

## START Board Regular Meeting

May 23, 2024

3:30 PM - 5:30 PM

Hybrid – Teton County Commissioners Chambers & Zoom

### I. Zoom Information

- A. [Join Zoom Webinar](#)
- 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. 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. April 11, 2024 Special Meeting Minutes

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

- A. ACTION:
  - 1. Election of Officer (Secretary)
- B. DISCUSSION:
  - 1. FY25 Budget Process Update -- Bruce Abel
  - 2. START Bus April 2024 Financial Report -- Bruce Abel
  - 3. START Bus April 2024 Ridership Report -- Bruce Abel
  - 4. START On-Demand -- Bruce Abel
    - i. East Jackson Ridership April 2024
    - ii. Library Island Stop Service
  - 5. Airport Shuttle Pilot Update -- Bruce Abel
  - 6. Summer Service Update (May 25, 2024 to September 28, 2024) -- Bruce Abel

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7. Proterra Update -- Bruce Abel
8. Transit Signal Priority (TSP) Update -- Bruce Abel
9. Homeland Security Tabletop Exercise Update -- Jan Roberts
10. BUILD Grant Update -- Heather Overholser

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

- 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

**VII. EXECUTIVE SESSION**

**VIII. ADJOURNMENT**

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

- A. Thursday, June 27, 2024, 3:30-5:30PM, Hybrid - County Chambers/Zoom
- B. Please click the link below to join the webinar:  
<https://us02web.zoom.us/j/81522746953?pwd=NGkvZWFSU9vakJHR1RrUlozRCtEdz09>
- C. Webinar ID: 815 2274 6953 / Passcode: 83001

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## START Board Special Meeting Minutes

April 11, 2024

3:30 PM – 5:00 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. Swearing in of new board members
  - Town Clerk Riley Taylor issued the oath of office to new board members Kevin Regan and Will Roscoe
- C. Roll Call
  - **START Board:** Ty Hoath – In-person (Chair), LizAnn Eisen – Virtual (Vice-Chair & Treasurer), Meghan Quinn – In-person (Secretary), Kristin Unruh – Virtual, Jared Smith – In-person, Kevin Regan – In-person, Will Roscoe – In-person
  - **Liaisons:** Wes Gardner – In-person (Teton County Representative)
  - **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), Lea Colasuonno – In-Person (Town Attorney), Riley Taylor – In-Person (Town Clerk)

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

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

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

- B. Approval of Grant Submittals

Motion made by LizAnn Eisen, seconded by Megan Quinn, to approve the consent agenda as presented. All members in favor. Motion carries.

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

- A. DISCUSSION:

Chairman Hoath informed Board that Director Abel would be joining late. Board Members were agreeable to addressing agenda items out of presented order.

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1. Key Performance Indicators – First Quarter – Jason Pitts
  - i. 3:35 PM On-time performance—we're doing ok. There was a drop in March, due to weather and construction on Snake River Bridge. We are still working on coaching drivers.
  - ii. Accidents—up slightly over last year, but we have 18 more drivers than we did last year. We have our own drivers on the road vs contracted drivers last year
    1. We are always looking at ways to improve.
  - iii. Packet is missing Customer Complaints report. Last year averaging 5 to 6 per month. This year averaging about 2 to 3 per month.
    1. Many recent complaints are related to On-Time Performance and the Snake River Bridge construction, and the frustration that creates.
  - iv. Hoath—Asked that since bridge construction will be going on through 2025, should Staff reevaluate Spring Schedule.
 

Pitts—Not for spring, since not as much traffic. We are reviewing it for Summer Service, especially the PM Service Hours (3:30 pm to 7:00 pm).
  - v. Smith discussed reconfiguration of road over new and old bridges. Thinks Summer will be better and Winter will improve.
  - vi. Hoath asked about rider feedback and communication to riders. Pitts said some routes have built in a buffer for things we can't control. Most riders are aware of what is happening.
  - vii. Eisen asked about Preventable Accidents and similarities between 1Q 2023 and 2024—Is there anything we can learn? Pitts, absolutely. We formed a Safety Committee: Pitts, Gail Luna, 3 drivers (commuter, fulltime, seasonal), Coby Stevenson from School District—meet once a month to discuss accident prevention. Committee has been reviewing recent accidents to decide if they were preventable or not. What can we do to prevent future accidents. Committee gives divers buy-in. No information to share yet since the Safety Committee is still new.
  - viii. Eisen—anything specific about January or March? Pitts we see an uptick in winter, more drivers and staff and the weather. The weather this year was not until mid-February. There is not a science to why something happens. But it is something the Safety Committee will discuss.
2. Spring Service Update (April 15, 2024 – May 24, 2024) – Jason Pitts
  - i. Three more days of winter service. About 12 drivers are heading to Alaska. We are hoping they will be coming back.
  - ii. Spring schedule is on the website. At 7 pm cutting Town Shuttle to 20 minute service and 20 minutes on weekends, we don't have the ridership during spring. We will be monitoring feedback from public
  - iii. Our staffing levels are healthy. We can provide the service we have committed to.
  - iv. Summer Service, staffing will be a copy of last year which worked well. 15 minutes on Town Shuttle until 10:30 pm. 1 hour on the Local until midnight.
  - v. Smith—"Stay bonus" for seasonal drivers who work through end of season. Are we considering a bonus for returning drivers (since we would save money on training)? Pitts—we have not considered that, it is an interesting idea. Drivers who start early or on time receive a signing bonus. But have not done a returning driver bonus.
  - vi. Hoath—last winter was tough. This year was a significant improvement. There is a recognition event coming up on Sunday 4/14 for staff. Board members should consider attending.

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## VI. MATTERS FROM THE BOARD (4:30 – 5:00)

### A. County Report – Wes Gardner (3:48 pm)

1. He has brought up in County Commission meetings what is going on with Teton Village Association and looking for traffic counts. We pushed paused on that to make sure we properly Notice it as an agenda item. He hopes to have that conversation in the next month or two.
2. Working with staff to confirm what the [master plan] says regarding traffic counts, etc.

### B. Matters from Board Members

#### 1. Backcountry Alliance Teton Pass Shuttle Pilot Project – Jared Smith

1. This is something we have considered for START to be a partner. Backcountry Alliance was able to do a pilot. Rendezvous River Sports donated a van. It operated for 7 or 8 Saturdays. It was mildly successful because it was not a good snow year in the backcountry. Good proof of concept, maybe START can partner with it in the future. They used Stilson lot for parking.
2. Hoath—it has taken 3 years to get running? Smith—they did it once before COVID for a few weekends. This year was more formal.
3. Hoath—no formal request to us yet? Smith—nothing formal. They would probably be excited to partner on a grant. [There are operational logistics to work out.]
4. Quinn—is the shuttle free? Smith—free, donations accepted. [Gary Kofinas and Backcountry Alliance took the lead in organizing shuttle.]

## VII. DISCUSSION ITEMS AND/OR ACTION ITEMS 2

Director Abel joined meeting at 3:49 pm

### A. FY25 Budget Update – Bruce Abel

3. 3:54pm: Process and Substance for budget. Budget Request and Recommended Budget.
  - i. The START Board submitted our Requested Budget to the Town. Service Status Quo on Town Shuttle, status quo on Village Local (60 min and 40 min winter), status quo on Village Express (40 minutes all day, 20 minutes during morning/afternoon peak), Village South status quo.
  - ii. We requested Commuter increase to 4 trips. And to continue Airport Shuttle.
  - iii. Process—Town and County Managers review requests and provide Recommended Budget.
    1. The Recommended Budget is our Request with their changes. Airport Shuttle was not included. Request to add another Commuter run (3 to 4) was not in Recommended budget.
    2. Outside of Teton Village Association (TVA) exiting funding agreement, those are the only 2 changes from our Requested budget to the Recommended budget. That is a good year considering elected officials told us to keep everything status quo.
  - iv. Related—We received notice from TVA that they were exiting the funding agreement for provision of START service to the Village. Our current contract is a cost-based model. Their funding levels were determined by cost of providing service. They indicated they did not like that approach. They indicated they would prefer a more revenue based approach. TVA believe they are obligated to provide transit media for all employees on mountain based on Master Plan. TVA wants their share to be cost of tickets.

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1. Their cost share this year was about \$218,000. With elimination of their funding we are losing approximately \$220k in funding revenue. Abel's discussion with Town Staff was how to reduce service by \$220,000.
2. Village winter service would not go to 40 minutes, it would stay at 60 minutes. Village South mid-day would be eliminated. Village Express would eliminate some evening and mid-day service, the length of the peaks would be shorter. Based on calculations that is the suggestion Staff presented to Board to reduce those costs.
3. Subsequent conversations with Town Manager and others—essence, we don't have a new agreement with TVA. But the language in their letter would lead one to believe they are asking to replace cost based with revenue based. If that happens, we would be selling about \$130,000 in ticket based revenue. So instead of a \$220,000 reduction, do an \$80,000 reduction instead. (i.e., Season Pass costs \$125, how many they issued). Included in the Recommended Budget is an \$80,000 reduction instead of \$220,000 in service to Village.
4. We need to couch this with several caveats. We are not conceding this is the appropriate way to secure funding from TVA to support service to the Village. We are not conceding that negotiation position.
  - a. Second, this needs some form of formal acceptance via a formal agreement. Even as a 1 year stop gap. That buys us time to prepare Winter Schedules. 1. We'll accept the \$138,000 in ticket sales. 2. If no formal agreement by time Winter Schedule is created, we already have a \$220,000 reduction plan in our pocket. Or, obviously, we could negotiate some other form of financial support from TVA.
  - b. His thought is it is good to have a revenue-based approach to financial support. But absent ability to underwrite the cost of providing that service, a pass is relatively useless if we can't provide the service due to lack of funding.
5. That is where we stand from a budget perspective. We have removed the funding from TVA per the old agreement, we have reduced service commensurate with the funding table suggested in their letter.
6. The process moving forward, our Requested and Recommended budgets will be presented to Town Council on April 16. First presentation of Recommended budget. On April 23 we will present to the JIM our Requested budget. JIM will also receive Recommended budget. That is our opportunity to ask for Airport Shuttle and extra Commuter to be reinstated, or not. We can also point out that if an agreement with TVA is not reached there will be a further reductions to village service.

v. Segue to the TVA issue. We've had meetings with [stakeholders]. The [ability to generate funding] is driven by the Master Plan agreement between County and TVA. He will state we have not heard from JHMR [directly]. But in newspaper yesterday JHMR said they will not withdraw and will move forward for another year.

1. About a month ago he raised this issue to County Commissioners. CC directed county planning staff to engage with TVA. [There are a lot of rumors going around.] The matter is with County Planning Staff, we are an interested party.
2. We believe they are still responsible for monitoring associated with Master Plan Agreement. There have been no traffic counts since 2018, although explicitly required in Master Plan. COVID gave them a pass, but that exception is done. Traffic counts are important because they might trigger the next level of traffic mitigation efforts.

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- 3. There are references to Susan Johnson, who was a previous planning director, and a memo [about buying passes, and "attachment N", which translates revenue-based approach of buying passes to calculating cost of direct support]. We are working with the County to find clarity.
- 4. Asked for head nod approval for level of service he outlined.
- b. Hoath—for ease of conversation break it into 3 topics: Where we are with budget; Action plan to address concerns; Questions around process
  - i. Asked for questions about budget numbers presented?
    - 1. Quinn—what is deadline for Winter Service Plan? Abel—Winter: start recruiting divers in May or June. Hold bid in November. We would want to know staffing requirements in August. September absolute latest to know what service we are including to know how many people to hire.
    - 2. Second—what is reduction if only \$80,000 loss? Abel-- If it is \$220K reduction—not improve frequency of Local, reduce Express, reduce South more dramatically than if it is an \$80K reduction.
    - 3. Smith—You captured a complex topic in a very good synopsis. Math question: under current agreement \$220k is a partner contribution. In addition, they are supplying employee passes at cost? Abel—no, they are receiving passes in return for their contribution. They are essentially saying they are buying passes at a premium.
    - 4. Regan—Thank you for the summary. There are no implications for reduction in service other than to Village? Abel—correct.
    - 5. Roscoe—Is there any disadvantage to assuming we don't receive revenue from TVA, so then money we do receive is extra. Abel—two things. Want to remain good partners. Second, we have a lot of balls in play: political, transportation, managerial. The transportation demand does not go away. We would have disgruntled riders. If we reduce service people will blame START. Want to avoid reducing service further that is maybe already not adequate to meet demand
    - 6. Smith—clarification about grants—need to have local match. In context of TVA and JHMR contributions. They are not necessarily required for us to receive grants? Abel—no. FTA in cities over 200K population The Feds pay directly to city. For towns 200k to 50k Feds give to State, State gives to cities. For communities under 50k—Feds to States, States hold competitive process to distribute funds. There is not a fixed formula for Jackson to receive funds based on population, level of service, etc. Smith—rephrase, is there a ripple effect from losing funds? Abel—we always secure local match dollars at a rate above what we need.
    - 7. Smith—The cuts Abel is suggesting make sense
    - 8. Hoath—Airport Shuttle Pilot had markers of success. We did not meet those markers of success, or only partially met them. That is the driver for eliminating Airport Shuttle, not budget? Abel—yes. Service related issues—the Airport Shuttle met some metrics. [discussion of ridership and farebox recovery] Included in budget to keep the Airport Shuttle conversation alive. During JIM meeting plans to ask for reconsideration and reinstitute winter Airport Shuttle to Recommended budget.
  - c. Eisen—Move to accept Transit Director's recommendation with respect to the budget items, including requesting JIM keep the Airport Shuttle included to continue conversation; as well as his recommendations to his cuts in service related to the TVA shortfall at this time, recognizing it is an ongoing conversation. Move to approve supporting the Transit Director as he goes to the JIM. Second—Quinn.

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- i. Discussion--Smith, make sure understand motion. He endorses TVA related cuts. But as a Board, when you step back and look at the big picture of what START does to implement Route Plan. Part of our mission is to implement the Route Plan, the Integrated Transportation Plan and the Comprehensive plan. There is a trend over time where we are [not meeting our adopted plans]. Our vehicles miles are increasing. Coming into COVID Pandemic we were at a million riders per year; four years later finally back. But Plans call for doubling service by 2025. We are nowhere near doubling service. But Bruce is correct to question if the riders are there. We have to market it more to populations we have not tapped—commuters in Star Valley and Teton Valley. We have to work with the County, Transportation Coalition, Employers. These things work with carrots and sticks. We have to lobby for parking. If we aren't there providing service...and consider going fare free or reducing fares, that would have a quantum change in our ridership. There are things we can do to fill our buses. As a Board we have to keep the pressure on. Acknowledge the Town and County are dealing with fiscal constraints. If we don't push the envelope, who will? Our constituents are asking for more transit service. When he became a Board Member people were asking about service to the Airport. It took 5 years to do the pilot program. If the motion means we can come before Town, County, and JIM and say we want to increase commuters 3 to 4 and keep the Airport Shuttle, that is where we should be.
- ii. Abel—that is not inconsistent with what you were hearing. There is an advocacy aspect and a managerial aspect. Managerial-- Resources are constrained. How do we allocate them? Advocacy—how do you expand resources?
- iii. Hoath—make an amendment—Suggested Motion: We support the START Director with his recommendations, with the request that should there be a shortfall there is a proposal to the Town and/or County to make up any gaps to continue any services as described in the original budget.
  - 1. Smith—if there are going to be cuts to meet fiscally constrained mandate, we would be in agreement with that. But we are advocating for increasing service year-over-year. They [Town & County elected officials] will make the final decision on that request. If we don't advocate we won't grow the system.
    - a. Smith offered friendly amendment that Board also request to add 4<sup>th</sup> Commuter back into budget request.
  - 2. Abel—something in this year's budget that is powerful and important recognition is we asked for additional hours for PTO, Training, and Extra Board. When one looks at our dollar growth, it is a significant outlay from Town and County. Those are the important things to get the foundation built so we aren't burning people out. We have been successful in the “major budget battle”.
  - 3. Eisen—as Bruce pointed out we have a number of wins. In an effort to not ask for everything, since we got most of what we asked for, including substantial increases that Bruce noted, particularly in a down year. That focuses on the Board's priority to Get Our House in Order. To be constructive, my motion did not include the 4<sup>th</sup> Commuter, but it included everything else.
  - 4. Smith—Not comfortable supporting Eisen's original version of the motion. As a Board, we need to advocate for increased service.
  - 5. Colasuonno—Motion was made and Seconded in original form. The motion maker and seconder have to accept the friendly amendment. Eisen did not consent to friendly amendment to add 4<sup>th</sup> commuter back into budget request.

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- iv. Eisen—Summarize—ask the JIM to reconsider Town Manager’s recommendation to remove Airport funding from our budget, we’re going to propose cuts related to TVA funding situation, we’re not going to ask for reconsideration of the 4<sup>th</sup> commuter.
  - 1. Vote in Favor: Hoath, Quinn, Eisen, Unruh. Opposed: Smith and Roscoe. Abstained: Regan –Motion carries.
- v. Smith—when we come before the Town and JIM, can Board members participate? Abel—presentation will be made by Staff. The role of Board members would be to meet with their representatives outside of that forum.
  - 1. Eisen—points out that Board members should not undercut Board vote.
  - 2. Abel—The request I will deliver is that the Airport be reinstated, and that the Board is in concurrence with proposed adjustments to Village service to address TVA withdrawal from funding agreement.

4. START Bus February & March 2024 Financial Report – Bruce Abel

- i. Nothing to report

5. START Bus February & March 2024 Ridership Report – Bruce Abel

- i. Up about 18%. Expects to break 1 million riders goal this year

6. START On-Demand

- i. East Jackson Ridership February and March 2024 – Bruce Abel
  - 1. Rider surveys requested access to the grocery stores. Alberton’s was added as an “island stop” and has been very popular.
  - 2. Another request was for Library access. For Summer, Staff would like to institute an “island stop” at Teton County Library oriented for kids out of school. Not an expansion of the service area, which still stops at Flat Creek. Service hours would match Library Hours.
    - a. Motion made by Jared Smith, Seconded by Meghan Quinn, to endorse proposal as stated by Director to expand START On-Demand service to Library as a point stop. All in favor. Motion passes unanimously.

7. WYDOT WY22 Corridor Project Public Meeting from 2/22/24

- i. Document in packet for EIS on Highway 22. Suggests Board formally endorses HOV concept and endorsing it remaining in the process to move forward through screening.
- ii. Motion made by Jared Smith, Seconded by Kevin Regan, that START Board endorses the HOV transit friendly solutions that are currently part of the alternatives being considered as part of the WY22 corridor planning effort. And also that the cross-section of the corridor be done in an environmentally sensitive way that would also allow the Pathway to stay within the corridor. All in favor. Motion passes unanimously.

8. Airport Shuttle Pilot Update – Bruce Abel

- i. No update

9. Proterra Update – Bruce Abel

- i. Proterra—we are Zero for 8 operational

10. Correspondence Received Regarding Requested Service Changes

- i. Ski & Snowboard Club Request
  - 1. Roscoe asked about Ski & Snowboard letter. Abel—copies of correspondence are in packet. We will provide analysis to Board about implications both operationally and financially.
- ii. Service to the Teton County Library

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## **VIII. MATTERS FROM THE BOARD (4:30 – 5:00)**

#### A. Town Liaison Report – Arne Jorgensen

### 1. Not in attendance

## B. Teton County Report – Wes Gardner

1:45:54 pm—my earlier comments shed light on thinking we need clarification on Planning Staff for TDM. As far as the budget goes, this is a step in the process. Discussed with Jason [Pitts] about expanding commuter runs without adding a 4<sup>th</sup> for the 7 am to 7pm shifts at the hospital. He will continue working on it as an individual. I think it is clear, the Town is very financially constrained. If they keep spending at the same rate they will be broke in 2 years. The County has an expensive new courthouse. These things are real. Happy to see the Board pushing back. Need to look for creative ways to get funding.

1. Hoath—we are struggling with the budget. We came to a consensus, but Board members have valid concerns. There is conflict between providing service the community needs with the constraints we've been tasked with.

### C. Teton Valley Liaison Report – Doug Self

## 1. Not in attendance

#### D. Star Valley Liaison Report - Vacant

## IX. EXECUTIVE SESSION

## X. ADJOURNMENT (5:00 PM)

A. Motion to adjourn made by Smith, seconded by Eisen, all in favor.

## TIME AND PLACE FOR NEXT MEETING.

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>

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.

, Secretary Date

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# MEGHAN QUINN

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May 20, 2024

Chairman Ty Hoath  
Southern Teton Area Rapid Transit  
150 East Pearl Avenue  
P.O. Box 1687  
Jackson, WY 83001

Dear Chair Hoath:

I hereby resign as Secretary of the Southern Teton Area Rapid Transit (START) Executive Committee. With my new duties and responsibilities as Executive Director of the Teton Village Association (TVA), I will have less time to dedicate to the START Executive Committee.

I intend to remain a START Board member, but I will recuse myself when any conflict of interest arises with TVA. I am excited to continue my role as a START Board member and to further START's goal of implementing a Regional Transportation Plan.

However, I am willing to step down as a START Board member if there are too many conflicts of interest and I need to recuse myself too often.

Thank you for this opportunity to work with a successful organization and work with you on innovative transportation initiatives.

Sincerely,

*Meghan Quinn*

Meghan Quinn

Town of Jackson, Wyoming  
START Bus System

Monthly Financial Report				for the month of			4/30/2024	month	10	83.333%
	Period Actual	Period Budget (div by 12)	Period Variance	YTD Actual	YTD Budget	YTD Variance	%	Total Budget	Budget remaining	%
<b>Revenues:</b>										
Intergovernmental	\$ 842,166.56	\$ 1,250,746.17	\$ (408,579.61)	\$ 5,023,725.20	\$ 12,507,461.67	\$ (7,483,736.47)	40.166%	\$ 15,008,954.00	\$ 9,985,228.80	33.472%
Charges for Service	\$ 182,240.41	\$ 197,024.92	\$ (14,784.51)	\$ 1,218,740.64	\$ 1,970,249.17	\$ (751,508.53)	61.857%	\$ 2,364,299.00	\$ 1,145,558.36	51.548%
Miscellaneous	-3901	\$ 15,103.08	\$ (19,004.08)	\$ (26,414.30)	\$ 151,030.83	\$ (177,445.13)	-17.489%	\$ 181,237.00	\$ 207,651.30	-14.574%
<b>subtotal</b>	<b>\$ 1,020,505.97</b>	<b>\$ 1,462,874.17</b>	<b>\$ (442,368.20)</b>	<b>\$ 6,216,051.54</b>	<b>\$ 14,628,741.67</b>	<b>\$ (8,412,690.13)</b>	<b>42.492%</b>	<b>\$ 17,554,490.00</b>	<b>\$ 11,338,438.46</b>	<b>35.410%</b>
transfers in	96814.92	\$ 250,894.67	\$ (154,079.75)	1,561,274.50	\$ 2,508,946.67	\$ (947,672.17)	62.228%	\$ 3,010,736.00	\$ 1,449,461.50	51.857%
<b>Total</b>	<b>\$ 1,117,320.89</b>	<b>\$ 1,713,768.83</b>	<b>\$ (596,447.94)</b>	<b>\$ 7,777,326.04</b>	<b>\$ 17,137,688.33</b>	<b>\$ (9,360,362.29)</b>	<b>45.381%</b>	<b>\$ 20,565,226.00</b>	<b>\$ 12,787,899.96</b>	<b>37.818%</b>
<b>Expenditures:</b>										
Administration	\$ 252,625.74	\$ 182,901.75	\$ 69,723.99	\$ 1,499,754.15	\$ 1,829,017.50	\$ (329,263.35)	81.998%	\$ 2,194,821.00	\$ 695,066.85	68.332%
Operations	\$ 1,019,703.16	\$ 660,542.33	\$ 359,160.83	\$ 5,777,233.35	\$ 6,605,423.33	\$ (828,189.98)	87.462%	\$ 7,926,508.00	\$ 2,149,274.65	72.885%
<b>subtotal</b>	<b>\$ 1,272,328.90</b>	<b>\$ 843,444.08</b>	<b>\$ 428,884.82</b>	<b>\$ 7,276,987.50</b>	<b>\$ 8,434,440.83</b>	<b>\$ (1,157,453.33)</b>	<b>86.277%</b>	<b>\$ 10,121,329.00</b>	<b>\$ 2,844,341.50</b>	<b>71.898%</b>
Capital outlay	\$ 370,528.22	\$ 891,228.25	\$ (520,700.03)	\$ 5,077,887.74	\$ 8,912,282.50	\$ (3,834,394.76)	56.976%	\$ 10,694,739.00	\$ 5,616,851.26	47.480%
<b>Subtotal (cume)</b>	<b>\$ 1,642,857.12</b>	<b>\$ 1,734,672.33</b>	<b>\$ (91,815.21)</b>	<b>\$ 12,354,875.24</b>	<b>\$ 17,346,723.33</b>	<b>\$ (4,991,848.09)</b>	<b>71.223%</b>	<b>\$ 20,816,068.00</b>	<b>\$ 19,173,210.88</b>	<b>59.353%</b>
Transfers out	\$ 9,835.00	\$ 11,329.33	\$ (1,494.33)	\$ 96,932.00	\$ 113,293.33	\$ (16,361.33)	85.558%	\$ 135,952.00	\$ 39,020.00	71.299%
<b>Total (cume)</b>	<b>\$ 1,652,692.12</b>	<b>\$ 1,746,001.67</b>	<b>\$ (93,309.55)</b>	<b>\$ 12,451,807.24</b>	<b>\$ 17,460,016.67</b>	<b>\$ 5,008,209.43</b>	<b>71.316%</b>	<b>\$ 20,952,020.00</b>	<b>\$ 8,500,212.76</b>	<b>59.430%</b>
Net Revenue over Expenditures	\$ (535,371.23)	\$ (32,232.83)	\$ (503,138.40)	\$ (4,674,481.20)	\$ (322,328.33)	\$ (14,368,571.72)	1450.223%	\$ (386,794.00)	\$ 4,287,687.20	1208.520%

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
<b>Totals 2018</b>	<b>489,360</b>	<b>511,087</b>	<b>32,674</b>	<b>33,381</b>	<b>-</b>	<b>5,234</b>	<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
<b>Totals 2019</b>	<b>488,667</b>	<b>533,711</b>	<b>33,685</b>	<b>37,257</b>	<b>-</b>	<b>5,386</b>	<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	9,955	(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	-	3522	316 57,275	(64,651) -53%
<b>Totals 2020</b>	<b>212,056</b>	<b>326,588</b>	<b>21,995</b>	<b>21,202</b>	<b>3,654</b>	<b>4,073</b>	<b>589,568</b>	<b>(509,138) -46%</b>

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%
<b>Totals 2021</b>	<b>189,154</b>	<b>232,184</b>	<b>23,981</b>	<b>21,106</b>	<b>37,216</b>	<b>5,568</b>	<b>7,222</b>	<b>516,431</b>	<b>(73,137) -12%</b>

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%
<b>Totals 2022</b>	<b>279,062</b>	<b>328,831</b>	<b>26,346</b>	<b>25,252</b>	<b>-</b>	<b>6,049</b>	<b>131,290</b>	<b>796,830</b>	<b>280,399 54%</b>

2023	Town Shuttle	Teton Village	Star Valley	Teton Valley	*AIRPORT*	ADA	START On-Demand	Monthly Total	'23 vs. '22
Jan	32,229	57,980	2,295	2,446	-	550	24,979	120,479	17,343 17%
Feb	27,699	52,442	2,206	2,203	-	461	22,813	107,824	8,993 9%
March	29,905	49,763	2,710	2,524	-	489	21,511	106,902	6,577 7%
April	20,609	13,018	1,963	2,035	-	474	9,266	47,365	4,958 12%
May	24,642	8,844	2,203	2,409	-	470	9,233	47,801	9,737 26%
June	33,304	17,151	2,150	2,408	-	452	12,605	68,070	14,890 28%
July	35,532	19,425	1,756	2,221	-	462	14,278	73,674	11,466 18%
August	34,250	19,233	1,926	2,290	-	522	14,533	72,754	11,620 19%
September	31,403	15,592	1,903	2,133	-	484	11,783	63,298	9,532 18%
October	27,190	9,350	2,122	2,561	-	440	8,389	50,052	9,854 25%
November	21,267	10,992	1,764	2,363	-	489	7,633	44,508	3,942 10%
December	34,329	58,497	2,687	1,906	1,000	563	19,078	118,060	15,045 15%
<b>Totals 2023</b>	<b>352,359</b>	<b>332,287</b>	<b>25,685</b>	<b>27,499</b>	<b>1,000</b>	<b>5,856</b>	<b>176,101</b>	<b>920,787</b>	<b>123,957 16%</b>

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
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) -95%</b>

2024	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	Monthly Total	GTR Shuttle	Monthly Total (plus GTR)	'24 vs. '23
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	28,387	19,967	1,822	2,033	532	416	10,844	64,001	2,652	66,653	16,636 35%
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>136,236</b>	<b>222,724</b>	<b>10,725</b>	<b>8,951</b>	<b>7,729</b>	<b>1,852</b>	<b>72,184</b>	<b>460,401</b>	<b>27,992</b>	<b>488,393</b>	<b>421,323 340%</b>

## Summary Tables:

## Monthly Total - April Data ONLY:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Annual Total:
2018	27,458	17,489	2,275	2,412	-	446	-	-	50,080
2019	27,974	19,896	2,623	2,921	-	542	-	-	53,956
2020	7,457	289	991	653	-	205	-	-	9,595
2021	12,151	10,124	1,990	1,628	-	438	-	-	26,331
2022	18,327	13,026	2,262	1,781	-	461	6,550	-	42,407
2023	20,609	13,018	1,963	2,035	-	474	9,266	2,647	50,012
2024	28,387	19,967	1,822	2,033	532	416	10,844	2,652	66,653

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

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Monthly Variance:
2018 - 2019	516	2,407	348	509	-	96	-	-	3,876
	<b>1.88%▲</b>	<b>13.76%▲</b>	<b>15.30%▲</b>	<b>21.10%▲</b>	<b>0.00%▲</b>	<b>21.52%▲</b>	<b>0.00%▲</b>	<b>0.00%▲</b>	<b>7.74%▲</b>
2019 - 2020	(20,517)	(19,607)	(1,632)	(2,268)	-	(337)	-	-	(44,361)
	<b>-73.34%▼</b>	<b>-98.55%▼</b>	<b>-62.22%▼</b>	<b>-77.64%▼</b>	<b>0.00%▲</b>	<b>-62.18%▼</b>	<b>0.00%▲</b>	<b>0.00%▲</b>	<b>-82.22%▼</b>
2020 - 2021	4,694	9,835	999	975	-	233	-	-	16,736
	<b>62.95%▲</b>	<b>3403.11%▲</b>	<b>100.81%▲</b>	<b>149.31%▲</b>	<b>0.00%▲</b>	<b>113.66%▲</b>	<b>0.00%▲</b>	<b>0.00%▲</b>	<b>174.42%▲</b>
2021 - 2022	6,176	2,902	272	153	-	23	6,550	-	16,076
	<b>50.83%▲</b>	<b>28.66%▲</b>	<b>13.67%▲</b>	<b>9.40%▲</b>	<b>0.00%▲</b>	<b>5.25%▲</b>	<b>0.00%▲</b>	<b>0.00%▲</b>	<b>61.05%▲</b>
2022 - 2023	2,282	(8)	(299)	254	-	13	2,716	2,647	7,605
	<b>11.07%▲</b>	<b>-0.06%▼</b>	<b>-15.23%▼</b>	<b>12.48%▲</b>	<b>0.00%▲</b>	<b>2.74%▲</b>	<b>29.31%▲</b>	<b>100.00%▲</b>	<b>15.21%▲</b>
2023 - 2024	7,778	6,949	(141)	(2)	532	(58)	1,578	5	16,641
	<b>27.40%▲</b>	<b>34.80%▲</b>	<b>-7.74%▼</b>	<b>-0.10%▼</b>	<b>100.00%▲</b>	<b>-13.94%▼</b>	<b>14.55%▲</b>	<b>0.19%▲</b>	<b>24.97%▲</b>

## YTD Totals for January through April Data:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	YTD Total:
2018	147,921	315,058	11,275	12,057	-	1,979	-	-	488,290
2019	3,883,550	338,093	11,513	11,546	-	1,906	-	-	4,246,608
2020	114,728	263,102	9,576	9,932	-	1,680	-	-	399,018
2021	52,219	134,022	8,186	7,269	-	1,554	-	-	203,250
2022	79,247	193,896	9,040	7,879	-	1,975	#DIV/0!	-	#DIV/0!
2023	135,084	182,047	11,377	11,617	-	2,444	87,802	26,612	456,983
2024	136,236	222,724	10,725	8,951	7,729	1,852	72,184	27,992	488,393

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

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Annual Variance:
2018 - 2019	3,735,629	23,035	238	(511)	(73)	-	-	-	3,758,318
	<b>2525.42%▲</b>	<b>7.31%▲</b>	<b>2.11%▲</b>	<b>-4.24%▼</b>	<b>-3.69%▼</b>				<b>769.69%▲</b>
2019 - 2020	(3,768,822)	(74,991)	(1,937)	(1,614)	(226)	-	-	-	(3,847,590)
	<b>-97.05%▼</b>	<b>-22.18%▼</b>	<b>-16.82%▼</b>	<b>-13.98%▼</b>	<b>-11.86%▼</b>				<b>-90.60%▼</b>
2020 - 2021	(62,509)	(129,080)	(1,390)	(2,663)	(126)	-	-	-	(195,768)
	<b>-54.48%▼</b>	<b>-49.06%▼</b>	<b>-14.52%▼</b>	<b>-26.81%▼</b>	<b>-7.50%▼</b>	<b>100.00%▲</b>			<b>-49.06%▼</b>
2021 - 2022	27,028	59,874	854	610	421	#DIV/0!	#DIV/0!	-	#DIV/0!
	<b>51.76%▲</b>	<b>44.67%▲</b>	<b>10.43%▲</b>	<b>8.39%▲</b>	<b>27.09%▲</b>	<b>#DIV/0!</b>			<b>#DIV/0!</b>
2022 - 2023	55,837	(11,849)	2,337	3,738	-	469	#DIV/0!	26,612	#DIV/0!
	<b>70.46%▲</b>	<b>-6.11%▼</b>	<b>25.85%▲</b>	<b>47.44%▲</b>	<b>0.00%▲</b>	<b>23.75%▲</b>	<b>#DIV/0!</b>	<b>0.00%▲</b>	<b>#DIV/0!</b>
2023 - 2024	1,152	40,677	(652)	(2,666)	7,729	(592)	(15,618)	1,380	31,410
	<b>0.85%▲</b>	<b>18.26%▲</b>	<b>-6.08%▼</b>	<b>-29.78%▼</b>	<b>100.00%▲</b>	<b>-31.97%▼</b>	<b>-21.64%▼</b>	<b>4.93%▲</b>	<b>6.43%▲</b>

**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	2,237.75	4 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	2,681.25	4 months	
Nov-21			
Teton Valley	AM	PM	
November	TV1	7	15
	TV2	11	16
	TV3	19	4
Star Valley	AM	PM	
November	SV1	10	20
	SV2	23	19
	SV3	16	5
Dec-21			
Teton Valley	AM	PM	
December	TV1	7	18
	TV2	15	17
	TV3	22	10
Star Valley	AM	PM	
December	SV1	13	23
	SV2	28	23
	SV3	16	6
January 2022			
Teton Valley	AM	PM	
January	TV1	8	27
	TV2	16	20
	TV3	22	7
Star Valley	AM	PM	
January	SV1	14	24
	SV2	29	26
	SV3	14	6
February 2022			
Teton Valley	AM	PM	
February	TV1	10	20
	TV2	16	24
	TV3	25	9
Star Valley	AM	PM	
February	SV1	13	22
	SV2	27	25
	SV3	14	4
March 2022			
Teton Valley	AM	PM	
March	TV1	9	21
	TV2	17	24
	TV3	24	6
Star Valley	AM	PM	
March	SV1	16	25
	SV2	30	28
	SV3	17	7

April 2022		AM	PM
Teton Valley		8	18
April	TV1A	2	0
	TV1B	14	17
	TV2	20	7
	TV3		
Star Valley		AM	PM
April	SV1A	13	21
	SV1B	0	0
	SV2	28	24
	SV3	16	6
May 2022		AM	PM
Teton Valley		11	18
May	TV1A	1	0
	TV1B	13	16
	TV2	19	7
	TV3		
Star Valley		AM	PM
May	SV1A	11	17
	SV1B	2	4
	SV2	23	19
	SV3	11	6
June 2022		AM	PM
Teton Valley		10	17
June	TV1A	3	1
	TV1B	15	23
	TV2	20	7
	TV3		
Star Valley		AM	PM
June	SV1A	13	19
	SV1B	1	0
	SV2	27	25
	SV3	12	7
July 2022		AM	PM
Teton Valley		11	21
July	TV1A	7	0
	TV1B	22	24
	TV2	19	9
	TV3		
Star Valley		AM	PM
July	SV1A	13	21
	SV1B	2	0
	SV2	31	27
	SV3	14	8
August 2022		AM	PM
Teton Valley		12	21
August	TV1A	7	0
	TV1B	18	24
	TV2	19	9
	TV3		
Star Valley		AM	PM
August	SV1A	11	22
	SV1B	3	0
	SV2	28	26
	SV3	13	6

September 2022		AM	PM
September	Teton Valley	12	25
	TV1A	4	0
	TV1B	15	21
	TV2	24	10
Star Valley		AM	PM
September	SV1A	13	19
	SV1B	5	1
	SV2	22	22
	SV3	11	6
October 2022		AM	PM
October	Teton Valley	12	23
	TV1A	25	19
	TV2	25	11
	TV3		
Star Valley		AM	PM
October	SV1A	12	22
	SV2	25	22
	SV3	24	9
November 2022		AM	PM
November	Teton Valley	11	22
	TV1	23	30
	TV2	26	6
	TV3		
Star Valley		AM	PM
November	SV1	10	24
	SV2	28	24
	SV3	15	5
December 2022		AM	PM
December	Teton Valley	10	24
	TV1	24	27
	TV2	24	9
	TV3		
Star Valley		AM	PM
December	SV1	16	28
	SV2	30	26
	SV3	16	8

		January 2023	
		AM	PM
January	Teton Valley	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	
		AM	PM
February	Teton Valley	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	
		AM	PM
March	Teton Valley	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	
		AM	PM
April	Teton Valley	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	
		AM	PM
May	Teton Valley	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	
		AM	PM
June	Teton Valley	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	
		AM	PM
July	Teton Valley	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	
		AM	PM
August	Teton Valley	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	
		AM	PM
September	Teton Valley	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	
		AM	PM
October	Teton Valley	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	
		AM	PM
November	Teton Valley	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	
		AM	PM
December	Teton Valley	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

April 2024			
Teton Valley		AM	PM
March	TV1	16	23
	TV2	22	20
	TV3	17	9
Star Valley		AM	PM
March	SV1	13	23
	SV2	21	19
	SV3	19	8



## East Jackson Ridership Report

April 2024

**Rides** : 8,749 / 277,228

**Passengers (unlinked passenger trips)**: 10,844 / 388,126

**Vehicle revenue hours**: 1,359 / 39,788

**Total vehicle hours**: 1,546 / 44,075

**Vehicle revenue miles**: 12,018 / 354,920

**Total vehicle miles**: 13,154 / 379,613

**Passenger miles**: 9,324 / 332,894

**Unique rider accounts (month to date / year)**: 982 / 3,081

**Passengers per revenue hour**: 8.0 / 9.8

**Percent of rides shared**: 32%

**Average wait time**: 8 minutes

**Average ride time**: 4 minutes

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

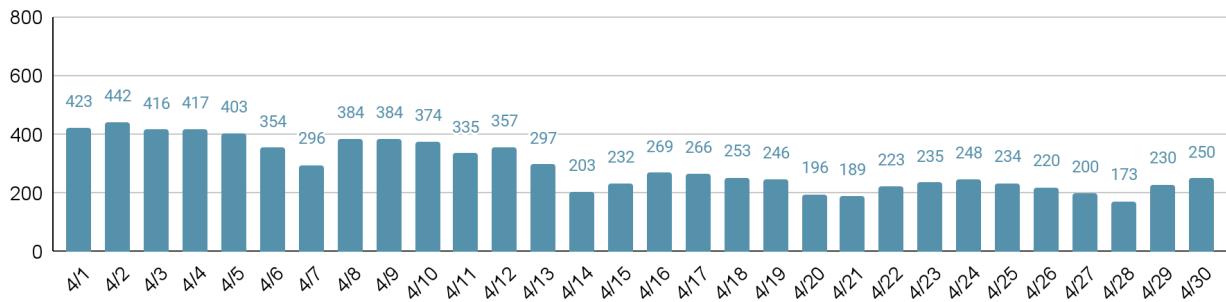
**Wheelchair rides**: 14

**No shows**: 141

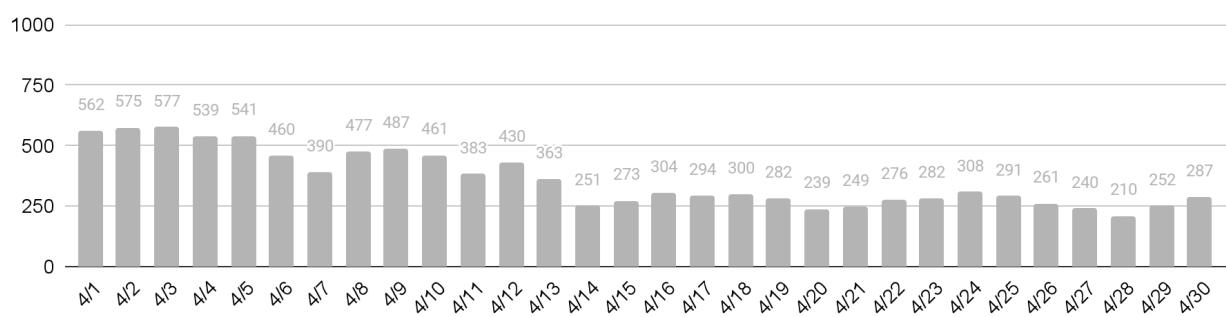
**Percent of rides more than 5 min late to pickup**: 7%

*(month to date / all time)*

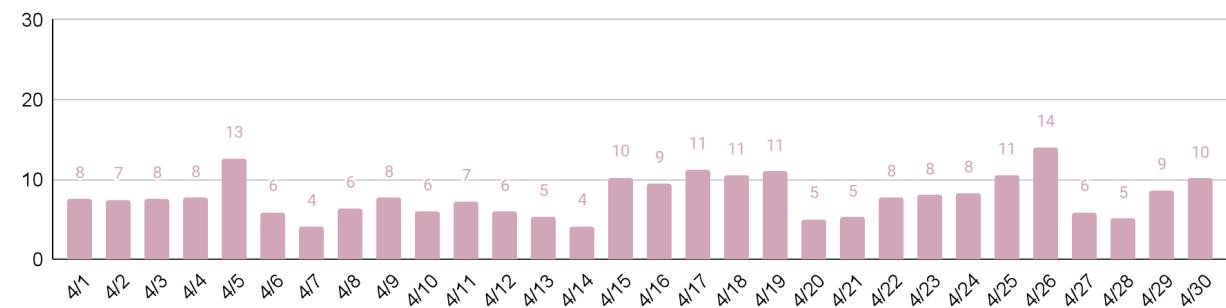
## Rides



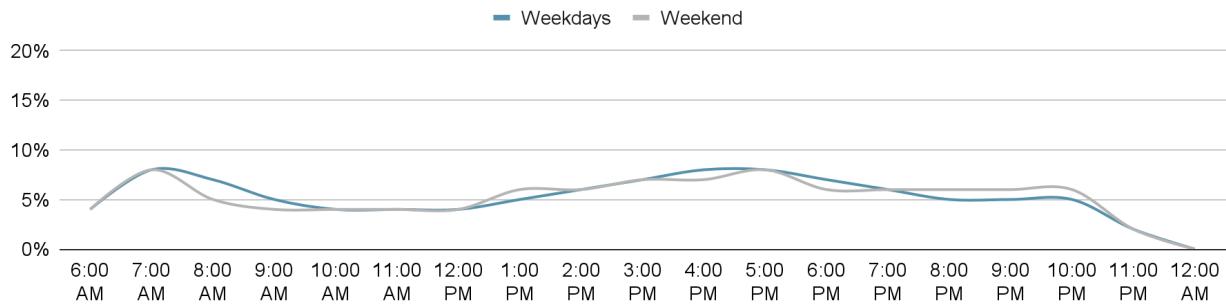
## Passengers



## Average Wait time



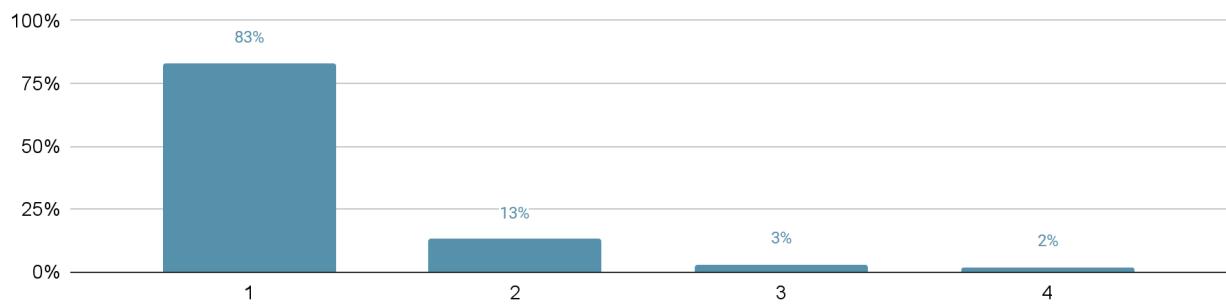
## Pickups by Hour



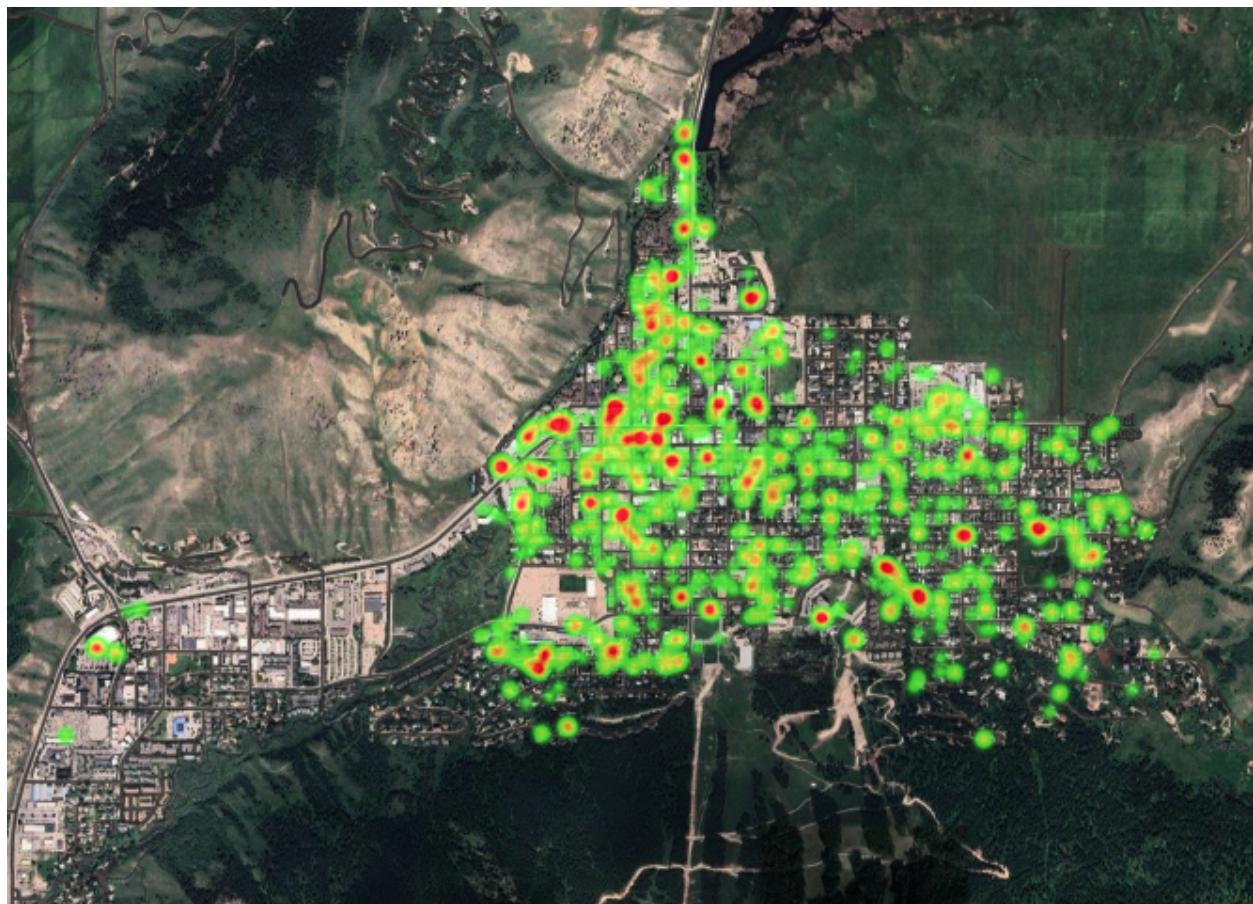
## Wait Time Distribution

**0 - 5 min:** 42%  
**5 - 10 min:** 30%  
**10 - 15 min:** 15%  
**15 - 20 min:** 7%  
**20 - 25 min:** 3%  
**25 - 30 min:** 1%  
**30+ min:** 1%

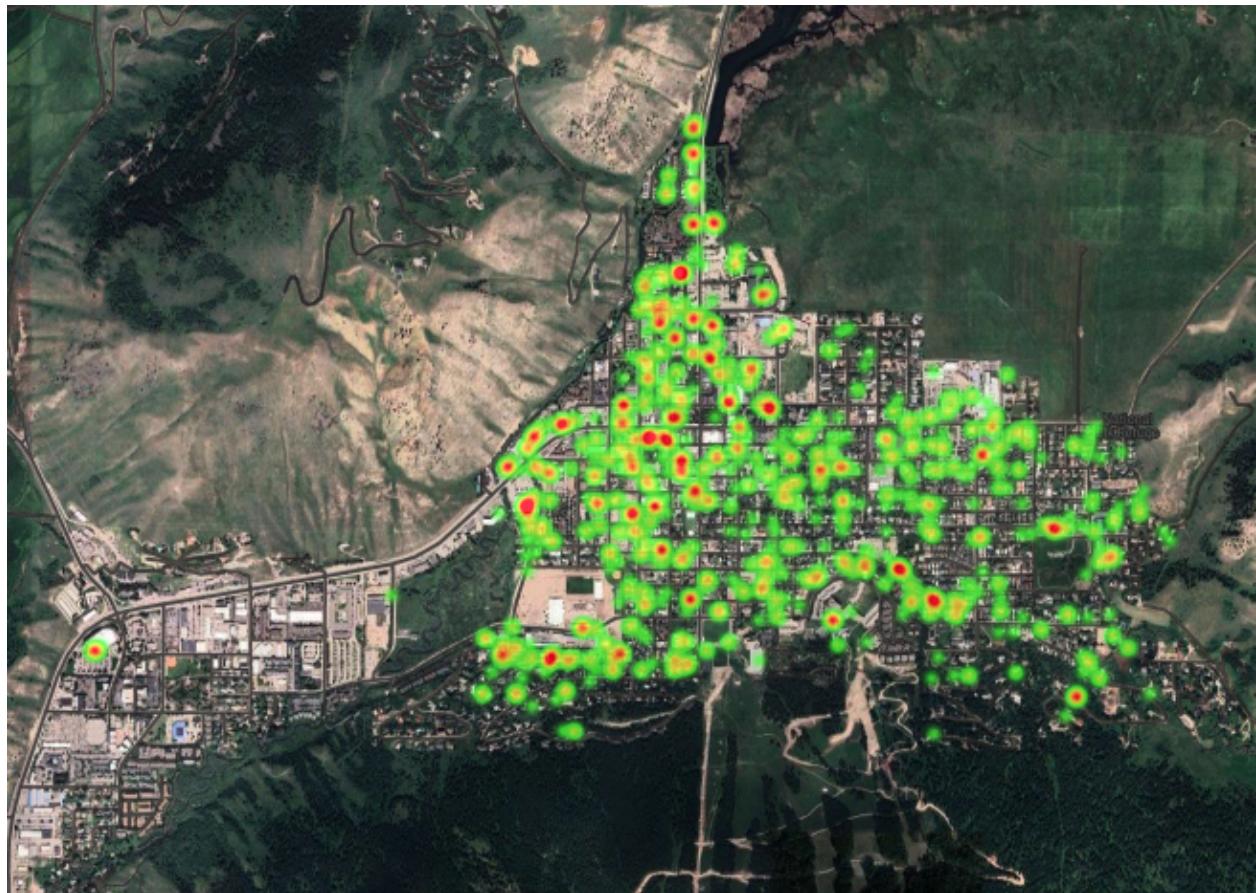
## Passenger Distribution



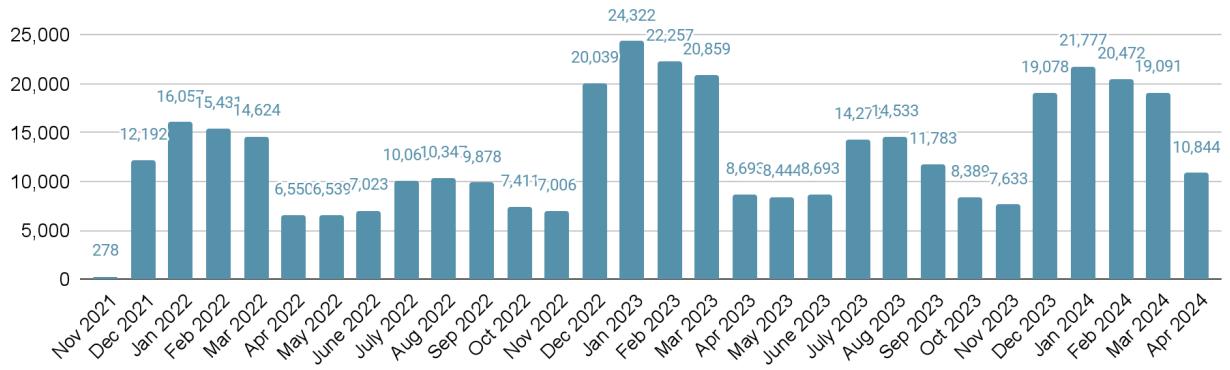
## Pickups Heat Map



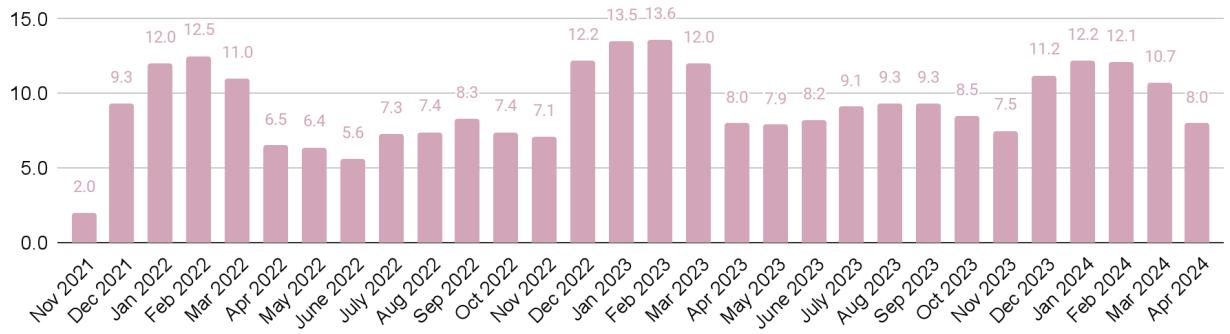
## Dropoffs Heat Map



## All Time - Passengers



## All Time - Passengers / Revenue Hour



ZARD

nued from cover

ies whose "only fault has been occupying a habitat that the fossil fuel industry has been wanting to claw away at," said Bryan Bird, the Southwestern director for Defenders of Wildlife. The dunes sagebrush lizard spent too long languishing in a Pandora's box of political and administrative back and forth even as its population was in fall towards extinction," Bird said in a statement.

The Permian Basin Petroleum Association and the New Mexico Oil & Gas Association expressed disappointment, noting the determination flies in the face of available science and ignores long-standing state-sponsored conservation efforts across hundreds of thousands of acres and commitment of millions of dollars in both states.

"This listing will bring no additional benefit for the species and its habitat, could be detrimental to those living and working in the region," PBPA President Ben Shepperd and NMOGA President and CEO Missi Currier said in a joint statement, adding that they view it as a federal overreach that can harm communities.

Scientists say the lizards are found only in the Permian Basin, the second-smallest range of any North American lizard. The reptiles live in sand dunes and among shinnery oak, where they feed on insects and spiders and burrow into the sand for protection from extreme temperatures.

Environmentalists first petitioned for the species' protection in 2002, and in 2010 federal officials found that it was warranted. That prompted an out-



THE ASSOCIATED PRESS

This May 1, 2015, file photo shows a dunes sagebrush lizard in New Mexico.

cry from some members of Congress and communities that rely on oil and gas development for jobs and tax revenue.

Several Republican lawmakers sent a letter to officials in the Obama administration asking to delay a final decision, and in 2012, federal officials decided against listing the dunes sagebrush lizard.

Then-U.S. Interior Secretary Ken Salazar said at the time that the decision was based on the "best available science" and because of voluntary conservation agreements in place in New Mexico and Texas.

The Fish and Wildlife Service said in Friday's decision that such agreements "have provided, and continue to provide, many conservation benefits" for the lizard, but "based on the information we reviewed in our assessment, we conclude that the risk of extinction for the dunes sagebrush lizard is high despite these efforts."

Among other things, the network of roads will continue to restrict movement and facilitate direct mortality of dunes sagebrush lizards from traffic, it added, while industrial development "will continue to have edge effects on surrounding habitat and weaken the structure of the sand dune formations."

# START BUS

## New START On-Demand Stop at the Library

This summer, START On-Demand will be available to and from Teton County Library!

On-Demand's boundary is still Flat Creek, but riders will be able to request 'Special Trips' to the Library during open hours.

On-Demand Service to the Library available for the Summer Season:

May 25 - September 28

Available whenever the library is open!



TETON COUNTY LIBRARY

Page to the Podium

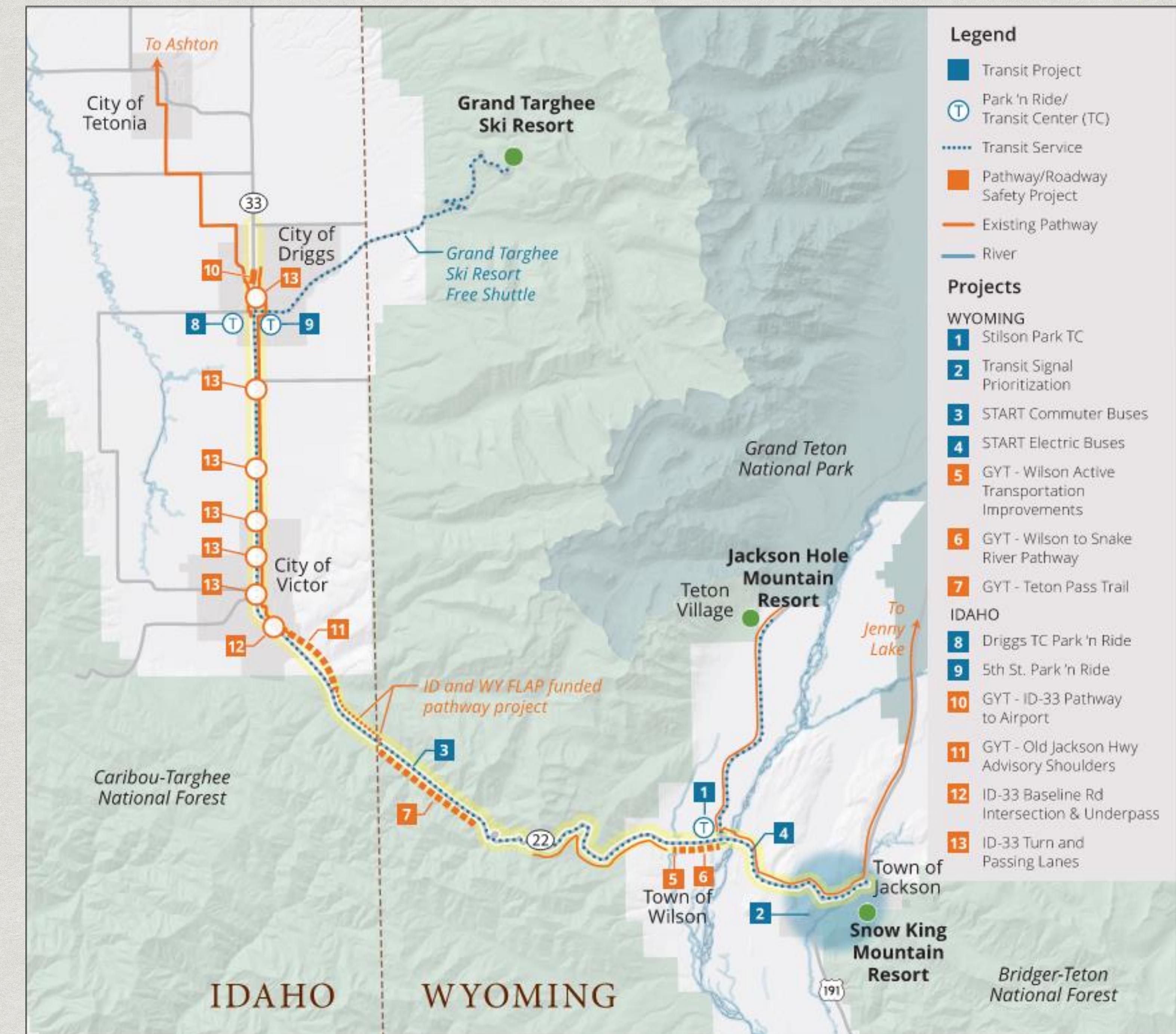
# TETON MOBILITY CORRIDOR IMPROVEMENTS

## BUILD GRANT UPDATES

### MAY 2024



# PROJECT LOCATIONS



# COMPONENT 1: STILSON TRANSIT CENTER

Construction of a 2,900 SF transit center, park 'n ride, EV car charging, pedestrian and bicycle interconnections, covered and electric bicycle parking.

Proposed Construction Start:  
Winter 2024/2025

Targeted Completion:  
Winter 2025/2026

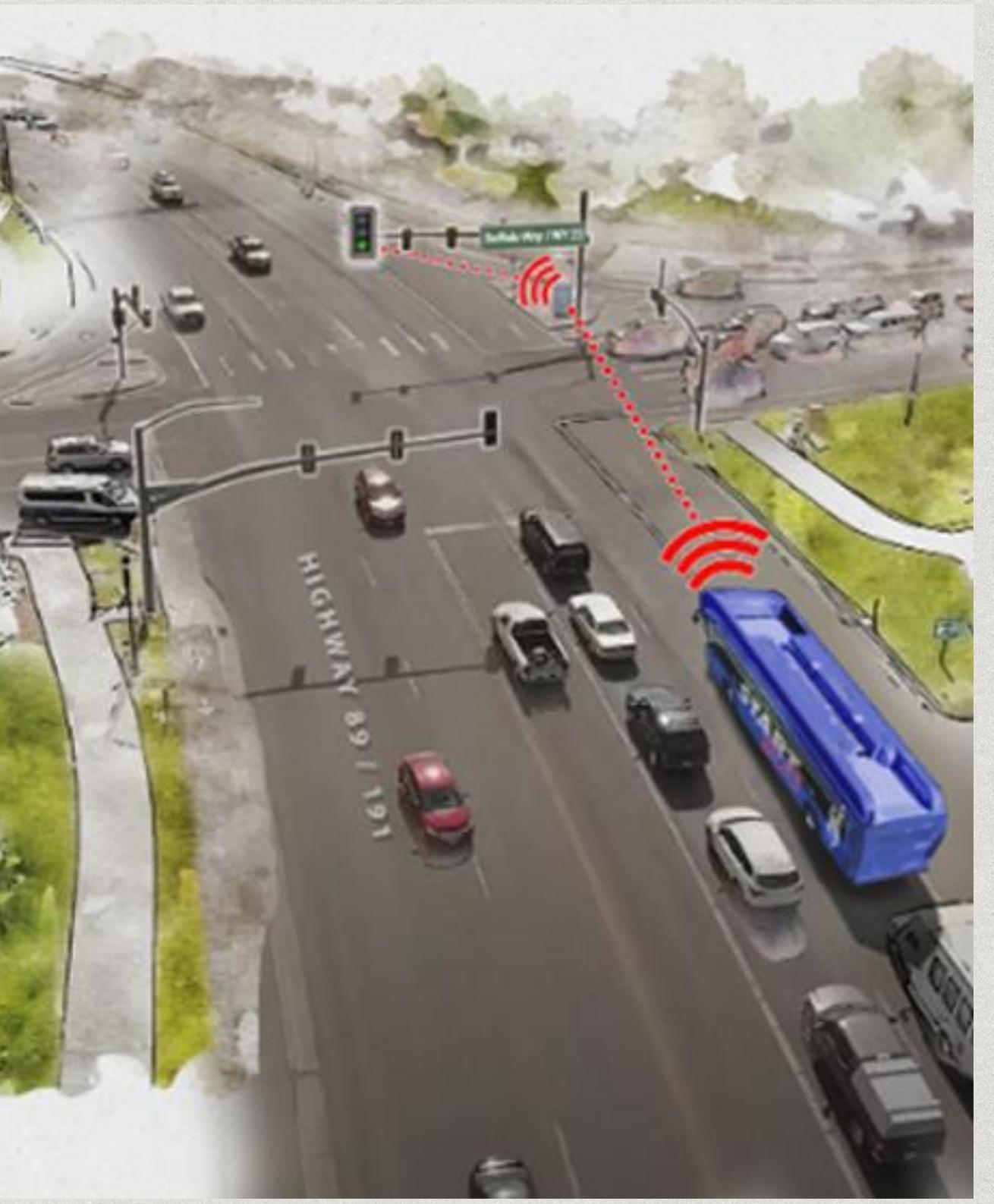
Estimated Cost: \$14M (BUILD  
funds = \$7.2M)



# COMPONENT 1: STILSON TRANSIT CENTER



## Component 2: Transit Signal Prioritization “Green Lights for Buses”



- Install modules in 12 existing signal cabinet(s) that prioritizes giving a green light signal to oncoming buses
- Buses will also be outfitted with on-board units to communicate with the traffic signal modules

Scheduled Active Implementation: 2025  
Estimated Cost: \$763,020  
(BUILD funds = \$225,833)

## Component 3: START Commuter Buses Component 4: START “Electric”\* Buses

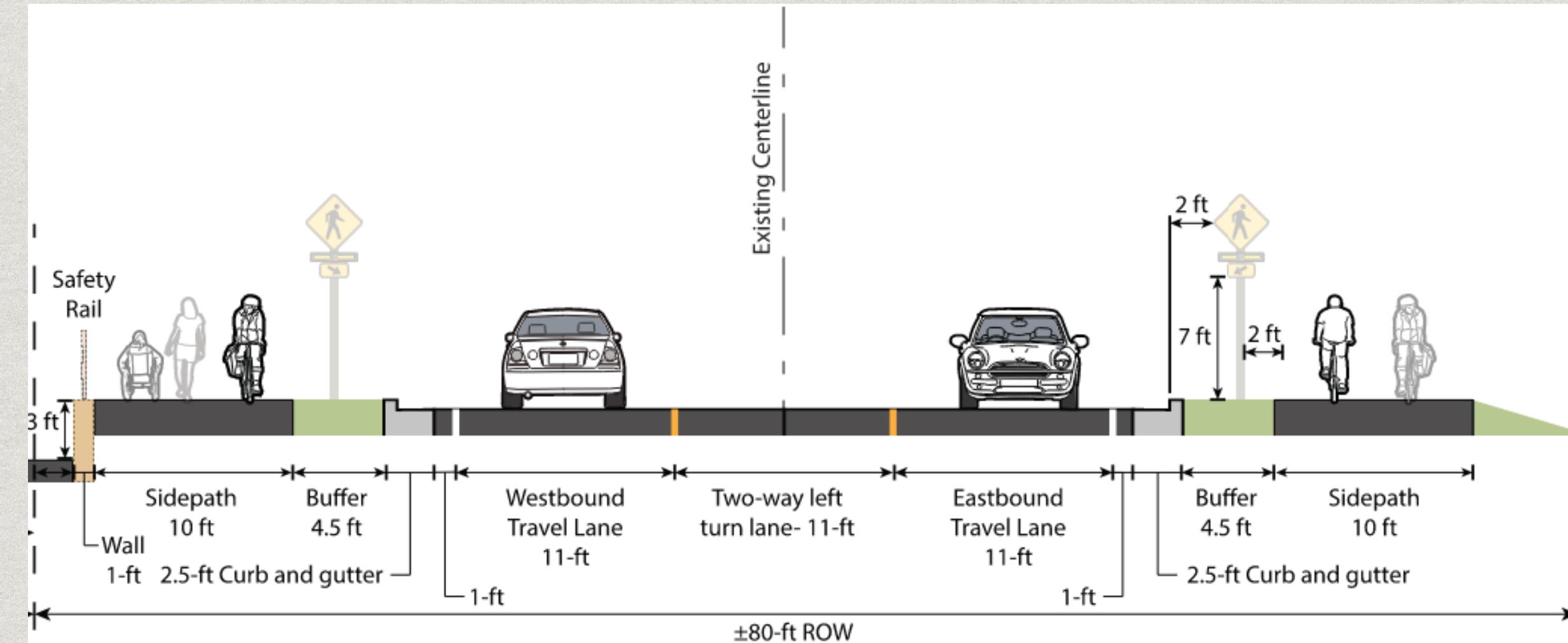


- 4 Commuter buses delivered in October 2023 (\$2,876,786)
- 2 “Electric”\* buses target delivery in Fall 2025

\* Bus fuel/propulsion type under evaluation

Estimated Component 4 Cost: \$1,859,799  
(BUILD funds = \$1,580.812)

## Component 5: Wilson Active Transportation



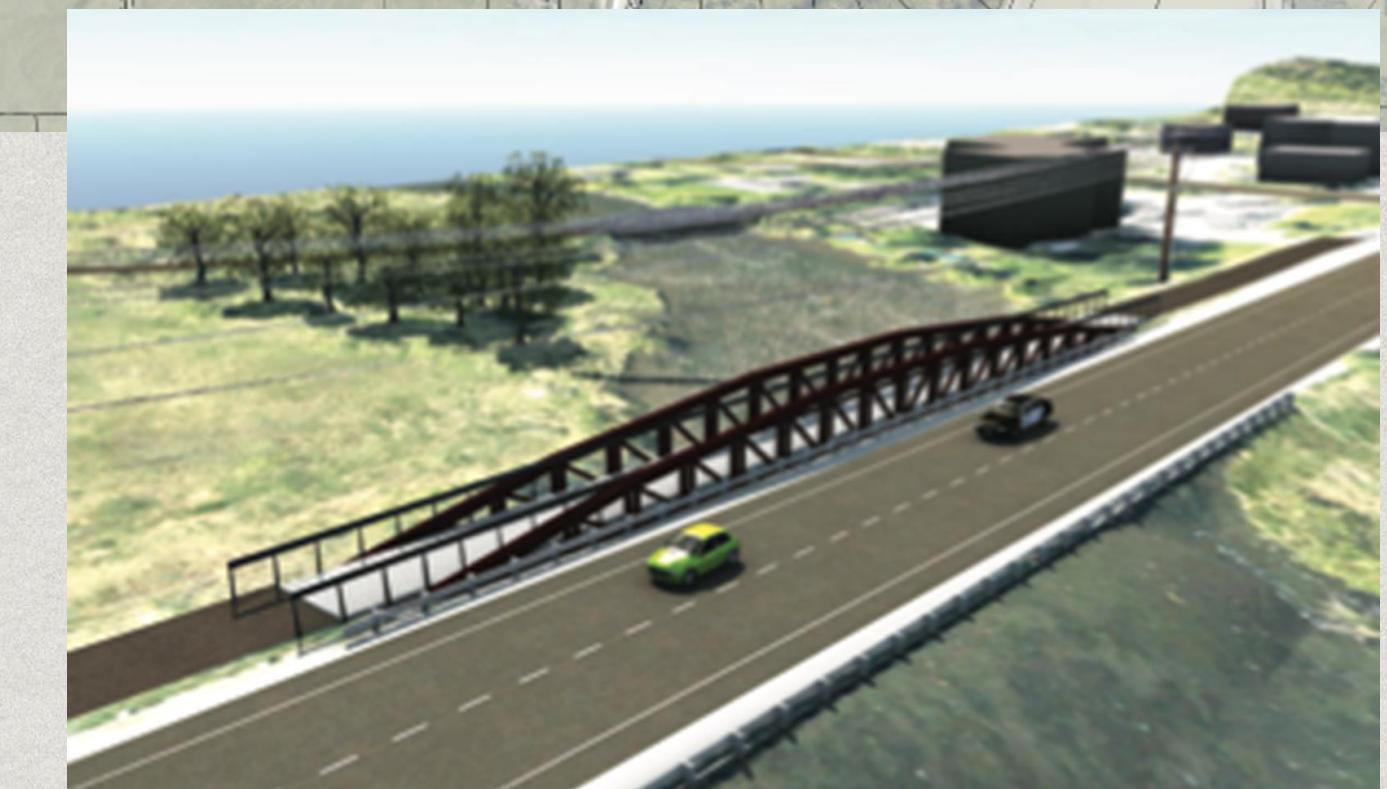
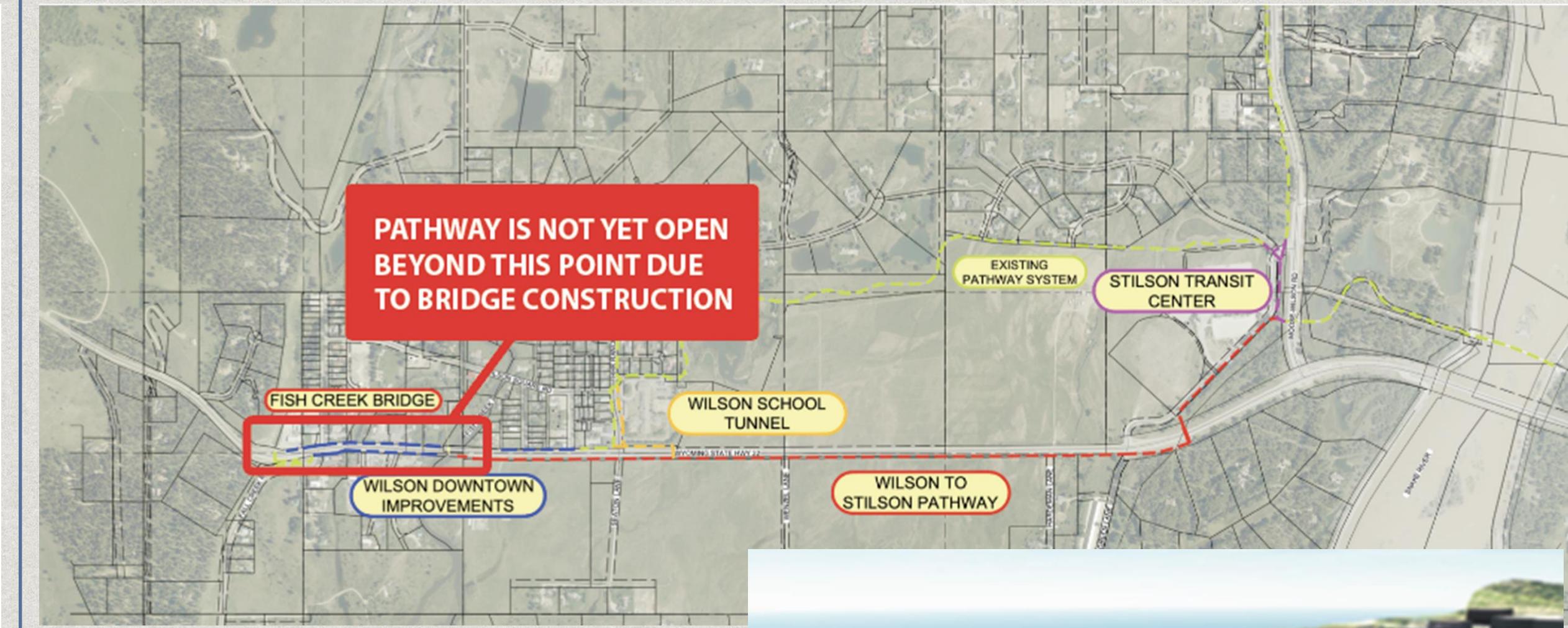
- 60%+ design is underway
- Includes at grade crossings in Wilson, shared use paths, curb and gutter installation, driveway access updates, and bus bays
- Requires temporary construction easements

Targeted Construction Start: Spring 2025

Proposed Construction End: Winter 2025/2026

Estimated Cost: \$4,203,434  
(BUILD funds = \$1,963,097)  
(TAP & Other funds - \$1,381,368)

## Component 6: Wilson to Stilson Pathway

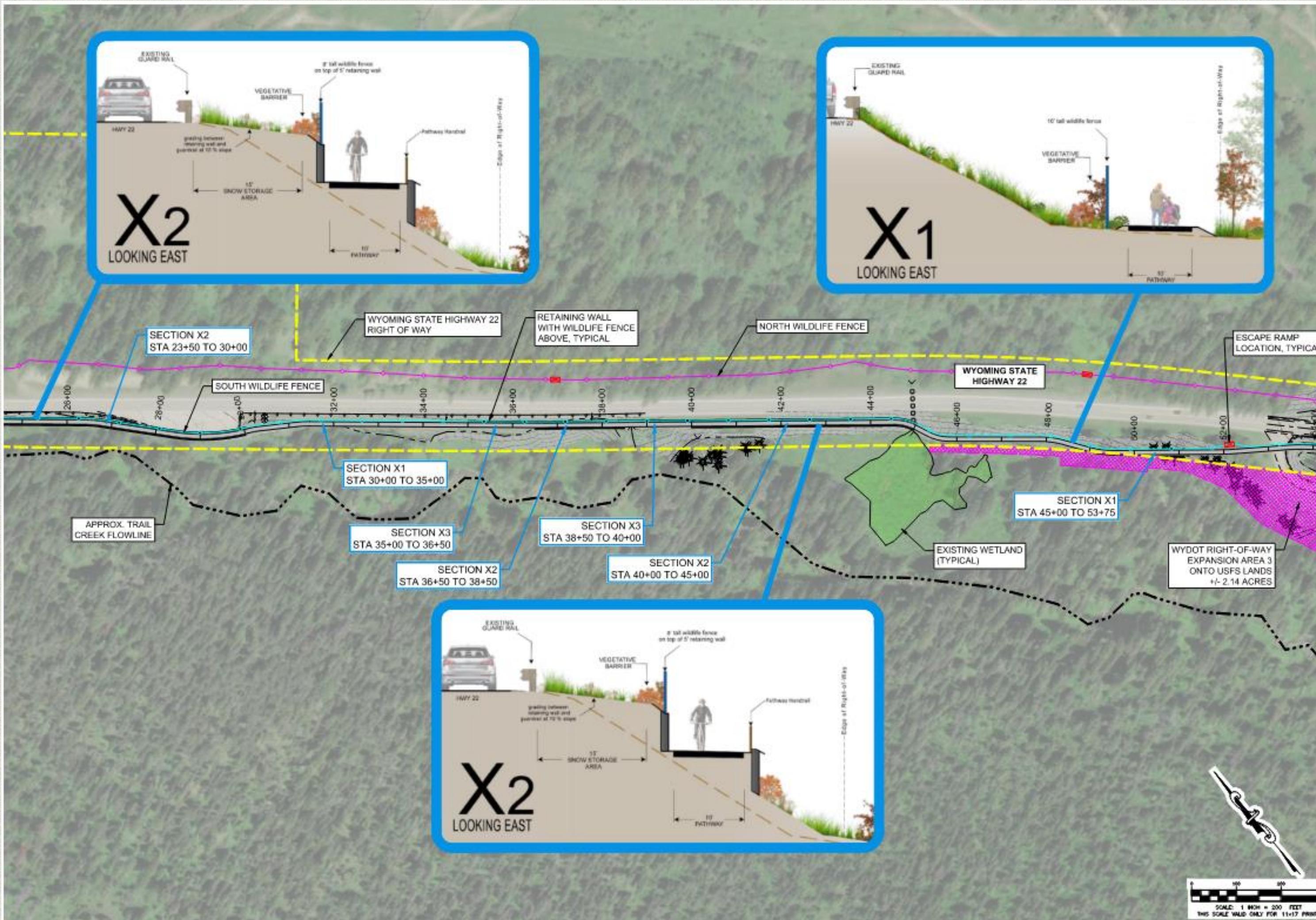


- Pathway connects the Stilson Transit Center to Wilson and includes grade separated crossing (Wilson School crossing)

Fish Creek pedestrian bridge installation targeted in May 2024. Final acceptance in May/June 2024

Estimated Cost: \$3,650,184  
(BUILD funds = \$1,484,417)

# Component 7: Teton Pass Trail (From Trail Creek Campground to Coal Creek Trail Head)



- 60% design is underway
- Coordination with proposed wildlife crossings
- Requires coordination amongst FTA, FHWA, WYDOT, and USFS

Targeted Construction Start:  
Spring 2025  
Targeted Completion:  
Winter 2026

Estimated Cost: \$9,854,103  
(BUILD funds = \$5,151,498)

## COMPONENT 8: DRIGGS TRANSIT CENTER & PARK 'N RIDE

The 52-space addition will double the capacity at the Driggs Transit Center. Park 'n Ride will serve START and Targhee Shuttle, and a second bathroom will be added. Preliminary design plans are complete with final plans, specifications and cost estimate by June 30, 2024.

Proposed Construction Start:  
April 2025

Targeted Completion:  
June 2025

Estimated Cost: \$390,000  
(BUILD funds = \$296,500)

## COMPONENT 9: 5TH STREET PARK 'N RIDE

The 47-space Park 'n Ride will serve Targhee Shuttle and free up additional capacity at Driggs Transit Center. Design is being provided by the City of Driggs.

Proposed Construction Start:  
May 2026

Targeted Completion:  
June 2026

Estimated Cost: \$609,000  
(BUILD funds = \$470,846)

## COMPONENT 10: SH 33 PATHWAY TO DRIGGS AIRPORT

Construct a shared use pathway extension from the airport to northeast Driggs. This project extends the existing 10-ft wide multiuse pathway on the east side of SH-33 north of Driggs a distance of 1,600 ft to Rodeo Drive and the Driggs Airport.

Construction Began:  
May 2024

Targeted Completion:  
September 2024

Estimated Cost: \$360,000  
(BUILD funds = \$262,019)

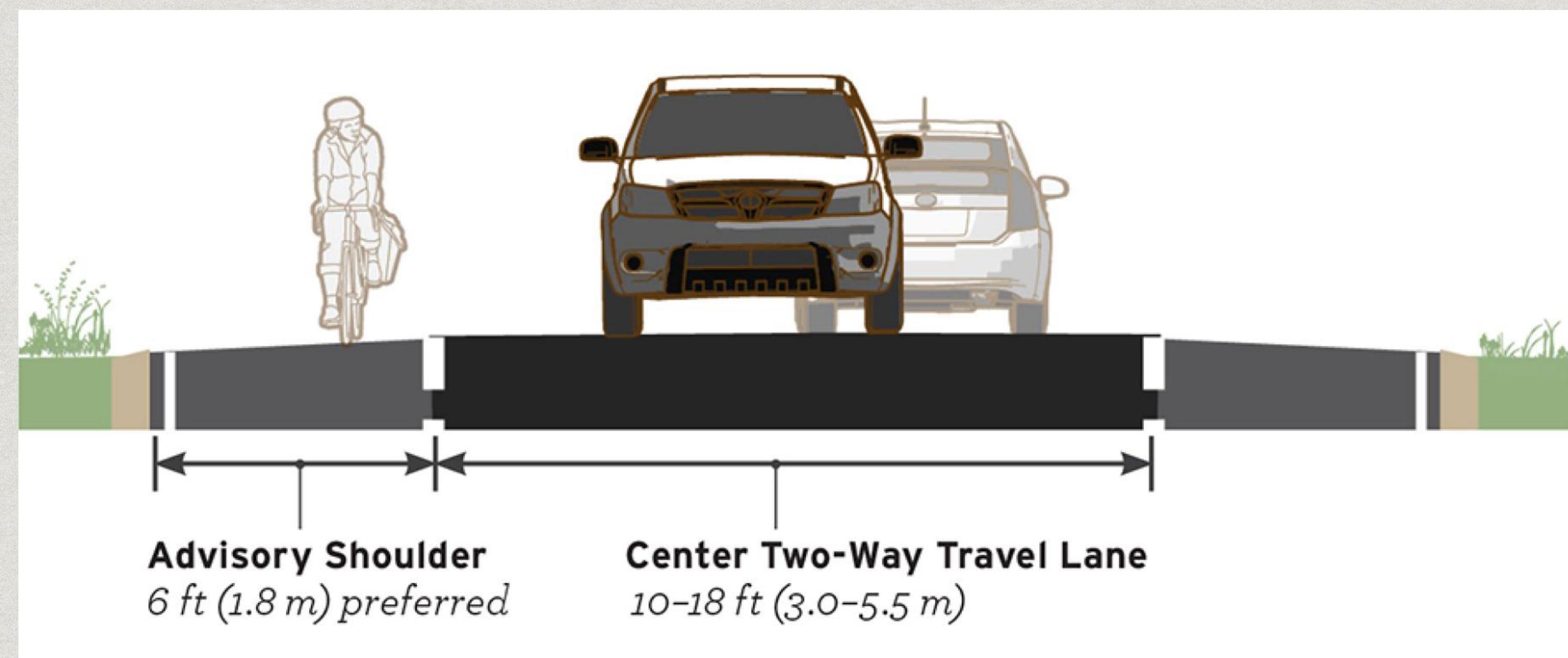
## COMPONENT 11: OLD JACKSON HIGHWAY ADVISORY SHOULDERS

Project Description: Stripping advisory bike lanes and signage along a three-mile corridor to connect segments of the Greater Yellowstone Trail. This project includes incorporating advisory bike lane striping to provide a solution to shared traffic modes without modifying the roadway.

Proposed Construction Start:  
September 2024

Targeted Completion:  
October 2024

Estimated Cost: \$15,000  
(BUILD funds = \$10,246)



## COMPONENT 12: ID 33 BASELINE ROAD

Construct a right-turn lane on SH 33 at the intersection with Baseline Road and realign the north leg of Baseline Road

Proposed Construction Start:  
May 2024

Targeted Completion:  
September 2024

Estimated Cost: \$1.2 M  
(BUILD funds = \$666,892)

BID  
Received in  
March 2024  
as a  
Bundled Set  
of Projects

## COMPONENT 13: ID 33 PASSING LANE

Construct a passing lane on SH 33 from approximately mile post 151.25 to 153.00. This project is currently out to bid with bids due March 12, 2024. Expected Notice to Proceed is April 2, 2024.

Proposed Construction Start:  
May 2024

Targeted Completion:  
October 2024

Estimated Cost: \$5.5 M  
(BUILD funds = \$3.1M)

CELEBRATING PROGRESS



GROUNDBREAKING: JUNE 21, 2023  
RIBBON CUTTING: MAY 29, 2024

WILSON TO STILSON PATHWAY  
WILSON SCHOOL UNDERPASS



## WILSON TO STILSON PATHWAY WILSON SCHOOL UNDERPASS



**RIBBON CUTTING:  
NOV 15, 2023  
START COMMUTER BUSES**

**FIRST COMPLETED COMPONENT!**



# TETON MOBILITY CORRIDOR IMPROVEMENTS (TMCI) BUILD GRANT PARTNERS





*Wyoming Department of Transportation  
WY22 Corridor Project  
Sent via email: contactus@wy22corridor.com*

*May 20, 2024*

To whom it may concern:

As the public transportation service provider in Jackson/Teton County, Wyoming, Southern Teton Area Rapid Transit (START) has been closely monitoring the progress of the WY 22 Corridor Project.

During the April 11, 2024, meeting of the START Board of Directors a motion was made, and unanimously approved, to endorse the HOV transit solutions that are currently part of the alternatives being considered for the corridor planning effort.

Additionally, the Board members endorse the corridor planning be completed in an environmentally sensitive manner that would allow the Pathway to stay within the new corridor.

We hope knowledge of this support from the START Board helps inform decisions moving forward.

We look forward to continuing to be partners in this important project.

Sincerely,

Bruce Abel  
START Transit Director

CC: START Board of Directors  
Tyler Sinclair, Town Manager  
Jodi Pond, Interim County Administrator  
Charlotte Frei, Regional Transportation Coordinator