice. This is something they believe would benefit the entire town. Requesting 1-seat, Single Bus route with stops at Jackson Hole High School, Jackson Hole Community School, and Jackson Hole Middle School through to Snow King & Willow. Club is located in Snow King Event Building, which is a town owned building that hosts many events. There is currently no a 1-seat bus from South end of Town to East end of Town, as there was back in 2020. Looking at the map, one easy solution would be to extend Town Shuttle from Miller Park. It would diversify and increase the age range of ridership and overall ridership.

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In our sport 20% of athletes are on scholarship, which means one or both parents work. The Club is a healthy activity. Extending the bus line would keep students in school longer and increase instruction time, which will make a difference to learning.

Some athletes have used START On-Demand from Miller Park. Extending TS would reduce demand on SOD. Doesn't have firm ridership numbers, but knows students carpool and use other methods of transportation. Presented 78 letters of support from Ski & Snowboard Club members, supporters, and coaches to Chair Hoath. Letters support request for service.

Hoath—thank you for your engagement with START and this information.

#### IV. CONSENT AGENDA (3:40-3:45)

A.

#### V. DISCUSSION ITEMS AND/OR ACTION ITEMS (3:45-4:45)

##### A. DISCUSSION:

1. FY25 Budget Update – Bruce Abel
  - a. Reviewed memo with changes to line items
  - b. Reviewed changes to Capital Plan—included funds for over-the-road coach for commuter routes.
  - c. Revenue flatline from this year. Revenue projections from partners on Mountain are essentially flatlined from this year.
  - d. Reviewed proposed Service Plan.
  - e. Reviewed funds for Professional Services.—Estimates were based on feedback from consultants. Intend to apply for a Planning Grant from WYDOT to help with this expense. \$120,000 is light for our Route Plan. Current Route Plan is from 2019. It will be a yearlong process to analyze current routes and update.
    - i. Also discussing with Charlotte Frei, Regional Transportation Coordinator, about coordinating efforts for customer surveys.
  - f. Budget was submitted to Town by the February 16 deadline.
  - g. Yesterday spoke with representatives from Idaho Transit Department. Discussed grant applications for Idaho service—Grand Targhee and Commuter. Score of 81 out of 100 for commuter and 78 of 100 for GTR. ITD asked for some supplemental information due tomorrow. Working on those items.
  - h. Wyoming grant applications open on March 1 and due April 15.
    - i. TVA Correspondence
      1. Quinn—asked who should respond? Town responsible for responding since it is a Town contract
      2. Smith—it seems like something the Board Finance Committee should be actively engaged in. There was concern about START's inability to deliver service and TVA ramping up their own shuttle. Is this an incremental amount or all service? Abel—understanding for all Stilson Express shuttle. The County is the entity directly charged with enforcement of land use from which this all flows. We are seeking guidance from Town and County. Smith—regardless of technicality we should be involved. We run risk of entering next Winter Service without a cost sharing agreement.
      3. Colasuonno—2 tracks going on, neither involves Board.
        - a. 1<sup>st</sup> formal request to County to interpret their Master Plan.
        - b. 2<sup>nd</sup> contracting parties will address this request between Town and TVA.
        - c. That plays into the budget, but nothing else. In July 2023 it was specifically requested that START Board be involved, and the Town Elected Leaders said

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“no”. START Board is not involved in multiyear contracts. JPA was amended to address.

4. Quinn—asked why the Board was involved last time. Colasuonno—not sure why that happened. But it is now clear that START Board only enters into 1-year contracts.
5. Smith—what assurance to we have there is a path forward? Colasuonno - no guarantee there is a path forward. Parties will do the best they can to work it out, but that doesn't mean there is role for the START Board.
6. Hoath—this discussion is not on the agenda we shared with the public. We should table this discussion for the future.
7. Abel—we have submitted it [TVA contribution] as part of our budget process. Revenue is flatline from this year.
8. Hoath—to summarize: there is a request in the letter that will affect our budget, but we have to wait to hear from the other parties.
- ii. Hoath—asked about Operating Plan and impact of adding a Snow King stop (Ski & Snowboard Club request). What would be frequency and variance between winter and summer. Abel—offhand response is that it would result in about a 25% increase in running time. Therefore, reduced frequency. Hoath—it could be included in Route Plan update? Abel—yes, explicitly presented.

2. Joint Funding Task Force Update – Bruce Abel
  - i. Town and County have been meeting about jointly funded departments. There will be no changes at this time.
3. START Bus December 2023 & January 2024 Financial Report – Bruce Abel
  - i. Nothing exciting in either
  - ii. We did get very explicit in the FY25 budget request to cover ExtraBoard, Paid Time Off, and Training. We have been funding those indirectly.
4. START Bus December 2023 & January 2024 Ridership Report – Bruce Abel
  - i. Ridership is on correct trajectory—going up!
  - ii. In 2023 Town Shuttle was largest fixed route increase (up 20%). Largest overall ridership increase was On-Demand up 30%.
  - iii. Last Winter the Village ridership decreased, but this year we are showing an increase in Village Ridership of 22%. Our service performance this year is doing very well because we have vehicles and people available. We have been running extra service if buses are full because we have the drivers to do so periodically.
5. START On-Demand
  - i. East Jackson Ridership December 2023 & January 2024 – Bruce Abel
    1. Change in numbers because had been capturing vehicle trips instead of passenger trips. That has been corrected in the report.
    2. No issue with invoices because they are based on Service Hours.
    3. On-Demand service is well above industry standard
    4. Quinn--asked why wheelchair rides jumped so high. Abel—service is being more utilized and accepted. We might also see a jump when the Special Olympics are in town.
    5. Average wait time crept up to 14 minutes. In line with RFP [contract] requirements. This service replaced a shuttle that was on 15-minute increments. Comparable to fixed-route service.

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6. Hoath—What is the threshold for extra on-demand service? Abel—no threshold. We have regular calls with local and national team for provider about pain-points and what is working well.
6. Airport Pilot Service Update – Brian Laverty, Mead & Hunt
  - i. Cutoff date for report is the 11<sup>th</sup>, we are halfway through the service. We have received 400 survey responses. His team was in town Feb 5-8 for a site visit. Interviewed divers and operations staff.
  - ii. Reviewed slides
  - iii. Average Riders per trip mirrors very closely flight times and parking transactions
  - iv. Smith—Are there other similar shuttle programs that were done in partnership with airports? Brian—there are similar airports where local transit already had service to airport. About a year and a half ago did a multimodal survey for Picken County in Aspen, they have service to airport for a long time. Cannot think of a shuttle service that has been implemented in a similar way, especially with the funding partnership with the airport. Not aware of any joint funding.
  - v. Hoath—with information presented, specifically in terms of driving ridership, any recommendations for marketing changes? Brian—I think there have been slight pivots already. Airport changed signage in last few weeks. Airport and START Staff have been working on advertising around Spring Break. But that is out of his scope. But it seems to him the awareness among local residents is very high because it has received a lot of coverage. Need to increase awareness among visitors.
  - vi. Hoath—there are many markers for success, but it sounds like we can make it more efficient? Abel—a few points. Season long average 70 riders a day. Next round of ads will target locals leaving on Spring Break. Larger point, article in yesterday's paper. We are doing "OK". We wanted ridership 115 to 120 over the period. We're at 70 and rising, but not going to meet that marker. We are doing better for Farebox Recovery. Tried to find fare rate high enough to produce revenue, and low enough to incentivize use. We are asking to include it in budget for next winter because we might see more ridership. Pleased with trajectory. RE: Jared's question, this is the only case we know of where an airport has been allowed to use funds in this way. Looking into being able to charge overhead. But we need to remember that the ongoing use of airport funds to finance shuttle has not been approved.
  - vii. Smith—round numbers, asked about cost per passenger. Abel—in Mead & Hunt slides, \$13.88 net cost/rider.
7. Proterra Update – Bruce Abel
  - i. Sale of Proterra approved by bankruptcy court. We need to ensure we have support for our batteries.
8. Winter Service Update (November 24, 2023 – April 14, 2024) – Jason Pitts
  - i. Everything is going great! We are solid B. We have room to grow, and lessons learned to implement later.
  - ii. It is nice to have a healthy ExtraBoard pool. We were able to utilize XB and staff that was off duty to help put extra buses on the road yesterday during the bad traffic congestion on WY390 & WY22.
  - iii. We are continuing conversations to retain seasonal drivers. 4 or 5 are interested and we are looking for housing for them for the summer
  - iv. Operations is still working with Homeland Security. Put together list of who would attend tabletop exercise as active participant and observers. Visiting March 12. Then Tabletop

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will be May 8 at Teton County Library. Expecting 50 people from community to attend. Homeland Security will put together 3 scenarios for us to work through.

- v. He is excited because it will identify weaknesses to address, some we might know and some we might not know. Will help inform training.
- vi. Abel—being headed up by Rich Oachs in [Teton County] Emergency Response. May 8 will be a full day exercise. Board Members can attend in observer role. Goal is for [inter-agency] staff to learn how to work together. Prevention, Response, and Recovery.
  - 1. In Denver if there is a backpack on the bus you pullover and call the police. In Jackson a backpack is on the bus three times a day and usually ski boots. They will tailor the exercise to our community and our needs.
  - 2. Pitts—this is part of Getting Our House In Order. Hopes to not need this training, but it will be good to be prepared.
  - 3. Hoath—recruiting for summer? Pitts—focusing on retaining current staff. Abel—issue is finding housing.
- vii. Smith—can Board thank seasonal staff? All his interactions have been great. Pitts—we are having an end of year banquet on April 14.
- viii. Quinn—can we do any small bonus for people coming in on-the-fly like yesterday? Pitts—it is not something we have thought about. The two supervisors on staff yesterday did a great job. Yesterday was a mess. Not our mess, but it affected us. We did an “A” job yesterday.
  - 1. Abel—got a call from a pre-school teacher. Trip out was fine, but trip back was challenging. The dispatcher on duty did a great job getting a bus out to Stilson quickly to pick them up.
  - 2. Hoath—there is a lot going on. The Board members should try to attend End of Season event.

9. Technology Update – Bruce Abel

- i. Installation of hardware associated with fare program is wrapping up. Very pleased with how it is progressing. Continuing rollout of electronic fare system. Smartphone fares has been in place since November. Now working on SmartCard phase. SmartCard allows us to partner with local entities for their fare media.
- ii. We are working with JHMR to see if we can integrate their existing RFID employee card technology with our technology. It will allow more accuracy.
  - 1. Objective to have it set up by Fall for next Winter
  - 2. Third phase is Account Based Ticket, which allows individuals to put funds into their own account.
- iii. Smith—asked about questions in app for travel planning. Frustrating because not real-time. App senses where you are and want to go, but it doesn't show ALL the options or where ALL the buses are. Can only see the one option it is recommending. Are we getting feedback about it? Abel—one issue was you were standing at the Village, the bus was late and it wasn't showing it as an option. He thinks it is systemic. If a 5:10 bus is late the app won't show it.
- iv. Hanna—you were using the trip planning feature? That feature accounts for walking time.
- v. Abel—we need to dig into it. See if it is systemic or not. Smith—it should be Real Time information, not Scheduled information.

10. START Board Recruitment Update – Bruce Abel

- i. Hoath—harder to recruit for START Board than for bus drivers.
- ii. Abel—applications closed March 3. County is anticipating a JIM in late March. 2 open seats. We have received 1 application and are continuing to advertise.

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iii. Smtih—applicant is in the room. We need to behave ourselves.

11. .

## VI. MATTERS FROM THE BOARD (4:45)

### A. Board Committees Discussion – Board Members

1. Smith—we don't have any subcommittees. Marketing and Outreach had trouble finding time to meet. It disbanded. Still thinks the Board should discuss role for a committee. Is there a body of work that would justify having a committee? Concern is without interest from Board topics might get overlooked.

1. Discuss in April when more board members are seated

2. Nelson report summary in packet. Requested at Strategic Planning Meeting. It was 80 pages. We summarized it.

### B. Town Liaison Report – Arne Jorgensen

1. RE Joint Funding Task Force—I don't anticipate seeing a change in how we split costs with county (percentage) but won't be surprised if we run into some issues and how much we will be funding. The Town is going to be having some difficult discussions. The overall agreed to percentage won't change, but there might be individual line item discussions.

### C. County Report – Wes Gardner

1. One positive for everyone that came out of JFT, in the past we've done your [START] budget separately twice—County and Town—issues with different needs. This time we're doing everything together. Discussions will all be in joint sessions. It is going to be an interesting budget year. Town and County are both facing challenges. County also told directors to keep things flat. There won't be delays bouncing things back and forth.

2. TVA Stilson—He has questions. The Village is saying this is what it costs to run the Stilson line, take that out of our contribution. At what point is START ready to pick that line back up? This year START is running many schedules through Stilson. At what point should we just run it all day? We are paying for it one way or another.

1. Hoath—maybe the question is to include that in the Route Plan?

i. Smith—It was part of the Route Plan, but we decided not to run it with the condition that they would run a service. It was interim decision.

2. Gardner—their letter is a signal to pull that Band-Aid off and replace the route. It would boost ridership. He is encouraging County to work with our partners.

3. We did a Route Plan recently. When should we do a new one? Did we make mistakes in last one?

1. Abel—if we don't hit 1 million riders this year, I'll be very disappointed.

2. Transit Design Plan (TDP) is typically done every 5 years. We have it budgeted for \$120,000, but we're looking for a grant to supplement.

3. Gardner—will be supporting Fare Review for \$20,000.

4. Gardner asked about funds being carried over in budget and if there is risk to federal funds?

Abel—yes, there are deadlines to spend. But we've already asked for changes to one. Other two items in carryover are ADA and Supervisors vehicles. We made applications last year. WYDOT has approved them in the database, but have not given us formal approval yet. Probably won't act until June 30

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5. Gardner—Teton Village ridership—good job. TVA implemented more stringent parking requirements. There are multiple levers working to push people into different transportation decisions.
6. Gardner—Airport Shuttle data. Asked about getting a smaller bus for some runs rather than using big buses all the time. —maybe include it in the Route Plan update
7. Asked about total cost for airport (appox \$190,000 for operations). When you look at \$7.50 [assumed average fare] vs \$9.55 [actual average fare from Mead & Hunt presentation] and you see the dramatic effect that “profit” has on the overall revenue it is \$2.05. We will overtake our goals in revenue despite not getting there with passengers. What if we raised the ticket price to \$12 or \$15 to make it more sustainable? It is something we should signal. As Town and County have faced budget shortfalls these things are being discussed. Is there a way we can increase cost recovery? There are competing interests here. He fully supports the Fare Review. He does not believe in Fare Free. He believes in Fare Free to rider through employer funded pass program. Please include it in the Fare Review, it has never seen professional eyes. It is an opportunity to increase ridership and revenue. Smith—working with employers is a great way to increase revenue. Gardner—should be marketing commuter service to local employers.
8. Smith—Arne & Wes, anything Board needs to communicate to Town and County about Master Plan and how it effects negotiations?
  1. Gardner—formal ask is really important as soon as possible. And he'll bring it up on Monday as a commissioner. Smith suggested bringing in Susan Johnson, who wrote opinion back in 2017. And does Arne and the Town know they are the negotiators? Jorgensen—relying on Bruce and Staff to manage it. Abel—has had conversations with people. Deadline to withdraw is March 15. Will make decision on March 16 for course of action.

D. Teton Valley Liaison Report – Doug Self

1. Dropped off

E. Star Valley Liaison Report - Vacant

F. Matters from Board Members

## VII. EXECUTIVE SESSION

## VIII. ADJOURNMENT 5:32 pm

- A. Motion to adjourn the meeting made by LizAnn Eisner, seconded by Megan Quinn. Board voted unanimously. Meeting adjourned at 5:45 pm.

## TIME AND PLACE FOR NEXT MEETING.

Thursday, March 21, 2024, 3:30-5:30PM, Hybrid - County Chambers/Zoom

NB: The March meeting is a week early due to the budget cycle

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/81522746953?pwd=NGkvZWFSU9vakJHR1RrUlozRCtEdz09>

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Webinar ID: 815 2274 6953 / Passcode: 83001

Ann McClure Date  
START Administrative Assistant (Minutes Editor)

The undersigned duly qualified and acting secretary of the Southern Teton Area Rapid Transit Board certifies that the foregoing is a true and correct copy of the minutes approved at a legally convened meeting of the Southern Teton Area Rapid Transit Board.

Meghan Quinn, Secretary

Date

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<b>Meeting Date:</b>	April 11, 2024	<b>Meeting Title:</b>	Special Board meeting
<b>Submitting Department:</b>	START	<b>Presenter:</b>	Bruce Abel, Director
<b>Agenda Item:</b>	Authorization to Submit Grant Application	<b>Public Comment:</b>	Yes

**Purpose & Policy Considerations.**

The purpose of this item is to request START Board consideration to authorize the submittal of a grant application to Wyoming Department of Transportation (WYDOT) for FTA/WYDOT Section 5311 funding to support START operating, administrative and maintenance expenses in FY 25.

**Requested Action.**

Authorize the START Board Chair and/or START Transit Director to execute an Authorizing Resolution for the filing of a FY 25 FTA/WYDOT Section 5311 grant application with WYDOT.

**Recommendation.**

START staff and the START Finance/Executive Committee recommend executing the Authorizing Resolution.

**Background**

The U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration (FTA) to support operating, project administration and maintenance assistance projects for non-urbanized area public transportation systems under Section 5311 of the Bipartisan Infrastructure Law (BIL), Public Law # 117-58, November 15, 2021 as amended. The Wyoming Department of Transportation (WYDOT) has been designated by the Governor to administer the Section 5311 program for the State of Wyoming.

The State of Wyoming, through WYDOT, requires that an agency submit an Authorizing Resolution executed by the agency Board of Directors as part of any application for Section 5311 financial assistance. In prior years, the START Board of Directors authorized the Transit Director to sign the Authorizing Resolution. WYDOT has recently indicated that an agency Director may only sign the Authorizing Resolution if the agency does not have a governing board.

**Financial Impact**

START is requesting up to \$6,412,284 in FTA/WYDOT Section 5311 operating, administrative and maintenance financial assistance to support the provision of transit service in FY 25.

**Suggested Motion**

*I move to authorize the START Board Chair and/or Transit Director to execute and file an application with the Wyoming Department of Transportation to aid the financing of operating, project administration and maintenance assistance for projects pursuant to Section 5311 of the Bipartisan Infrastructure Law (BIL), Public Law No. 117-58, November 15, 2021, as amended.*

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Prepared by

Bruce Abel, Transit Director

## Authorizing Resolution

This resolution authorizes the filing of an application for a grant authorized by 49 U.S.C Chapter 53; Title 23, U.S.C. Section 5311, as amended by The Bipartisan Infrastructure Law (BIL), Public Law No. 117-58, November 15, 2021, and other authorizing legislation to be enacted,

WHEREAS, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration (FTA) to support operating, project administration and maintenance assistance projects for non-urbanized area public transportation systems under Section 5311 of The Bipartisan Infrastructure Law (BIL), Public Law No. 117-58, November 15, 2021, as amended; and

WHEREAS, the Wyoming Department of Transportation has been designated by the Governor to administer Section 5311; and

WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant, including provisions for the applicant to provide the local share of project costs;

THEREFORE, BE IT RESOLVED on behalf of the ~~Southern Teton Area Rapid Transit (START)~~ that ~~Ty Hoath, Board Chair and/or Bruce Abel, Transit Director~~ are authorized to execute and file an application with the Wyoming Department of Transportation to aid the financing of operating, project administration and maintenance assistance for projects pursuant to Section 5311 of The Bipartisan Infrastructure Law (BIL), Public Law No. 117-58, November 15, 2021, as amended;

That ~~Bruce Abel, Transit Director~~ is authorized to furnish such additional information as the Wyoming Department of Transportation may require in connection with the application of the project.

The undersigned duly qualified and acting ~~Board Chair~~ of **Southern Teton Area Rapid Transit (START)** certifies that the foregoing is a true and correct statement.

[Redacted]

(Date)

[Redacted]

(Signature of Board Member\*)

[Redacted]

Board Chair \_\_\_\_\_  
(Title of Board Member)

**\*NOTE** – The agency Director may sign the Authorizing Resolution but **ONLY** if your agency does not have a governing board.

<b>Meeting Date:</b>	April 11, 2024	<b>Meeting Title:</b>	Special Board meeting
<b>Submitting Department:</b>	START	<b>Presenter:</b>	Bruce Abel, Director
<b>Agenda Item:</b>	Authorization to Submit Grant Application	<b>Public Comment:</b>	Yes

**Purpose & Policy Considerations.**

The purpose of this item is to request START Board consideration to authorize the submittal of a grant application to Wyoming Department of Transportation (WYDOT) for FTA/WYDOT Section 5339 funding to support START capital expenses in FY 25.

**Requested Action.**

Authorize the START Board Chair and/or START Transit Director to execute an Authorizing Resolution for the filing of a FY 25 FTA/WYDOT Section 5339 grant application with WYDOT.

**Recommendation.**

START staff and the START Finance/Executive Committee recommend executing the Authorizing Resolution.

**Background**

The U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration (FTA) to support capital assistance projects for non-urbanized area public transportation systems under Section 5339 of the Bipartisan Infrastructure Law (BIL), Public Law # 117-58, November 15, 2021 as amended. The Wyoming Department of Transportation (WYDOT) has been designated by the Governor to administer the Section 5339 program for the State of Wyoming.

The State of Wyoming, through WYDOT, requires that an agency submit an Authorizing Resolution executed by the agency Board of Directors as part of any application for Section 5339 financial assistance. In prior years, the START Board of Directors authorized the Transit Director to sign the Authorizing Resolution. WYDOT recently indicated a desire for Board authorization.

**Financial Impact**

START is requesting up to \$1,609,000 in FTA/WYDOT Section 5339 capital financial assistance to support the acquisition of two (2) over-the-road transit coaches and bus stop improvements, including the provision of bear-proof trash cans at bus shelters in FY 25.

**Suggested Motion**

*I move to authorize the START Board Chair and/or Transit Director to execute and file an application with the Wyoming Department of Transportation to aid the financing of capital projects pursuant to Section 5339 of the Bipartisan Infrastructure Law (BIL), Public Law No, 117-58, November 15, 2021, as amended.*

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Prepared by

Bruce Abel, Transit Director





## Authorizing Resolution

This resolution authorizes the filing of an application for a grant authorized by 49 U.S.C Chapter 53; Title 23, U.S.C. Sections 5310 and/or 5339, as amended by The Bipartisan Infrastructure Law (BIL), Public Law No. 117-58, November 15, 2021, and other authorizing legislation to be enacted,

WHEREAS, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration (FTA) to support capital assistance projects for non-urbanized area public transportation systems under Sections 5310 and/or 5339 of The Bipartisan Infrastructure Law (BIL), Public Law No. 117-58, November 15, 2021, as amended; and

WHEREAS, the Wyoming Department of Transportation has been designated by the Governor to administer Sections 5310 and 5339; and

WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant, including provisions for the applicant to provide the local share of project costs;

THEREFORE, BE IT RESOLVED on behalf of the |Southern Teton Area Rapid Transit (START) | that | \_\_Ty Hoath, Board Chair and/or Bruce Abel, Transit Director | is authorized to execute and file an application with the Wyoming Department of Transportation to aid the financing of capital assistance for projects pursuant to Sections 5310 and/or 5339 of The Bipartisan Infrastructure Law (BIL), Public Law No. 117-58, November 15, 2021, as amended;

That    Bruce Abel, Transit Director   , is authorized to furnish such additional information as the Wyoming Department of Transportation may require in connection with the application of the project.

The undersigned duly qualified and acting  Board Chair  of  
**Southern Teton Area Rapid Transit (START)** certifies that the foregoing is a true and correct  
statement.

[ ]

(Date)

(Signature of Board Member\*)

Board Chair \_\_\_\_\_  
(Title of Board Member)

**\*NOTE** – The agency Director may sign the Authorizing Resolution but **ONLY** if your agency does not have a governing board.

<b>Meeting Date:</b>	April 11, 2024	<b>Meeting Title:</b>	Special Board meeting
<b>Submitting Department:</b>	START	<b>Presenter:</b>	Bruce Abel, Director
<b>Agenda Item:</b>	<b>Authorization to Submit Grant Application</b>	<b>Public Comment:</b>	Yes

**Purpose & Policy Considerations.**

The purpose of this item is to request START Board consideration to authorize the submittal of a grant application to Wyoming Department of Transportation (WYDOT) for FTA/WYDOT Section 5305 (e) funding to support START planning expenses in FY 25.

**Requested Action.**

Authorize the START Board Chair and/or START Transit Director to execute an Authorizing Resolution for the filing of a FY 25 FTA/WYDOT Section 5305 (e) grant application with WYDOT.

**Recommendation.**

START staff and the START Finance/Executive Committee recommend executing the Authorizing Resolution.

**Background**

The U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration (FTA) to support planning projects for non-urbanized area public transportation systems under Section 5305 (e) of the Bipartisan Infrastructure Law (BIL), Public Law # 117-58, November 15, 2021 as amended. The Wyoming Department of Transportation (WYDOT) has been designated by the Governor to administer the Section 5305 (e) program for the State of Wyoming.

The State of Wyoming, through WYDOT, requires that an agency submit an Authorizing Resolution executed by the agency Board of Directors as part of any application for Section 5305 (e) financial assistance. In prior years, the START Board of Directors authorized the Transit Director to sign the Authorizing Resolution. WYDOT recently indicated a desire for Board authorization.

**Financial Impact**

START is requesting up to \$200,000 in FY25 FTA/WYDOT Section 5305 (e) planning financial assistance to support the preparation of a five (5) year Transit Development Plan (TDP) to guide the provision and support of START services for the period 2026- 2030.

**Suggested Motion**

*I move to authorize the START Board Chair and/or Transit Director to execute and file an application with the Wyoming Department of Transportation to aid the financing of planning projects pursuant to Section 5305 (e) of the Bipartisan Infrastructure Law (BIL), Public Law No, 117-58, November 15, 2021, as amended.*

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Prepared by

Bruce Abel, Transit Director

## Authorizing Resolution

This resolution authorizes the filing of an application for a grant authorized by 49 U.S.C Chapter 53; Title 23, U.S.C. Section 5305(e) – Planning Programs, as amended by The Bipartisan Infrastructure Law (BIL), Public Law No. 117-58, November 15, 2021, and other authorizing legislation to be enacted,

WHEREAS, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration (FTA) to support Planning Projects for non-urbanized area public transportation systems under Section 5305(e) of The Bipartisan Infrastructure Law (BIL), Public Law No. 117-58, November 15, 2021, as amended; and

WHEREAS, the Wyoming Department of Transportation has been designated by the Governor to administer Section 5305(e); and

WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant, including provisions for the applicant to provide the local share of project costs;

THEREFORE, BE IT RESOLVED on behalf of the Southern Teton Area Rapid Transit (START) that Ty Hoath, Board Chair and/or Bruce Abel, Transit Director is authorized to execute and file an application with the Wyoming Department of Transportation to aid the financing of planning assistance for projects pursuant to Section 5305(e) of The Bipartisan Infrastructure Law (BIL), Public Law No. 117-58, November 15, 2021, as amended;

That    Bruce Abel, Transit Director   , is authorized to furnish such additional information as the Wyoming Department of Transportation may require in connection with the application of the project.

The undersigned duly qualified and acting  Board Chair  of  
**Southern Teton Area Rapid Transit (START)** certifies that the foregoing is a true and correct  
statement.

[ ]

(Date)

(Signature of Board Member\*)

\_\_\_\_\_Board Chair\_\_\_\_\_

**\*NOTE** – The agency Director may sign the Authorizing Resolution but **ONLY** if your agency does not have a governing board.



## Public Notice for Operating Assistance & Capital Assistance

This is to notify all interested parties that **SOUTHERN TETON AREA RAPID TRANSIT (START)** is applying for funding through operating assistance in the total estimated cost of \$10,164,919 (federal and local) and applying for funding through capital assistance in the total estimated cost of \$1,917,500 (federal and local) under the Wyoming Department of Transportation's operating and capital transit grant programs.

The operating/capital assistance grants are funded by the Federal Transit Administration (FTA) and/or State Public Transit funding and is administered by the Wyoming Department of Transportation. These applications include a request for operating and capital expenses associated with providing public transportation within Teton County and Lincoln County in the State of Wyoming.

These applications are on file at 55 Karns Meadow Drive, Jackson, WY 83001.

If requested, a public hearing will be scheduled, along with a notice indicating the location, date, and time of the public hearing.

For additional information and special accommodations please contact:

Bruce Abel, Transit Director Southern Teton Area Rapid Transit (START) 55 Karns Meadow Dr, Jackson, WY 83001 (307) 733-4521 <a href="mailto:info@startbus.com">info@startbus.com</a>	Hanna Sjoberg Bonar, Service Planning, Marketing & Grants Coordinator Southern Teton Area Rapid Transit (START) 55 Karns Meadow Dr, Jackson, WY 83001 (307) 733-4521 <a href="mailto:info@startbus.com">info@startbus.com</a>
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# WYOMING Department of Transportation

Jackson to Wilson

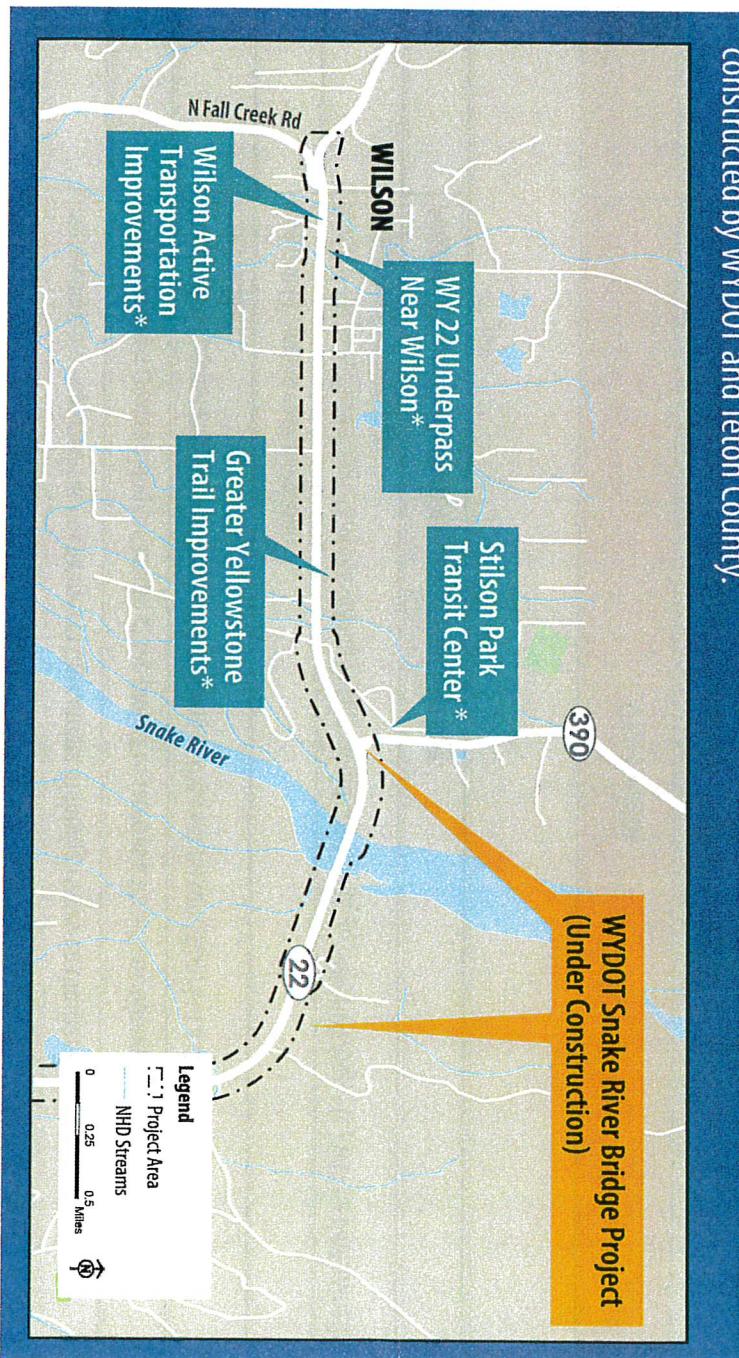
## WY22 Corridor Project

### Project Background:

- In 2014, WYDOT completed a Planning and Environmental Linkages (PEL) study for WY 22, which also included a portion of WY 390. The study included robust stakeholder engagement and established a vision for the future of the WY 22 corridor.
- The WY 22 Corridor project is part of WYDOT's larger plan to implement recommendations from the PEL study.

Originally planned for 2026, WYDOT advanced the WY 22 Corridor NEPA funding to start the project in late 2022.

The WY Corridor Project would complement other ongoing projects being studied and constructed by WYDOT and Teton County.



The highest priority identified in the PEL, the Snake River Bridge replacement, began construction in the spring of 2023.

Learn about the Snake River Bridge at WY 22 Project at: [www.wy22wilsonsr.com/](http://www.wy22wilsonsr.com/) or scan →



## Level 1 Core Concept Alternatives to be Considered

Mainline Configuration Alternative	Description
No Action	Includes general maintenance activities and programmed and funded projects.
2-Lane Low Build (LB)	Intersections are improved but no changes to the number of through lanes on the mainline.
2-Lane Peak Period Shoulder (PPS)	A full shoulder is created along the length of the project to serve as a travel lane during the peak period.
3-Lane	One general purpose lane in each direction (i.e., same as the existing condition) but a center turn/acceleration lane is added.
4-Lane Add General Purpose (GP)	Add one GP lane in each direction.
4-Lane Add Managed Lane (ML)	Add one ML in each direction. How the managed lane would function (e.g., HOV, HOV/bus, etc.) will be determined during Level 2 screening.
5-Lane	Add one GP lane in each direction, and a center turn lane.

Transportation Linkage Alternative	Description
No Action Alternative	Includes general maintenance activities and programmed and funded projects.
Tribal Trail Connection	Extend Tribal Trail Road to WY 22.

# Screening Criteria

*In coordination with the Project Advisory Committee, the Technical Team, and FHWA, WYDOT has developed the following screening criteria to measure the performance of each alternative.*

Category	Level 1 Screening Criteria (Purpose and Need)	Level 2 Screening Criteria
Safety	<ul style="list-style-type: none"> <li>Reducing the potential for crashes, notably related to congestion, turning movements, and wildlife/vehicle collisions (WVCs)</li> <li>Potential to improve multi-modal intersection safety and access</li> <li>Potential to improve reliable access for emergency vehicles</li> <li>Potential to improve transportation network resiliency caused by natural disasters</li> </ul>	<ul style="list-style-type: none"> <li>Potential for crash reduction: quantitative comparison of total and severe crash reductions, using Highway Safety Manual methods.</li> <li>Improves intersection safety: quantitative comparison of conflict points and bicyclist level of stress (at intersections), qualitative discussion of multi-modal movement through the intersection.</li> <li>Provides additional first-response access through corridor and to adjacent areas: qualitative discussion supported by quantitative comparison of the number of access points.</li> <li>Decreases emergency response times between West Bank areas and the town and South Park: quantitative comparison of minutes of travel time savings based on traffic model results and data provided by local emergency management staff.</li> <li>Minimizes natural hazard risk to roadway users: quantitative comparison of cut slope lengths combined with qualitative discussion of how alternative minimizes cut slopes.</li> </ul>
Mobility	<ul style="list-style-type: none"> <li>Potential to reduce peak period travel time delay.</li> <li>Potential to accommodate existing and future person trips</li> <li>Potential to improve multi-modal intersection operations</li> <li>Supports a multi-modal transportation corridor and maintains pathway connectivity.</li> <li>Potential to improve transportation linkage/network.</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in peak period travel delay: quantitative comparison of peak-hour delay in minutes, measured on a per vehicle and per person basis.</li> <li>Person throughput: quantitative comparison of people moving through the corridor calculated through equation considering travel mode and occupancy.</li> <li>Intersection LOS: quantitative comparison using LOS rating.</li> <li>Intersection delay (vehicle and person): quantitative comparison of vehicle and person delay during the peak hour in seconds.</li> <li>Queue length (Broadway and Spring Gulch): quantitative comparison of average and 95th percentile queue length (through movements and turn pockets) during the peak hour.</li> <li>Supports multi-modal movement: qualitative assessment of conflict points along WY 22 based on number of pathway crossings and bicycle/pedestrian visibility. Quantitative assessment of pathway mobility based on conflict points and design criteria (e.g. grades, curves). Maintains pathway connectivity and considers user experience.</li> <li>Transit travel times: quantitative comparison of travel times for existing and planned transit service.</li> <li>Transportation linkage (addressed under Safety).</li> </ul>
Fatal Flaw	<ul style="list-style-type: none"> <li>Does the improvement have irresolvable environmental impacts?<sup>1</sup></li> <li>Is the improvement not constructible?<sup>2</sup></li> <li>Does the improvement have exorbitant costs?<sup>3</sup></li> </ul>	<ul style="list-style-type: none"> <li>N/A (fatal flaws criteria only apply during Level 1 screening)</li> </ul>
Goals <sup>4</sup>	<ul style="list-style-type: none"> <li>N/A (Level 1 screening includes environmental consideration as part of the fatal flaw analysis)</li> </ul>	<ul style="list-style-type: none"> <li>Wetlands and waters impact: quantitative comparison of impacted acres and types of wetlands impacted.</li> <li>Conservation easement impacts: quantitative comparison of impacted acres.</li> <li>Relative degree of noise impact: quantitative comparison of impacted receptors based on noise contour.</li> <li>Increases wildlife permeability of WY 22: qualitative discussion of the alternative's ability to reduce the potential for WVC and improve habitat connectivity.</li> <li>Potential impact to cultural resources: qualitative discussion of potential to impact any cultural resources in the project area.</li> <li>Relative degree of visual impact: qualitative assessment of visual disruption to the surrounding area and its natural setting.</li> </ul>

<sup>1</sup>Impacts that cannot be mitigated or those for which an environmental permit could not be obtained from regulatory agencies.

<sup>2</sup>Can the alternative be built using industry-accepted methods?

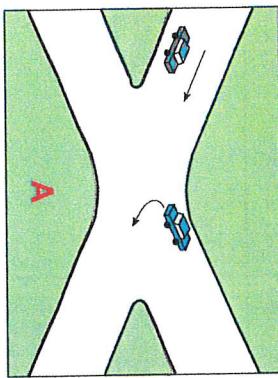
<sup>3</sup>Defined as a cost or range of costs that is considered unreasonably high, or grossly exceeding normal, when compared to cost estimates for comparable projects or project components in Teton County, WY.

<sup>4</sup>Evaluation based on available information and on environmental resources with the greatest potential to influence alternatives decision making.

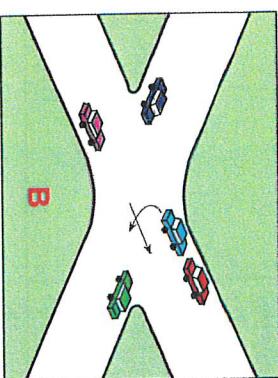
## What is Level of Service?

LOS describes operational conditions within a traffic stream and their perception by motorists. The designated LOS compares the existing or proposed roadway to the 'ideal' conditions for that type of roadway. LOS is defined by a letter designation from A to F, with A representing the best operating conditions and F the worst operating conditions. This definition describes the conditions encountered in terms of such factors as speed, travel time, maneuverability, traffic interruptions, comfort, convenience, and safety.

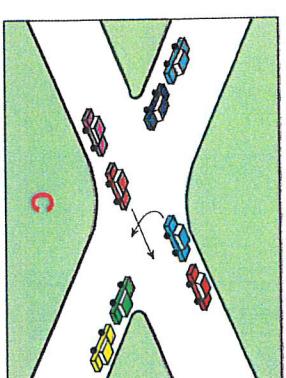
**A** No vehicle waits longer than one signal indication.



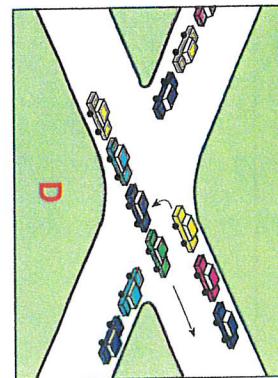
**B** On a rare occasion, vehicles wait through more than one signal indication.



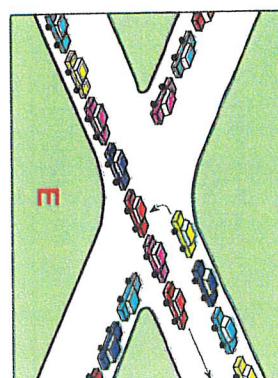
**C** Intermittently, vehicles wait through more than one signal indication, occasionally backups may develop, traffic flow still stable and acceptable.



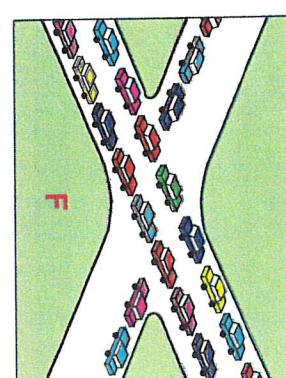
**D** Delays at intersections may become extensive, but enough cycles with lower demand occur to permit periodic clearance, preventing excessive backups.



**E** Very long queues may create lengthy delays.



**F** Backups from locations downstream restrict or prevent movement of vehicles out of approach creating a "gridlock" condition.



## Alternatives

### What other alternatives did WYDOT consider but not include in the range of alternatives?

The Project team considered several transportation linkage alternatives but dismissed them as being unreasonable because they would not address the Purpose and Need. These include:

#### East-West Connector

A proposed connection located between US 89 and South Park Loop Road. The connector is identified as a major project in the Jackson/Teton Integrated Transportation Plan. As planned, the connector would help accommodate planned development in South Park and ease traffic on local roads such as High School Road. It would not address the safety and mobility needs for WY 22, including accommodating forecasted person trips or reducing travel time delays during peak periods and therefore deemed to not be a reasonable alternative. Teton County is currently evaluating the connector as part of a separate study.

#### Connection Between Red Tail Butte and Coyote Canyon Roads

This potential roadway link would provide a secondary access for the Teton Science School should Coyote Canyon Road be closed during emergencies. Despite this benefit, the connection would not address other safety and mobility needs for WY 22, including accommodating forecasted person trips or reducing travel time delays during peak periods. Furthermore, these connecting roadways are privately owned. Because it fails to meet the Purpose and Need, it was deemed to not be a reasonable alternative for this project.

#### North Bridge Connection

This connection would create a new alternate route connecting WY 390 with US 89 north of Jackson, requiring a new 'north bridge' crossing of the Snake River. Despite benefits to reducing traffic on WY 22 and through the Y intersection, this connection was not included in the range of alternatives because: Its inability to directly address several project needs including the need to reduce wildlife-vehicle collisions, improve multimodal intersection safety and access, and support a multimodal transportation corridor; It was not identified in the PEL, Project Advisory Committee feedback; it was not recommended as a Major Capital project in the Integrated Transportation Plan; and likelihood that the alternative would have one or more fatal flaws related to cost and environmental impact.

#### Reversible Center Lane

A reversible center lane alternative would include one additional travel lane with the capability to reverse flow for a period of time. A reversible lane requires directionally imbalanced flows most commonly associated with daily commuter periods. Generally, one direction of traffic should exhibit double the volume as the other. In other words, a 2:1 ratio for directional traffic split is needed, while a 3:1 ratio is preferable. The WY 22 corridor does not exhibit the distribution characteristics necessary to indicate a reversible lane would be effective (i.e., the direction split is below 2:1). In addition, there are operational safety issues with reversible center turn lanes and this alternative would result in the loss of left-hand turns; therefore, this alternative was not included in the alternatives range.

#### Six-Lane Alternative

WYDOT considered if an alternative with three lanes in each direction might be needed to meet the Purpose and Need, notably the needs to reduce peak period travel time delay, improve multi-modal intersection operations, and accommodate existing and future person trips. To determine this, a Travel Demand Model was used to generate 2045 traffic model volumes for WY 22 under different scenarios and additional travel lanes. This provided peak hour volumes and Volume-to-capacity (V/C) ratios, which compare roadway demand (vehicle volumes) with roadway supply (carrying capacity). The study team observed that a four-lane facility would likely accommodate the additional future volume attracted by a six-lane facility. Considering that less costly and impactful alternatives likely could meet the Purpose and Need, a six-lane highway was not included in the range of alternatives.



# Supplemental Elements

## What is a Supplemental Element?

Supplemental elements are defined as intersections and other physical and operational improvements that do not meet the Purpose and Need individually but improve or supplement the core concepts in meeting the project needs.

### What Supplemental Elements is WYDOT considering?

- Add Queue Jumps
- Add Wildlife Crossings / Fencing/ Jumpouts
- Add U-Turn Locations
- Add Emergency Parking
- Median Treatments
- Drainage Features/Curb & Gutter
- Hydrology (aquatics and fish passage)
- Center refuge lanes
- New Carpool/Park-n-Ride Lot(s)
- Add Commercial Truck Emergency Parking / Refuge
- Add Pathways and Pathway Crossings
- Transit Signal Priority (TSP)
- Underground Overhead Transmission Lines\*
- Add / Improve Lighting
- Add On-Street Bike Lanes
- Expand START Bus Service\*
- Add Sidewalk
- Create Emergency Evacuation and Response Plan\*
- Add Queue Warning
- Add Wildlife Detection and Alert System at Fence Ends
- Enhance ITS infrastructure
- Add VMS signage
- Enhance Lane Markings (e.g., solar lights)
- Implement Variable Speed Limits
- Implement Automated Speed Enforcement†\*
- Implement Changes to Speed Limits

*Note: Some improvements would not fall within WYDOT purview to implement but have been added because: 1) they could serve as part of a comprehensive corridor solution; 2) their mention in community planning documents; and/or 3) as a result of coordination with the TT and/or PAC. Improvements outside WYDOT's purview are noted with an “\*”.*

Town of Jackson, Wyoming  
START Bus System

Monthly Financial Report				for the month of			2/29/2024	month	8	66.667%
	Period Actual	Period Budget (div by 12)	Period Variance	YTD Actual	YTD Budget	YTD Variance	%	Total Budget	Budget remaining	%
<b>Revenues:</b>										
Intergovernmental	\$ 987,836.41	\$ 1,250,746.17	\$ (262,909.76)	\$ 2,494,677.54	\$ 10,005,969.33	\$ (7,511,291.79)	24.932%	\$ 15,008,954.00	\$ 12,514,276.46	16.621%
Charges for Service	\$ 78,315.92	\$ 197,024.92	\$ (118,709.00)	\$ 956,528.83	\$ 1,576,199.33	\$ (619,670.50)	60.686%	\$ 2,364,299.00	\$ 1,407,770.17	40.457%
Miscellaneous	\$ 27313	\$ 15,103.08	\$ 12,209.92	\$ (45,637.60)	\$ 120,824.67	\$ (166,462.27)	-37.772%	\$ 181,237.00	\$ 226,874.60	-25.181%
<b>subtotal</b>	<b>\$ 1,093,465.33</b>	<b>\$ 1,462,874.17</b>	<b>\$ (369,408.84)</b>	<b>\$ 3,405,568.77</b>	<b>\$ 11,702,993.33</b>	<b>\$ (8,297,424.56)</b>	<b>29.100%</b>	<b>\$ 17,554,490.00</b>	<b>\$ 14,148,921.23</b>	<b>19.400%</b>
transfers in	96814.92	\$ 250,894.67	\$ (154,079.75)	\$ 1,461,890.24	\$ 2,007,157.33	\$ (545,267.09)	72.834%	\$ 3,010,736.00	\$ 1,548,845.76	48.556%
<b>Total</b>	<b>\$ 1,190,280.25</b>	<b>\$ 1,713,768.83</b>	<b>\$ (523,488.58)</b>	<b>\$ 4,867,459.01</b>	<b>\$ 13,710,150.67</b>	<b>\$ (8,842,691.66)</b>	<b>35.503%</b>	<b>\$ 20,565,226.00</b>	<b>\$ 15,697,766.99</b>	<b>23.668%</b>
<b>Expenditures:</b>										
Administration	\$ 143,612.25	\$ 182,901.75	\$ (39,289.50)	\$ 1,104,445.19	\$ 1,463,214.00	\$ (358,768.81)	75.481%	\$ 2,194,821.00	\$ 1,090,375.81	50.321%
Operations	\$ 481,085.06	\$ 660,542.33	\$ (179,457.27)	\$ 4,086,746.73	\$ 5,284,338.67	\$ (1,197,591.94)	77.337%	\$ 7,926,508.00	\$ 3,839,761.27	51.558%
<b>subtotal</b>	<b>\$ 624,697.31</b>	<b>\$ 843,444.08</b>	<b>\$ (218,746.77)</b>	<b>\$ 5,191,191.92</b>	<b>\$ 6,747,552.67</b>	<b>\$ (1,556,360.75)</b>	<b>76.934%</b>	<b>\$ 10,121,329.00</b>	<b>\$ 4,930,137.08</b>	<b>51.290%</b>
Capital outlay	\$ 4,167.16	\$ 891,228.25	\$ (887,061.09)	\$ 4,620,500.53	\$ 7,129,826.00	\$ (2,509,325.47)	64.805%	\$ 10,694,739.00	\$ 6,074,238.47	43.203%
<b>Subtotal (cume)</b>	<b>\$ 628,864.47</b>	<b>\$ 1,734,672.33</b>	<b>\$ (1,105,807.86)</b>	<b>\$ 9,811,692.45</b>	<b>\$ 13,877,378.67</b>	<b>\$ (4,065,686.22)</b>	<b>70.703%</b>	<b>\$ 20,816,068.00</b>	<b>\$ 20,187,203.53</b>	<b>47.135%</b>
Transfers out	\$ -	\$ 11,329.33	\$ (11,329.33)	\$ 63,255.00	\$ 90,634.67	\$ (27,379.67)	69.791%	\$ 135,952.00	\$ 72,697.00	46.527%
<b>Total (cume)</b>	<b>\$ 628,864.47</b>	<b>\$ 1,746,001.67</b>	<b>\$ (1,117,137.20)</b>	<b>\$ 9,874,947.45</b>	<b>\$ 13,968,013.33</b>	<b>\$ 4,093,065.88</b>	<b>70.697%</b>	<b>\$ 20,952,020.00</b>	<b>\$ 11,077,072.55</b>	<b>47.131%</b>
Net Revenue over Expenditures	\$ 561,415.78	\$ (32,232.83)	\$ 593,648.61	\$ (5,007,488.44)	\$ (257,862.67)	\$ (12,935,757.54)	1941.921%	\$ (386,794.00)	\$ 4,620,694.44	1294.614%

Town of Jackson, Wyoming  
START Bus System

Monthly Financial Report				for the month of			3/31/2024	month	9	75.000%
	Period Actual	Period Budget (div by 12)	Period Variance	YTD Actual	YTD Budget	YTD Variance	%	Total Budget	Budget remaining	%
<b>Revenues:</b>										
Intergovernmental	\$ 1,683,376.10	\$ 1,250,746.17	\$ 432,629.93	\$ 4,181,558.64	\$ 11,256,715.50	\$ (7,075,156.86)	37.147%	\$ 15,008,954.00	\$ 10,827,395.36	27.860%
Charges for Service	107,152.83	\$ 197,024.92	\$ (89,872.09)	1,051,920.49	\$ 1,773,224.25	\$ (721,303.76)	59.322%	\$ 2,364,299.00	\$ 1,312,378.51	44.492%
Miscellaneous	24838	\$ 15,103.08	\$ 9,734.92	(22,453.64)	\$ 135,927.75	\$ (158,381.39)	-16.519%	\$ 181,237.00	\$ 203,690.64	-12.389%
<b>subtotal</b>	<b>\$ 1,815,366.93</b>	<b>\$ 1,462,874.17</b>	<b>\$ 352,492.76</b>	<b>\$ 5,211,025.49</b>	<b>\$ 13,165,867.50</b>	<b>\$ (7,954,842.01)</b>	<b>39.580%</b>	<b>\$ 17,554,490.00</b>	<b>\$ 12,343,464.51</b>	<b>29.685%</b>
transfers in	96814.92	\$ 250,894.67	\$ (154,079.75)	1,455,587.50	\$ 2,258,052.00	\$ (802,464.50)	64.462%	\$ 3,010,736.00	\$ 1,555,148.50	48.347%
<b>Total</b>	<b>\$ 1,912,181.85</b>	<b>\$ 1,713,768.83</b>	<b>\$ 198,413.02</b>	<b>\$ 6,666,612.99</b>	<b>\$ 15,423,919.50</b>	<b>\$ (8,757,306.51)</b>	<b>43.223%</b>	<b>\$ 20,565,226.00</b>	<b>\$ 13,898,613.01</b>	<b>32.417%</b>
<b>Expenditures:</b>										
Administration	\$ 115,938.76	\$ 182,901.75	\$ (66,962.99)	\$ 1,222,519.13	\$ 1,646,115.75	\$ (423,596.62)	74.267%	\$ 2,194,821.00	\$ 972,301.87	55.700%
Operations	325,316.98	\$ 660,542.33	\$ (335,225.35)	4,524,211.05	\$ 5,944,881.00	\$ (1,420,669.95)	76.103%	7,926,508.00	3,402,296.95	57.077%
<b>subtotal</b>	<b>\$ 441,255.74</b>	<b>\$ 843,444.08</b>	<b>\$ (402,188.34)</b>	<b>\$ 5,746,730.18</b>	<b>\$ 7,590,996.75</b>	<b>\$ (1,844,266.57)</b>	<b>75.705%</b>	<b>\$ 10,121,329.00</b>	<b>\$ 4,374,598.82</b>	<b>56.778%</b>
Capital outlay	\$ 86,858.99	\$ 891,228.25	\$ (804,369.26)	\$ 4,707,359.52	\$ 8,021,054.25	\$ (3,313,694.73)	58.688%	\$ 10,694,739.00	\$ 5,987,379.48	44.016%
<b>Subtotal (cume)</b>	<b>\$ 528,114.73</b>	<b>\$ 1,734,672.33</b>	<b>\$ (1,206,557.60)</b>	<b>\$ 10,454,089.70</b>	<b>\$ 15,612,051.00</b>	<b>\$ (5,157,961.30)</b>	<b>66.962%</b>	<b>\$ 20,816,068.00</b>	<b>\$ 20,287,953.27</b>	<b>50.221%</b>
Transfers out	\$ -	\$ 11,329.33	\$ (11,329.33)	\$ 72,877.00	\$ 101,964.00	\$ (29,087.00)	71.473%	\$ 135,952.00	\$ 63,075.00	53.605%
<b>Total (cume)</b>	<b>\$ 528,114.73</b>	<b>\$ 1,746,001.67</b>	<b>\$ (1,217,886.94)</b>	<b>\$ 10,526,966.70</b>	<b>\$ 15,714,015.00</b>	<b>\$ 5,187,048.30</b>	<b>66.991%</b>	<b>\$ 20,952,020.00</b>	<b>\$ 10,425,053.30</b>	<b>50.243%</b>
Net Revenue over Expenditures	\$ 1,384,067.12	\$ (32,232.83)	\$ 1,416,299.95	\$ (3,860,353.71)	\$ (290,095.50)	\$ (13,944,354.81)	1330.718%	\$ (386,794.00)	\$ 3,473,559.71	998.039%

2018	Town Shuttle	Teton Village	Star Valley	Teton Valley	ADA	Monthly Total	
Jan	44,040	105,454	3,331	3,535	-	481	156,841
Feb	38,376	96,617	2,865	3,052	-	498	141,408
March	38,047	95,498	2,804	3,058	-	554	139,961
April	27,458	17,489	2,275	2,412	-	446	50,080
May	34,639	5,769	2,671	2,962	-	422	46,463
June	48,549	17,599	2,815	2,547	-	436	71,946
July	57,755	23,520	2,766	2,364	-	438	86,843
August	54,731	22,074	2,715	2,497	-	386	82,403
September	45,062	16,760	2,286	2,445	-	392	66,945
October	34,965	5,246	2,828	2,859	-	358	46,256
November	28,285	13,054	2,710	2,568	-	389	47,006
December	37,453	92,007	2,608	3,082	-	434	135,584
Totals 2018	489,360	511,087	32,674	33,381	-	5,234	<b>1,071,736</b>

2019	Town Shuttle	Teton Village	Star Valley	Teton Valley	ADA	Monthly Total	'19 vs. '18
Jan	41,778	111,186	3,283	3,646	-	464	160,357
Feb	36,655	106,701	2,827	2,240	-	415	148,838
March	38,437	100,310	2,780	2,739	-	485	144,751
April	27,974	19,896	2,623	2,921	-	542	53,956
May	34,349	6,478	2,343	3,340	-	437	46,947
June	45,211	16,765	2,285	2,682	-	518	67,461
July	49,498	23,259	3,597	3,225	-	407	79,986
August	45,687	28,611	2,679	2,837	-	389	80,203
September	50,287	25,540	2,559	3,623	-	406	82,415
October	47,307	8,445	2,455	3,312	-	368	61,887
November	35,185	7,392	3,523	3,449	-	430	49,979
December	36,299	79,128	2,731	3,243	-	525	121,926
Totals 2019	488,667	533,711	33,685	37,257	-	5,386	<b>1,098,706</b>
							26,970 3%

2020	Town Shuttle	Teton Village	Star Valley	Teton Valley	Circulator	ADA	Monthly Total	'20 vs. '19
Jan	41,063	102,344	3,442	3,827	-	567	151,243	(9,114) -6%
Feb	38,950	107,867	2,874	3,290	-	558	153,539	4,701 3%
March	27,258	52,602	2,269	2,162	-	350	84,641	(60,110) -42%
April	7,457	289	991	653	-	205	9,595	(44,361) -82%
May	9,411	510	932	813	-	253	11,919	(35,028) -75%
June	12,345	2,276	1,426	1,250	-	301	17,598	(49,863) -74%
July	13,710	4,973	1,580	1,466	-	340	22,069	(57,917) -72%
August	13,533	5,830	1,592	1,578	-	303	22,836	(57,367) -72%
September	13,597	4,788	1,675	1,648	-	253	21,961	(60,454) -73%
October	12,913	2,901	1,642	1,632	-	299	19,387	(42,500) -69%
November	9,688	4,308	1,642	1,407	-	328	17,505	(32,474) -65%
December	12,131	37,900	1,930	1,476	-	3,522	316	57,275 (64,651) -53%
Totals 2020	212,056	326,588	21,995	21,202	-	3,654	4,073 589,568	(509,138) -46%

2021	Town Shuttle	Teton Village	Star Valley	Teton Valley	Circulator	ADA	START On-Demand	Monthly Total	'21 vs. '20
Jan	12,762	45,208	2,024	1,800	4,809	331	-	66,934	(84,309) -56%
Feb	12,433	39,954	1,930	1,754	4,218	357	-	60,646	(92,893) -61%
March	14,873	38,736	2,242	2,087	4,012	428	-	62,378	(22,263) -26%
April	12,151	10,124	1,990	1,628	2,292	438	-	28,623	19,028 198%
May	14,762	3,800	1,699	1,745	2,880	482	-	25,368	13,449 113%
June	17,143	9,446	2,100	1,827	3,734	550	-	34,800	17,202 98%
July	18,696	9,868	1,995	1,541	3,940	536	-	36,576	14,507 66%
August	21,372	6,753	2,109	1,633	3,495	528	-	35,890	13,054 57%
September	17,661	7,969	1,773	1,893	3,266	481	-	33,043	11,082 50%
October	15,599	4,733	1,926	1,866	2,853	470	-	27,447	8,060 42%
November	12,866	6,437	1,685	1,343	1,717	448	197	24,693	7,188 41%
December	18,836	49,156	2,508	1,989	-	519	7,025	80,033	22,758 40%
Totals 2021	189,154	232,184	23,981	21,106	-	37,216	5,568	7,222 516,431	(73,137) -12%

2022	Town Shuttle	Teton Village	Star Valley	Teton Valley	Circulator	ADA	START On-Demand	Monthly Total	'22 vs. '21
Jan	19,554	62,593	2,370	2,104	-	458	16,057	103,136	36,202 54%
Feb	19,479	59,372	2,048	2,011	-	490	15,431	98,831	38,185 63%
March	21,887	58,905	2,360	1,983	-	566	14,624	100,325	37,947 61%
April	18,327	13,026	2,262	1,781	-	461	6,550	42,407	13,784 48%
May	22,372	4,748	1,995	1,871	-	539	6,539	38,064	12,696 50%
June	27,176	14,083	2,308	2,097	-	493	7,023	53,180	18,380 53%
July	29,195	18,147	2,150	2,116	-	534	10,066	62,208	25,632 70%
August	27,634	17,827	2,377	2,434	-	515	10,347	61,134	25,244 70%
September	25,600	13,410	2,038	2,418	-	422	9,878	53,766	20,723 63%
October	21,545	7,168	1,677	1,890	-	507	7,411	40,198	12,751 46%
November	18,712	9,972	2,181	2,194	-	501	7,006	40,566	15,873 64%
December	27,581	49,580	2,580	2,353	-	563	20,358	103,015	22,982 29%
Totals 2022	279,062								

2023	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	Monthly Total	GTR Shuttle	Monthly Total (plus GTR)	'23 vs. '22	
	32,229	57,980	2,295	2,446	-	550	24,979	120,479	7,198	127,677	17,343	17%
January	32,229	57,980	2,295	2,446	-	550	24,979	120,479	7,198	127,677	17,343	17%
February	27,699	52,442	2,206	2,203	-	461	22,813	107,824	8,606	116,430	8,993	9%
March	29,905	49,763	2,710	2,524	-	489	21,511	106,902	8,161	115,063	6,577	7%
April	20,609	13,018	1,963	2,035	-	474	9,266	47,365	2,647	50,012	4,958	12%
May	24,642	8,844	2,203	2,409	-	470	9,233	47,801		47,801	9,737	26%
June	33,304	17,151	2,150	2,408	-	452	12,605	68,070	765	68,835	14,890	28%
July	35,532	19,425	1,756	2,221	-	462	14,278	73,674	1,638	75,312	11,466	18%
August	34,250	19,233	1,926	2,290	-	522	14,533	72,754	2,886	75,640	11,620	19%
September	31,403	15,592	1,903	2,133	-	484	11,783	63,298	653	63,951	9,532	18%
October	27,190	9,350	2,122	2,561	-	440	8,389	50,052		50,052	9,854	25%
November	21,267	10,992	1,764	2,363	-	489	7,633	44,508	877	45,385	3,942	10%
December	34,329	58,497	2,687	1,906	1,000	431	19,078	117,928	5,647	123,575	14,913	14%
<b>Totals 2024</b>	<b>352,359</b>	<b>332,287</b>	<b>25,685</b>	<b>27,499</b>	<b>1,000</b>	<b>5,724</b>	<b>176,101</b>	<b>920,655</b>	<b>39,078</b>	<b>959,733</b>	<b>(757,752)</b>	<b>-95%</b>

2024	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle	ADA	START	Monthly Total	GTR Shuttle	Monthly Total	'24 vs. '23
	Pilot	On-Demand	(plus GTR)								
January	36,075	70,724	3,294	2,371	1,998	490	21,777	136,729	8,128	144,857	16,250 13%
February	35,416	70,082	2,981	2,500	2,292	473	20,472	134,216	9,748	143,964	26,392 24%
March	36,358	61,951	2,628	2,047	2,907	473	19,091	125,455	7,464	132,919	18,553 17%
April							-			-	(47,365) -100%
May							-			-	(47,801) -100%
June							-			-	(68,070) -100%
July							-			-	(73,674) -100%
August							-			-	(72,754) -100%
September							-			-	(63,298) -100%
October							-			-	(50,052) -100%
November							-			-	(44,508) -100%
December							-			-	(117,928) -100%
<b>Totals 2024</b>	<b>107,849</b>	<b>202,757</b>	<b>8,903</b>	<b>6,918</b>	<b>7,197</b>	<b>1,436</b>	<b>61,340</b>	<b>396,400</b>	<b>25,340</b>	<b>421,740</b>	<b>357,322 288%</b>

## Summary Tables:

## Monthly Total - March Data ONLY:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Annual Total:
2018	38,047	95,498	2,804	3,058	-	554	-	-	139,961
2019	38,437	100,310	2,780	2,739	-	485	-	-	144,751
2020	27,258	52,602	2,269	2,162	-	350	-	-	84,641
2021	14,873	38,736	2,242	2,087	-	428	-	-	58,366
2022	21,887	58,905	2,360	1,983	-	566	14,624	-	100,325
2023	29,905	49,763	2,710	2,524	-	489	21,511	8,161	115,063
2024	36,358	61,951	2,628	2,047	2,907	473	19,091	7,464	132,919

## Monthly Comparisons for Each Service Type - March Data ONLY:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Monthly Variance:
2018 - 2019	390	4,812	(24)	(319)	-	(69)	-	-	4,790
	1.03%▲	5.04%▲	-0.86%▼	-10.43%▼	0.00%▲	-12.45%▼	0.00%▲	0.00%▲	3.42%▲
2019 - 2020	(11,179)	(47,708)	(511)	(577)	-	(135)	-	-	(60,110)
	-29.08%▼	-47.56%▼	-18.38%▼	-21.07%▼	0.00%▲	-27.84%▼	0.00%▲	0.00%▲	-41.53%▼
2020 - 2021	(12,385)	(13,866)	(27)	(75)	-	78	-	-	(26,275)
	-45.44%▼	-26.36%▼	-1.19%▼	-3.47%▼	0.00%▲	22.29%▲	0.00%▲	0.00%▲	-31.04%▼
2021 - 2022	7,014	20,169	118	(104)	-	138	14,624	-	41,959
	47.16%▲	52.07%▲	5.26%▲	-4.98%▼	0.00%▲	32.24%▲	0.00%▲	0.00%▲	71.89%▲
2022 - 2023	8,018	(9,142)	350	541	-	(77)	6,887	8,161	14,738
	26.81%▲	-18.37%▼	12.92%▲	21.43%▲	0.00%▲	-15.75%▼	32.02%▲	100.00%▲	12.81%▲
2023 - 2024	6,453	12,188	(82)	(477)	2,907	(16)	(2,420)	(697)	17,856
	17.75%▲	19.67%▲	-3.12%▼	-23.30%▼	100.00%▲	-3.38%▼	-12.68%▼	-9.34%▼	13.43%▲

## YTD Totals for January through March Data:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	YTD Total:
2018	120,463	297,569	9,000	9,645	-	1,533	-	-	438,210
2019	116,870	318,197	8,890	8,625	-	1,364	-	-	453,946
2020	107,271	262,813	8,585	9,279	-	1,475	-	-	389,423
2021	40,068	123,898	6,196	5,641	-	1,116	-	-	176,919
2022	60,920	180,870	6,778	6,098	-	1,514	46,112	-	302,292
2023	89,833	160,185	7,211	7,173	-	1,500	69,303	23,965	359,170
2024	107,849	202,757	8,903	6,918	7,197	1,436	61,340	25,340	421,740

## YTD Comparisons for Each Service Type: January through March Data:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Annual Variance:
2018 - 2019	(3,593)	20,628	(110)	(1,020)	-	(169)	-	-	15,736
	-2.98%▼	6.93%▲	-1.22%▼	-10.58%▼	-	-11.02%▼	-	-	3.59%▲
2019 - 2020	(9,599)	(55,384)	(305)	654	-	111	-	-	(64,523)
	-8.21%▼	-17.41%▼	-3.43%▼	7.58%▲	-	8.14%▲	-	-	-14.21%▼
2020 - 2021	(67,203)	(138,915)	(2,389)	(3,638)	-	(359)	-	-	(212,504)
	-62.65%▼	-52.86%▼	-27.83%▼	-39.21%▼	-	-24.34%▼	100.00%▲	-	-54.57%▼
2021 - 2022	20,852	56,972	582	457	-	398	46,112	-	125,373
	52.04%▲	45.98%▲	9.39%▲	8.10%▲	-	35.66%▲	#DIV/0!	-	70.86%▲
2022 - 2023	28,913	(20,685)	433	1,075	-	(14)	23,191	23,965	56,878
	47.46%▲	-11.44%▼	6.39%▲	17.63%▲	0.00%▲	-0.92%▼	50.29%▲	0.00%▲	18.82%▲
2023 - 2024	18,016	42,572	1,692	(255)	7,197	(64)	(7,963)	1,375	62,570
	16.70%▲	21.00%▲	19.00%▲	-3.69%▼	100.00%▲	-4.46%▼	-12.98%▼	5.43%▲	14.84%▲

Commuter Services - Average Boardings:

May-21			
Teton Valley		AM	PM
May	TV1	9	14
	TV2	13	18
	TV3	19	7
Star Valley		AM	PM
May	SV1	8	16
	SV2	18	19
	SV3	15	5
Jun-21			
Teton Valley		AM	PM
June	TV1	10	14
	TV2	15	20
	TV3	17	8
Star Valley		AM	PM
June	SV1	7	22
	SV2	23	22
	SV3	18	4
Jul-21			
Teton Valley		AM	PM
July	TV1	9	11
	TV2	13	17
	TV3	14	7
Star Valley		AM	PM
July	SV1	7	22
	SV2	22	18
	SV3	17	4
Aug-21			
Teton Valley		AM	PM
August	TV1	8	13
	TV2	14	20
	TV3	14	6
Star Valley		AM	PM
August	SV1	8	22
	SV2	23	19
	SV3	17	6
Sep-21			
Teton Valley		AM	PM
September	TV1	9	15
	TV2	16	20
	TV3	19	8
Star Valley		AM	PM
September	SV1	8	20
	SV2	20	16
	SV3	13	3
Oct-21			
Teton Valley		AM	PM
October	TV1	9	18
	TV2	11	19
	TV3	24	8
Star Valley		AM	PM
October	SV1	11	21
	SV2	24	18
	SV3	13	5

Date:	Teton Valley Commuter Monthly Avg.	
2018	2,781.75	12 Months
2019	3,104.75	12 Months
2020	1,766.83	12 months
2021	1,758.83	12 months
2022	2,104.33	12 month
2023	2,291.58	12 month
2024	2,306.00	3 months
Date:	Star Valley Commuter Monthly Avg.	
2018	2,722.83	12 Months
2019	2,807.08	12 Months
2020	1,832.92	12 months
2021	1,998.42	12 months
2022	2,195.50	12 month
2023	2,140.42	12 month
2024	2,967.67	3 months
Nov-21		
Teton Valley		AM
November	TV1	7
	TV2	11
	TV3	19
Star Valley		PM
November	SV1	10
	SV2	23
	SV3	16
Dec-21		
Teton Valley		AM
December	TV1	7
	TV2	15
	TV3	22
Star Valley		PM
December	SV1	13
	SV2	28
	SV3	16
January 2022		
Teton Valley		AM
January	TV1	8
	TV2	16
	TV3	22
Star Valley		PM
January	SV1	14
	SV2	29
	SV3	14
February 2022		
Teton Valley		AM
February	TV1	10
	TV2	16
	TV3	25
Star Valley		PM
February	SV1	13
	SV2	27
	SV3	14
March 2022		
Teton Valley		AM
March	TV1	9
	TV2	17
	TV3	24
Star Valley		PM
March	SV1	16
	SV2	30
	SV3	17

April 2022			
Teton Valley		AM	PM
April	TV1A	8	18
	TV1B	2	0
	TV2	14	17
	TV3	20	7
Star Valley		AM	PM
April	SV1A	13	21
	SV1B	0	0
	SV2	28	24
	SV3	16	6

May 2022			
Teton Valley		AM	PM
May	TV1A	11	18
	TV1B	1	0
	TV2	13	16
	TV3	19	7
Star Valley		AM	PM
May	SV1A	11	17
	SV1B	2	4
	SV2	23	19
	SV3	11	6

June 2022			
Teton Valley		AM	PM
June	TV1A	10	17
	TV1B	3	1
	TV2	15	23
	TV3	20	7
Star Valley		AM	PM
June	SV1A	13	19
	SV1B	1	0
	SV2	27	25
	SV3	12	7

July 2022			
Teton Valley		AM	PM
July	TV1A	11	21
	TV1B	7	0
	TV2	22	24
	TV3	19	9
Star Valley		AM	PM
July	SV1A	13	21
	SV1B	2	0
	SV2	31	27
	SV3	14	8

August 2022			
Teton Valley		AM	PM
August	TV1A	12	21
	TV1B	7	0
	TV2	18	24
	TV3	19	9
Star Valley		AM	PM
August	SV1A	11	22
	SV1B	3	0
	SV2	28	26
	SV3	13	6

September 2022			
Teton Valley		AM	PM
September	TV1A	12	25
	TV1B	4	0
	TV2	15	21
	TV3	24	10
Star Valley		AM	PM
September	SV1A	13	19
	SV1B	5	1
	SV2	22	22
	SV3	11	6

October 2022			
Teton Valley		AM	PM
October	TV1A	12	23
	TV2	25	19
	TV3	25	11
	SV1A	12	22
Star Valley		AM	PM
October	SV2	25	22
	SV3	24	9

November 2022			
Teton Valley		AM	PM
November	TV1	11	22
	TV2	23	30
	TV3	26	6
	SV1	10	24
Star Valley		AM	PM
November	SV2	28	24
	SV3	15	5

December 2022			
Teton Valley		AM	PM
December	TV1	10	24
	TV2	24	27
	TV3	24	9
	SV1	16	28
Star Valley		AM	PM
December	SV2	30	26
	SV3	16	8

January 2023			
Teton Valley		AM	PM
January	TV1	14	28
	TV2	23	27
	TV3	30	12
Star Valley		AM	PM
January	SV1	15	27
	SV2	30	29
	SV3	16	4

February 2023			
Teton Valley		AM	PM
February	TV1	13	27
	TV2	20	23
	TV3	32	10
Star Valley		AM	PM
February	SV1	14	27
	SV2	30	25
	SV3	17	5

March 2023			
Teton Valley		AM	PM
March	TV1	10	24
	TV2	21	23
	TV3	29	7
Star Valley		AM	PM
March	SV1	13	24
	SV2	33	26
	SV3	16	7

April 2023			
Teton Valley		AM	PM
April	TV1	10	25
	TV2	26	20
	TV3	18	7
Star Valley		AM	PM
April	SV1	9	23
	SV2	22	18
	SV3	19	7

May 2023			
Teton Valley		AM	PM
May	TV1	11	23
	TV2	26	20
	TV3	17	7
Star Valley		AM	PM
May	SV1	9	22
	SV2	20	18
	SV3	21	8

June 2023			
Teton Valley		AM	PM
June	TV1	14	27
	TV2	28	25
	TV3	18	7
Star Valley		AM	PM
June	SV1	10	21
	SV2	19	19
	SV3	20	18

July 2023			
Teton Valley		AM	PM
July	TV1	13	24
	TV2	23	21
	TV3	16	8
Star Valley		AM	PM
July	SV1	10	19
	SV2	17	16
	SV3	15	7

August 2023			
Teton Valley		AM	PM
August	TV1	13	25
	TV2	24	20
	TV3	17	6
Star Valley		AM	PM
August	SV1	13	20
	SV2	16	17
	SV3	20	7

September 2023			
Teton Valley		AM	PM
Septmber	TV1	14	25
	TV2	22	19
	TV3	15	8
Star Valley		AM	PM
September	SV1	11	19
	SV2	14	19
	SV3	20	9

October 2023			
Teton Valley		AM	PM
October	TV1	15	24
	TV2	25	22
	TV3	21	8
Star Valley		AM	PM
October	SV1	13	20
	SV2	15	21
	SV3	21	7

November 2023			
Teton Valley		AM	PM
November	TV1	13	26
	TV2	25	21
	TV3	22	9
Star Valley		AM	PM
November	SV1	11	22
	SV2	16	14
	SV3	19	6

December 2023			
Teton Valley		AM	PM
December	TV1	12	21
	TV2	18	16
	TV3	16	9
Star Valley		AM	PM
December	SV1	15	29
	SV2	28	27
	SV3	22	7

January 2024			
Teton Valley		AM	PM
January	TV1	15	23
	TV2	20	18
	TV3	22	10
Star Valley		AM	PM
January	SV1	18	32
	SV2	30	27
	SV3	23	9

February 2024			
Teton Valley		AM	PM
February	TV1	17	25
	TV2	25	21
	TV3	22	13
Star Valley		AM	PM
February	SV1	18	32
	SV2	31	28
	SV3	22	10

March 2024			
Teton Valley		AM	PM
March	TV1	13	22
	TV2	21	16
	TV3	19	8
Star Valley		AM	PM
March	SV1	18	30
	SV2	26	24
	SV3	23	7



## East Jackson Ridership Report

### February 2024

**Rides** : 15,002 / 254,195

**Passengers (unlinked passenger trips)**: 20,472 / 358,191

**Vehicle revenue hours**: 1,695 / 36,641

**Total vehicle hours**: 1,913 / 40,483

**Vehicle revenue miles**: 15,208 / 327,453

**Total vehicle miles**: 16,426 / 349,705

**Passenger miles**: 16,333 / 308,173

**Unique rider accounts (month to date / year)**: 1,654 / 2,359

**Passengers per revenue hour**: 12.1 / 9.8

**Percent of rides shared**: 53%

**Average wait time**: 16 minutes

**Average ride time**: 5 minutes

**Average experience rating**: 4.9 out of 5

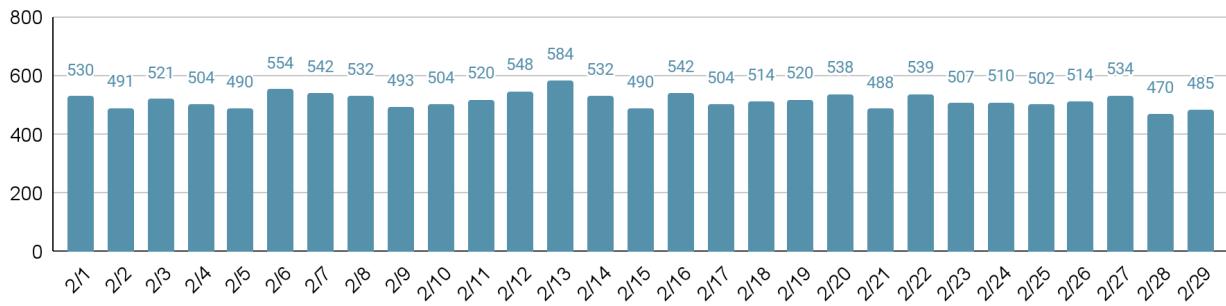
**Wheelchair rides**: 58

**No shows**: 571

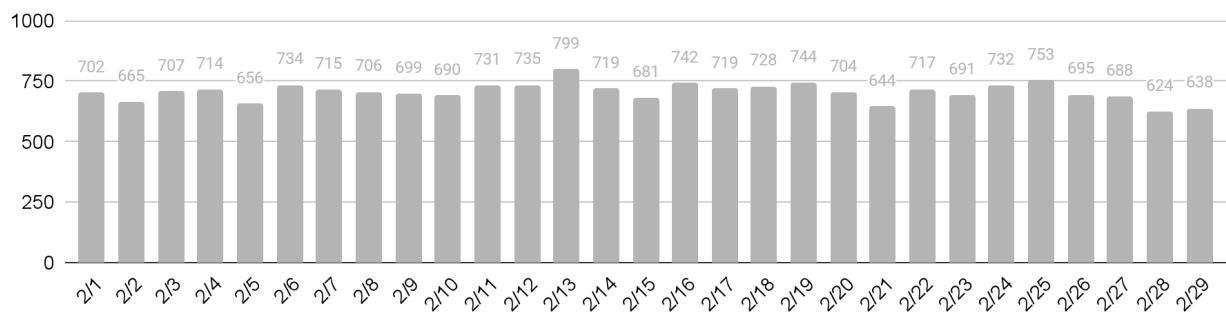
**Percent of rides more than 5 min late to pickup**: 9%

*(month to date / all time)*

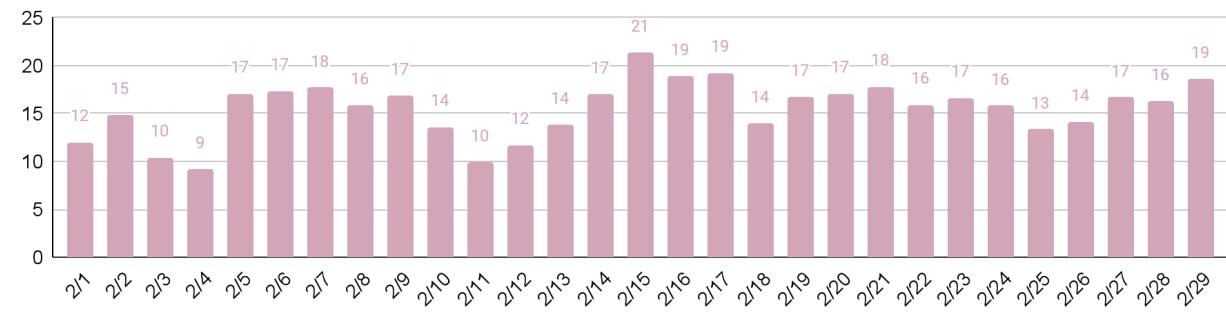
## Rides



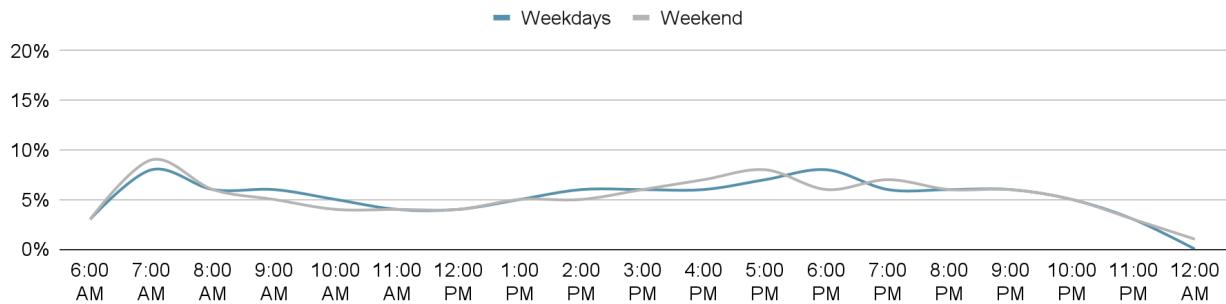
## Passengers



## Average Wait time



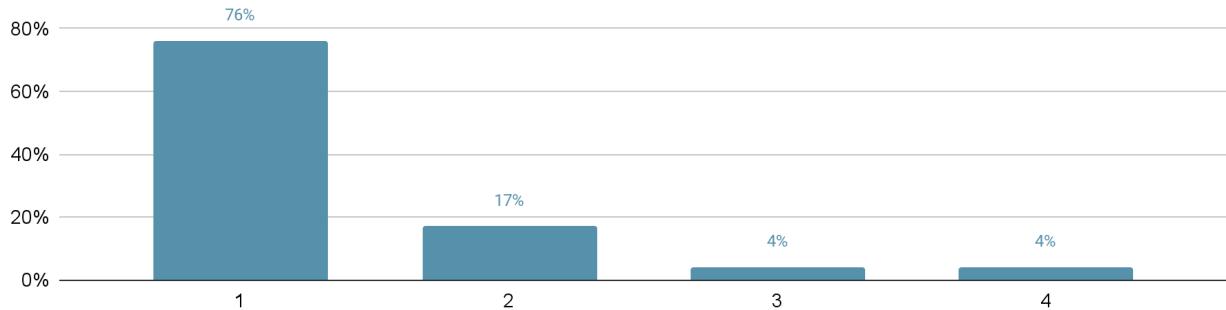
## Pickups by Hour



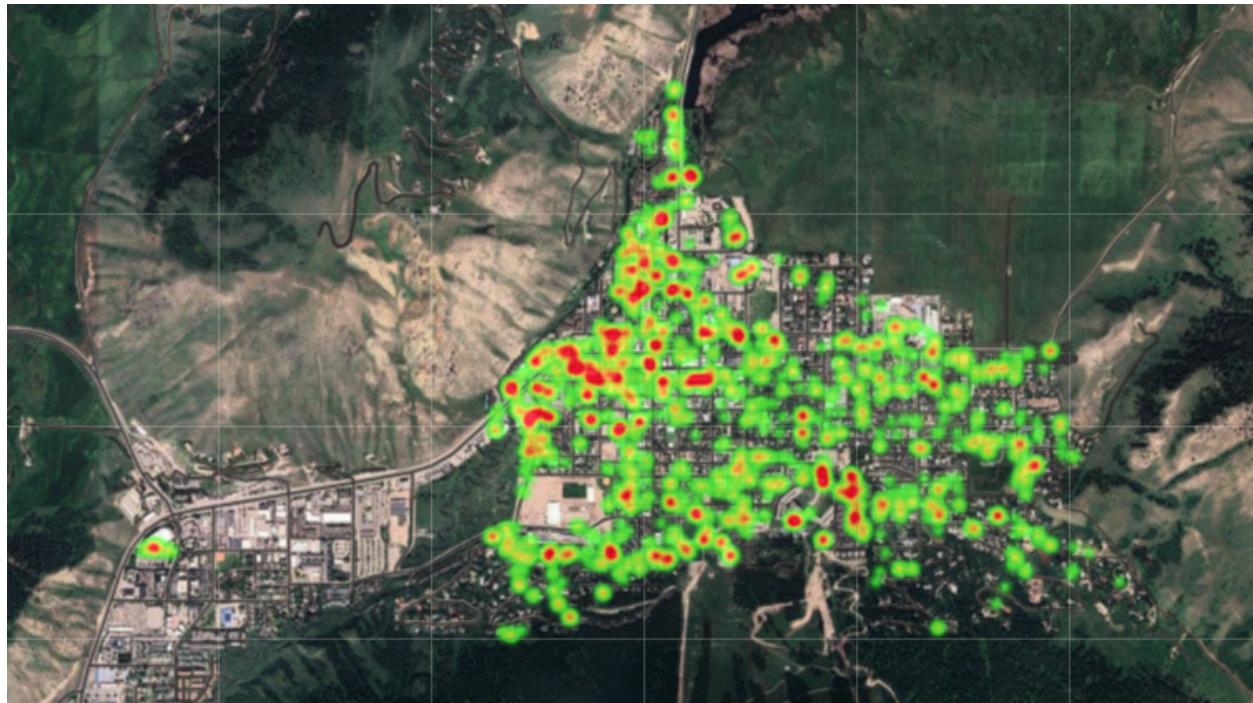
## Wait Time Distribution

**0 - 5 min:** 16%  
**5 - 10 min:** 22%  
**10 - 15 min:** 19%  
**15 - 20 min:** 14%  
**20 - 25 min:** 11%  
**25 - 30 min:** 7%  
**30+ min:** 11%

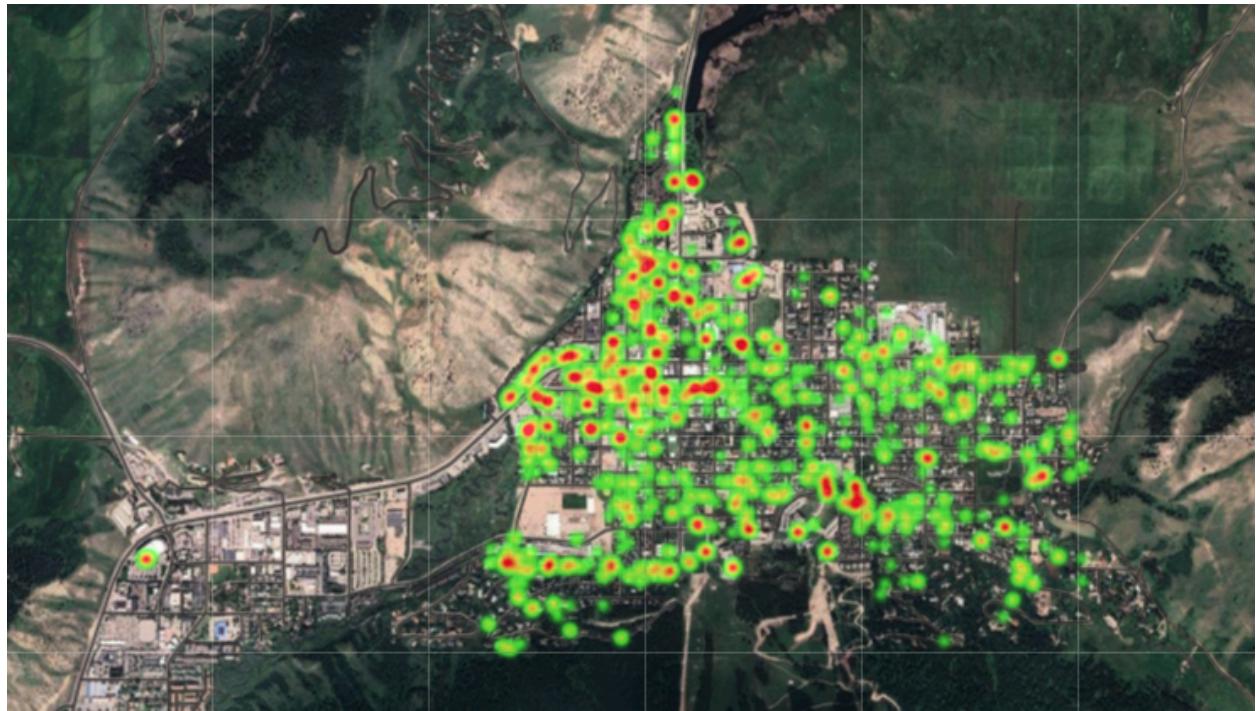
## Passenger Distribution



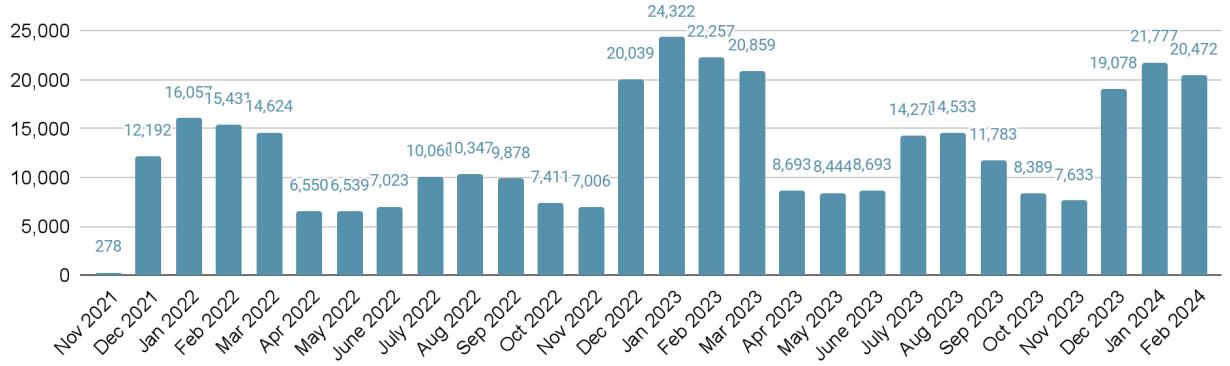
## Pickups Heat Map



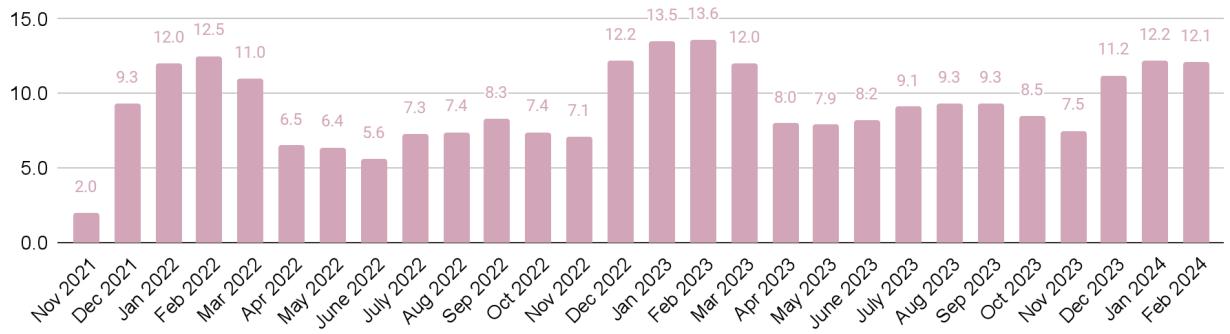
## Dropoffs Heat Map



## All Time - Passengers



## All Time - Passengers / Revenue Hour





## East Jackson Ridership Report

March 2024

**Rides** : 14,284 / 268,479

**Passengers (unlinked passenger trips)**: 19,091 / 377,282

**Vehicle revenue hours**: 1,788 / 38,429

**Total vehicle hours**: 2,047 / 42,529

**Vehicle revenue miles**: 15,449 / 342,902

**Total vehicle miles**: 16,754 / 366,459

**Passenger miles**: 15,396 / 323,569

**Unique rider accounts (month to date / year)**: 1,559 / 2,877

**Passengers per revenue hour**: 10.7 / 9.8

**Percent of rides shared**: 51%

**Average wait time**: 16 minutes

**Average ride time**: 5 minutes

**Average experience rating**: 4.9 out of 5

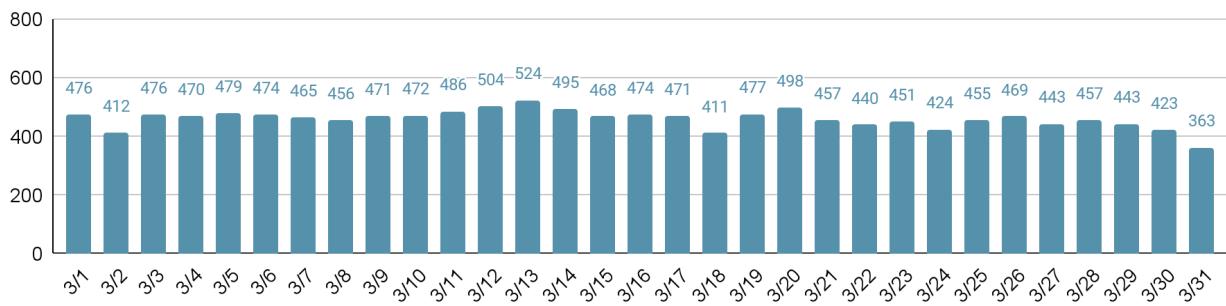
**Wheelchair rides**: 26

**No shows**: 555

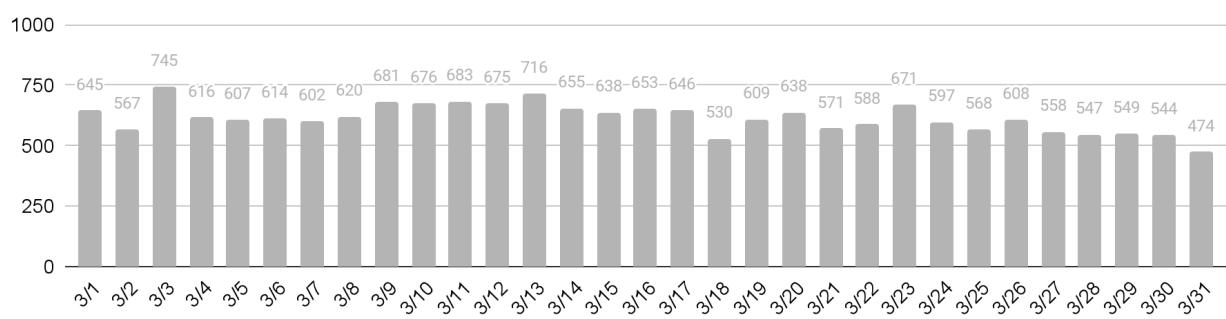
**Percent of rides more than 5 min late to pickup**: 9%

*(month to date / all time)*

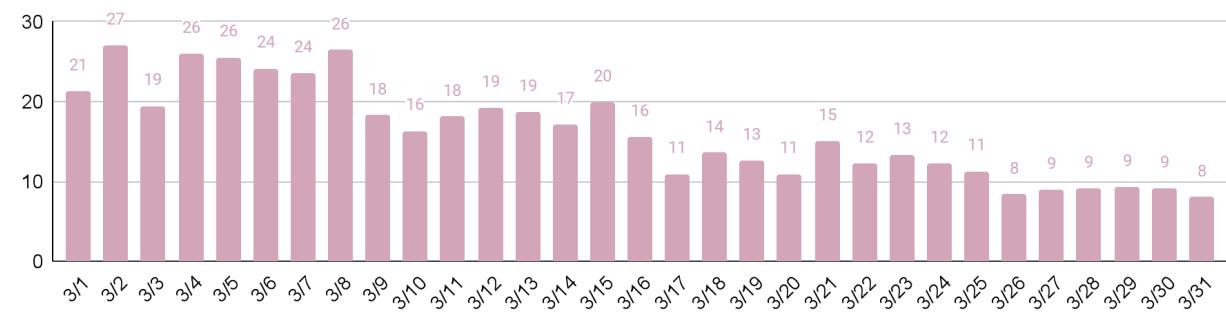
## Rides



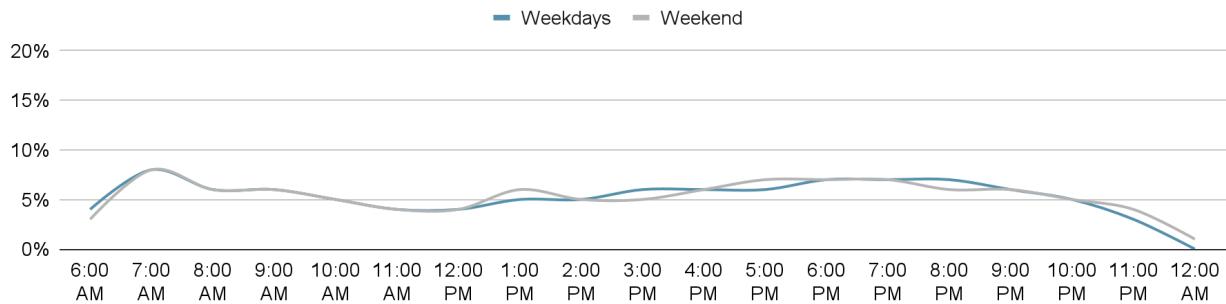
## Passengers



## Average Wait time



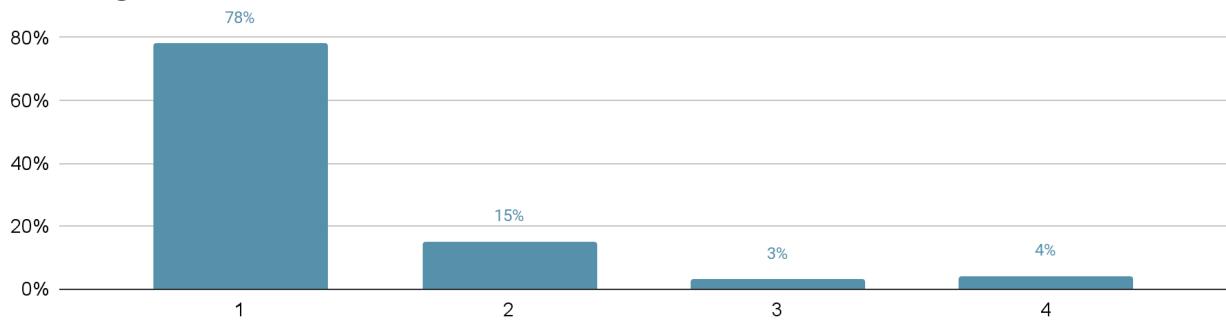
## Pickups by Hour



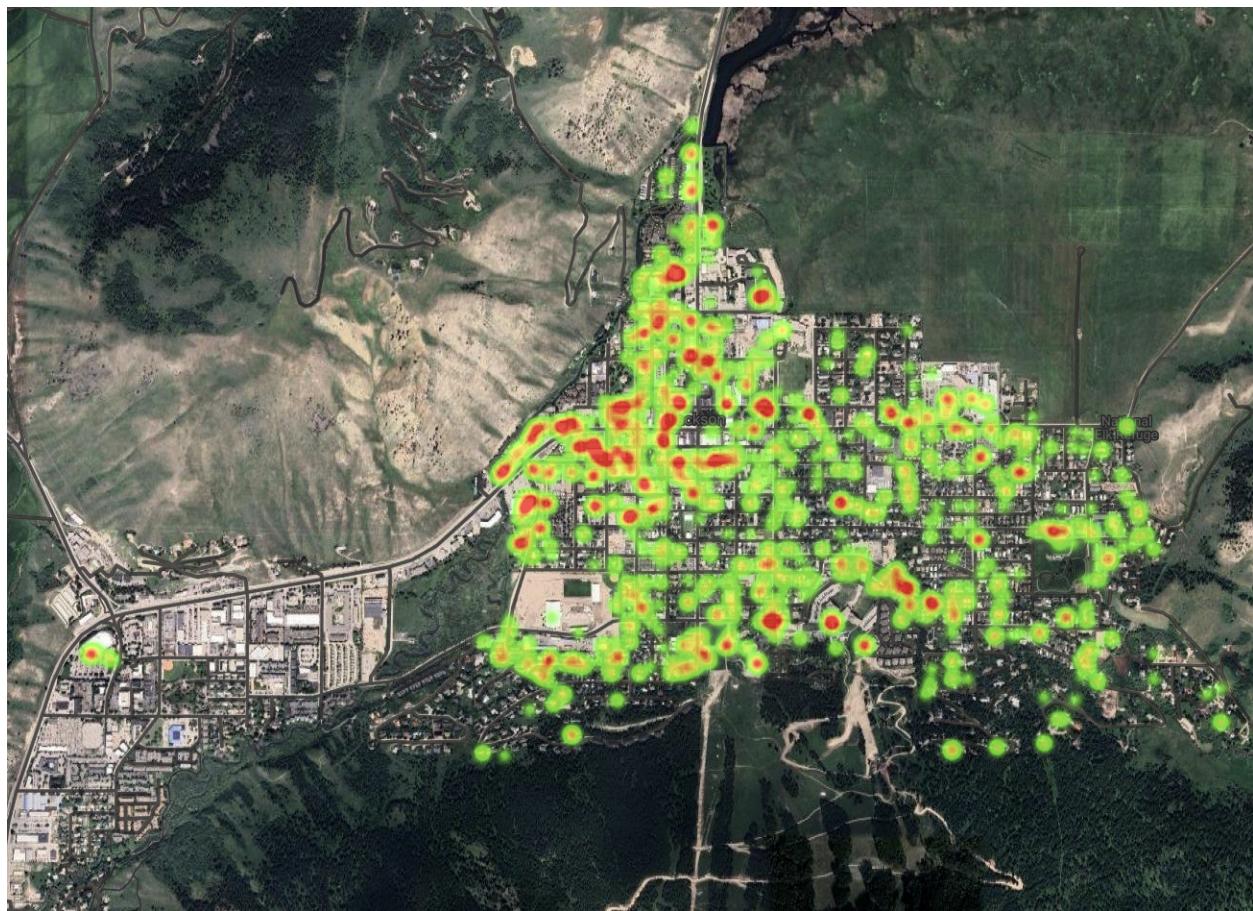
## Wait Time Distribution

**0 - 5 min:** 16%  
**5 - 10 min:** 22%  
**10 - 15 min:** 18%  
**15 - 20 min:** 13%  
**20 - 25 min:** 10%  
**25 - 30 min:** 7%  
**30+ min:** 14%

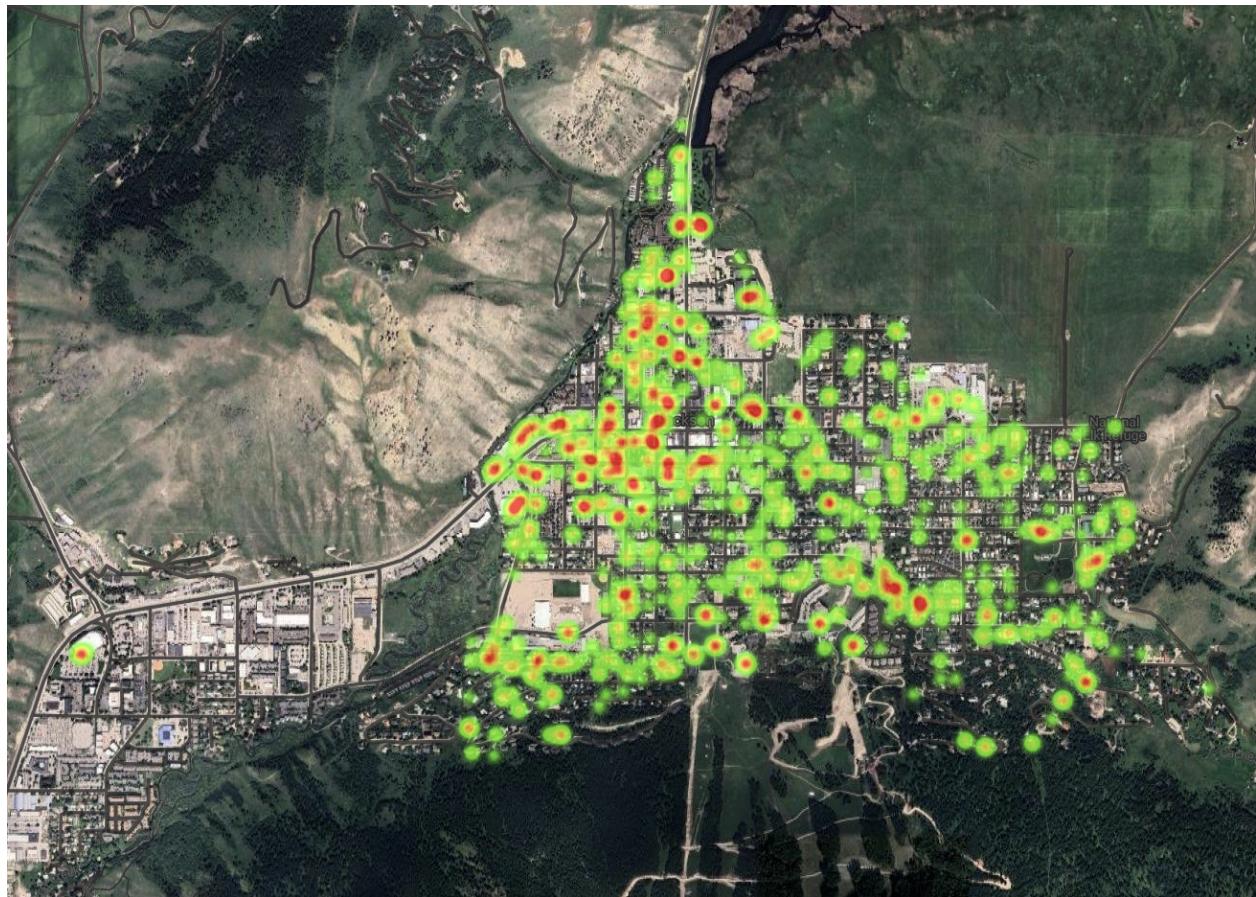
## Passenger Distribution



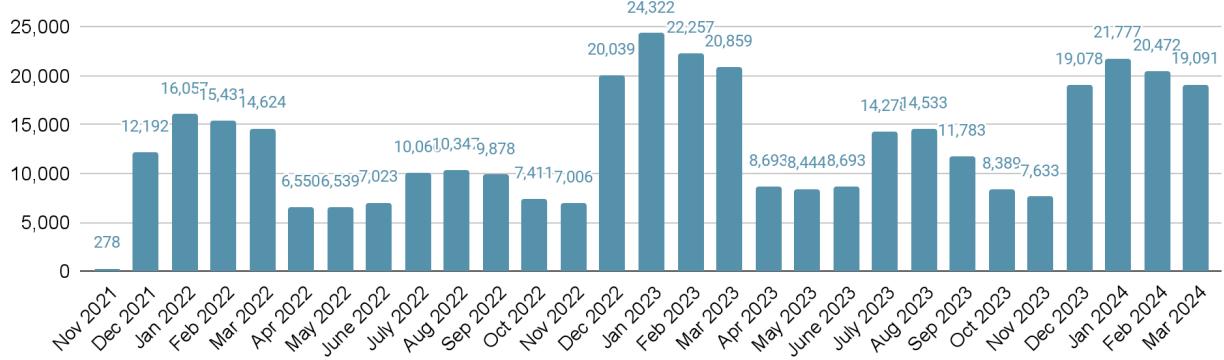
## Pickups Heat Map



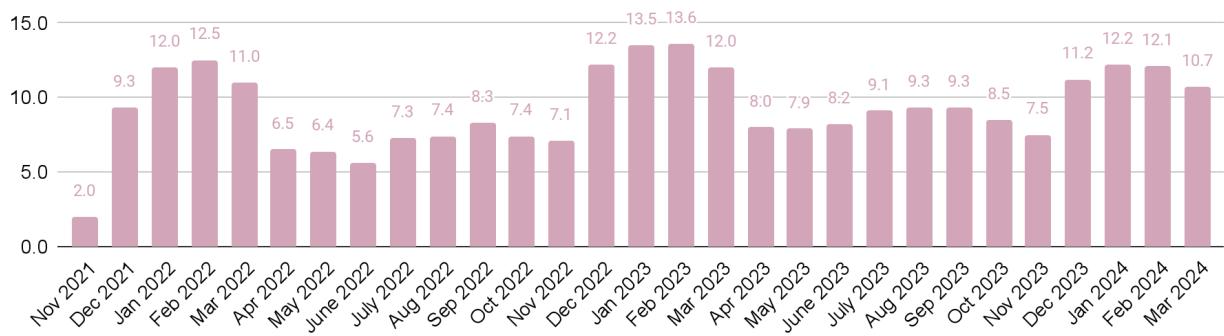
## Dropoffs Heat Map



## All Time - Passengers



## All Time - Passengers / Revenue Hour





*Mission: We transport people. START safely provides the greater Jackson Hole community with convenient transportation that is affordable, service oriented and environmentally friendly, improving the quality of life in the region.*

## On-Time Performance

### **YEAR to Date**

Percentage of actual arrival times that are between zero minutes early and five minutes late at designated points along transit routes.

**2024**

**January**

#### On Time Performance

<i>Star Valley</i>	67%
<i>Teton Valley</i>	49%
<i>Town Shuttle</i>	80%
<i>TV Local</i>	72%
<i>TV Express</i>	62%
<i>South</i>	57%
<i>Airport</i>	88%

**March**

#### On Time Performance

<i>Star Valley</i>	70%
<i>Teton Valley</i>	53%
<i>Town Shuttle</i>	76%
<i>TV Local</i>	61%
<i>TV Express</i>	55%
<i>South</i>	46%
<i>Airport</i>	80%

**February**

#### On Time Performance

<i>Star Valley</i>	66%
<i>Teton Valley</i>	47%
<i>Town Shuttle</i>	79%
<i>TV Local</i>	66%
<i>TV Express</i>	58%
<i>South</i>	51%
<i>Airport</i>	84%



*Mission: We transport people. START safely provides the greater Jackson Hole community with convenient transportation that is affordable, service oriented and environmentally friendly, improving the quality of life in the region.*

## On-Time Performance

### **YEAR to Date**

Percentage of actual arrival times that are between zero minutes early and five minutes late at designated points along transit routes.

2023	On Time Performance	2024	On Time Performance
January	67%	January	74%
February	63%	February	71%
March	64%	March	68%
April	71%	April	
May	64%	May	
June	67%	June	
July	67%	July	
August	71%	August	
September	72%	September	
October	68%	October	
November	74%	November	
December	78%	December	







# Quarterly Accident Totals 2024



## First Quarter

	Miles
January	102,552
February	94,945
March	100,522

<b>Total Miles Driven</b>	298,019
<b>Total Preventable</b>	12
<b>Total Non-Preventable</b>	4
<b>Miles Between preventable accidents</b>	24,835



## 2024 Accident Totals 2023



JANUARY		
Preventable	5	4
Non-Preventable	0	1
FEBRUARY		
Preventable	2	1
Non-Preventable	0	0
MARCH		
Preventable	5	4
Non-Preventable	2	1

Teton County Administration Building  
Attn: START  
200 S. Willow St.  
Jackson, WY 83001

NAME  
ADDRESS  
CITY/STATE/ZIP  
PHONE NUMBER  
EMAIL

Dear START Board of Directors and Bruce Abel, Transit Operations Director,

**We would like to request a single bus route with stops at Jackson Hole High School, Jackson Hole Community School, and Jackson Hole Middle School through to Snow King & Willow starting in Winter 2024.**

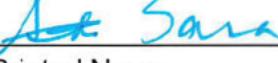
We are members and/or supporters of the Jackson Hole Ski & Snowboard Club. Our family counts on START Bus routes to get where we need to go in Jackson Hole.

Currently, the bus journey from the high schools and middle school to Snow King takes approximately 45 minutes with the switching of buses. JHSC student-athletes regularly and unnecessarily miss more class than necessary to get to sports practices in the afternoon.

The 2020 Town Shuttle Bus route had stops along High School Road and Jackson Hole Middle School and routed through to Snow King and Willow Street. We are requesting and hopeful for a similar service to be reinstated for the 2024-2025 Winter Season. Having a single bus route means JHSC student-athletes can stay in school longer, do not have to worry about safe transportation, and parents/guardians can stay at work.

Sincerely,

 \_\_\_\_\_  
Signature \_\_\_\_\_  
Date 2/1/24

 \_\_\_\_\_  
Printed Name \_\_\_\_\_

Hello Marylee et al,

As you point out in your email, the START bus service was reconfigured several years ago. This was the result of a consultant study the analyzed START services and ridership and recommended a restructuring of the START network. This study resulted in the “Route Plan 2020-2025” which has been the guiding principle in the provision of START services over the past few years. Among the recommendations that have been implemented was the replacement of one of the two Town shuttle routes with the START-on-Demand service in East Jackson. The START-on-Demand service was implemented in November of 2021.

Ridership on the two combined “Town Shuttle” routes in 2018 was 489,360. Ridership on the combined “Town Shuttle” routes in 2019 was 488,667. START ridership, and transit ridership in transit systems across the country, declined markedly starting in 2020 with the advent of the COVID pandemic. Ridership on the combined “Town Shuttle” and second Town Shuttle route (then called “the Circulator”) routes in 2020 declined to only 215, 710. Ridership on the combined Town Shuttle and Circulator routes reversed the decline in 2021 and increased slightly to 226,370. Beginning in November 2021, service was reconfigured and the Circulator was replaced by the START -on-Demand service. Ridership on the combined Town Shuttle route and the START-on-Demand service in 2022 was 410,352. Ridership on the combined single Town Shuttle route and the START-on-Demand service in 2023 was 528,460. We have had conversations with our START-on-Demand service provider regarding the possibility of expanding the START-ON-demand service area to include the library and this is currently under review as the START-on-Demand service has been performing at, or near, capacity since it’s inception.

At the current time, the Village Local bus route serves the Library every 40 minutes during the winter season and every 60 minutes during the rest of the year. This service leaves from Miller Park, traverses portions of East Jackson, and travels down Snow King and passes the library on the way to Teton Village. This route provides service to/from the library from not only Town but the 390 (Village Road/Moose Wilson Road) corridor and Teton Village as well. Miller Park serves as the hub of the START system and folks can ride other START services, including START-on-Demand, to Miller Park and transfer to the Village Local if they are not served by the Village Local directly.

START has requested funding in our recently submitted FY 2024-2025 budget request, to analyze current ridership and routing patterns to determine if changes are warranted to the START service offering. We are hopeful that this request will be approved and that we will be able to undertake a comprehensive look at the overall START bus system to see what changes

might be warranted given current ridership and changes that may have taken place in the community since the last study was conducted in 2019. We will certainly look more closely at your request as part of such a holistic review of the START system as changes in one part of the system affect other parts of the system.

Thanks very much for your email and for sharing your perspective on START services. We will certainly review your request further.

Regards,

Bruce

---

**From:** Jared Smith **To:** Marylee White  
**Subject:** Re: START Town Shuttle Bus stop at Library

Hi Marylee,

I am copying Bruce Abel, Hanna Sjoberg, and Jason Pitts in the hope they can respond with near term and longer term ideas.

Thanks and safe travels,

Jared

On Feb 28, 2024, at 10:12 AM, Marylee White wrote:

Hi Jared & Ty. I'm off to Sweden & Norway on Friday, but want to connect with you before I go about a library goal I'm trying to help move along. The library would very much like to have the Town Shuttle Bus stop at the library on Snow King Ave. be reinstated. It was dropped a few years ago due to a routing issue. The nearest stop now is quite far away on Scott Lane, which is too long of a walk for children who attend the library's after-school program. The library also provides One 22 Food Pantry pickup for people in need. It is a warming and cooling station in case of a community emergency and within the next month it will offer coffee services to be enjoyed by community members. Many of our programs cater to those in need and bus access is important.

I spoke to the START representative at the Traffic Summit at Wilson Elementary a few weeks ago and he said he is aware of the need. He said a review and redesign of START routes is set to happen in the near future. I hope this request will be on

everyone's mind and that the current routing issue can be overcome. Thank you very much for your help on this. Cheers! Marylee

Library records are held confidential by the Teton County Library in accordance with Wyoming Statute 16-4-203 D (ix)

RECREATION

# Backcountry riders are utilizing the free Teton Pass Shuttle

by **Buckrail @ Leigh**

February 27, 2024



Riders utilizing the free Teton Pass Shuttle on Saturday, Feb. 17. Photo Courtesy of TBCA.

WILSON, Wyo. — The Teton Pass Shuttle has received record ridership numbers in the past two weeks with more snow blanketing Jackson Hole, and even more to arrive in the forecast.

The Teton Pass Shuttle is a cornerstone project of Teton Backcountry Alliance (TBCA), providing free transportation for outdoor enthusiasts to the Teton Pass backcountry. It runs every Saturday from the Stilson parking lot to Coal Creek trailhead, with stops in both directions at the bottom of Old Pass Road and the Teton Pass Summit.



Ridership has increased in the past two weeks with increased snow fall. Photo Courtesy of the TBCA.

like to expand the program in the future to run both Saturdays and Sundays, and include a route that also stops in Victor. Together, we can ensure that Teton Pass remains a beacon for adventurers and conservationists alike.”

Kofinas told *Buckrail* that so far seats have always been available to riders, so there is no longer a need for the online reservation system.

According to TBCA, as the demand for outdoor recreation continues to grow, the shuttle service seeks to play a crucial role in mitigating parking and traffic congestion, and reducing environmental impacts.

“Ridership on the shuttle was low for the first few Saturdays, in part because of poor snow conditions and high avalanche danger, but has increased with each week,” said shuttle driver and volunteer ambassador, Rick Gordon. “On Saturday, Feb. 17, a record 85 people rode the shuttle. We anticipate even more people riding this coming weekend.”

The Teton Pass Shuttle was addressed in the recently released Teton Pass Corridor Study Report, which is an assessment of the region’s transportation needs.

“The Teton Pass Corridor Study Report recommends a Teton Pass Shuttle to address the area’s congestion issues,” TBCA Board Chair Gary Kofinas said via press release. “To meet that need, TBCA launched the shuttle this winter as an experiment. If successful, TBCA would

## Shuttle schedule:

Stilson Parking Lot	Bottom of Old Pass Road	Teton Pass Summit	Coal Creek	Teton Pass Summit	Bottom of Old Pass Road
8:30	8:40	8:50	9:00	9:10	9:25
9:45	9:55	10:05	10:15	10:25	10:40
11:00	11:10	11:20	11:30	11:40	11:55
12:15	12:25	12:35	12:45	12:55	1:10
1:30	1:40	1:50	2:00	2:10	2:25
2:45	2:55	3:05	3:15	3:25	3:40

TBCA is hosting a Backcountry Film Festival and an on-line raffle as a fundraiser to support the operational costs of the shuttle at the Old Wilson School House on Saturday, March 2.

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