

START Board Regular Meeting

July 25, 2024

3:30 PM to 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
- C. Correspondence

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
- B. Letter from Teton Transportation Coalition re: Stilson Transit Center
- C. Letter from Hass re: service to Teton Village

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

- A. Approval of Minutes
 - 1. June 27, 2024 Regular Meeting Minutes

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

- A. ACTION:
 - 1. Mid-Year Planning Session
 - i. Extend October 24 Regular Meeting by 1 Hour
 - ii. 2:30 PM to 5:30 PM or 3:30 PM to 6:30 PM
 - iii. 1 hour Regular, 2 hours Planning Session
- B. DISCUSSION:
 - 1. START Bus June 2024 Financial Report – Bruce Abel
 - 2. START Bus June 2024 Ridership Report – Bruce Abel
 - 3. START On-Demand – Bruce Abel

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.

- i. East Jackson Ridership June 2024
- ii. Library Island Stop Service
- iii. No Shows Breakdown
- 4. Airport Shuttle Pilot Service Update—Bruce Abel
- 5. Key Performance Indicators (KPIs) Quarterly Report – Bruce Abel
- 6. Summer Service Update (May 25, 2024 to September 28, 2024) – Bruce Abel
- 7. Fall Service (September 29, 2024, to November 29, 2024) and Winter Service (November 30, 2024, to April 13, 2025) Update -- Bruce Abel
- 8. Transit Signal Priority (TSP) Update – Bruce Abel
- 9. Transit Development Plan [Route Plan] RFP Update—Bruce Abel

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. ADJOURNMENT

VIII. TIME AND PLACE FOR NEXT MEETING

- A. Cancelled: Thursday, August 22, 2024
- B. Next meeting: Thursday, September 26, 2024
- C. Please click the link below to join the webinar:
<https://us02web.zoom.us/j/81522746953?pwd=NGkvZWFSU9vakJHR1RrUlozRCtEdz09>
- D. Webinar ID: 815 2274 6953 / Passcode: 83001

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START BUS

Stephanie Harsha
District 3 Public Relations Specialist
Wyoming Department of Transportation
3200 Elk Street
Rock Springs, WY 82901

July 3, 2024

Stephanie
Dear Ms. Harsha,

On behalf of the START Board of Directors and the entire START organization, we would like to extend our appreciation for the hard work of WYDOT staff and contractors during the closure of Teton Pass.

We admire the spirit of cooperation displayed by WYDOT, ITD, and construction crews while dealing with the situation.

We very much appreciated the open lines of communication and consideration that was given to our organization, including:

- Adjusting transit signal times on HY-89 to improve traffic for our commuter buses
- Reaching out to obtain our vehicle weights to inform construction of the bypass
- The opportunity to conduct site visits while construction was taking place
- The opportunity to do a test run with one of our MCIs, and train our drivers, prior to the Pass reopening

WYDOT's fast response and focused attention to reopening this vital thoroughfare to our community is a great demonstration of what can be achieved when we all work together.

We look forward to continuing our partnership with WYDOT to continue to provide public transportation to the greater Jackson Hole/Teton County Region.

Sincerely,

B. Abel
Bruce Abel

Transit Director

Ty Hoath
Ty Hoath

START Board Chairman

START BUS

John Eddins
District 3 District Engineer
Wyoming Department of Transportation
3200 Elk Street
Rock Springs, WY 82901

July 3, 2024

John
Dear Mr. Eddins,

On behalf of the START Board of Directors and the entire START organization, we would like to extend our appreciation for the hard work of WYDOT staff and contractors during the closure of Teton Pass.

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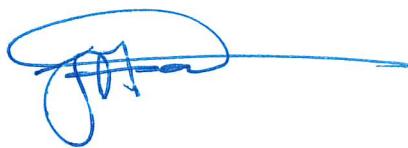
We look forward to continuing our partnership with WYDOT to continue to provide public transportation to the greater Jackson Hole/Teton County Region.

Sincerely,



Bruce Abel

Transit Director



Ty Hoath

START Board Chairman

START BUS

Bob Hammond, District 3 Resident Engineer
Wyoming Department of Transportation
1040 Evans Rd
PO Box H
Jackson, WY 83001

July 3, 2024

Bob
Dear Mr. ~~Hammond~~,

On behalf of the START Board of Directors and the entire START organization, we would like to extend our appreciation for the hard work of WYDOT staff and contractors during the closure of Teton Pass.

We admire the spirit of cooperation displayed by WYDOT, ITD, and construction crews while dealing with the situation.

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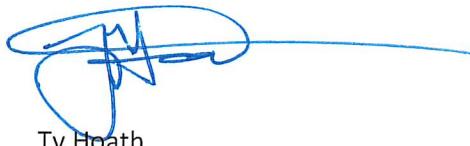
We look forward to continuing our partnership with WYDOT to continue to provide public transportation to the greater Jackson Hole/Teton County Region.

Sincerely,



Bruce Abel

Transit Director



Ty Hoath

START Board Chairman



Teton Village Association
ATTN: Matt Larson, Director of Resort Transportation
PO Box 866
Teton Village, WY 83025

July 10, 2024

Matt
Dear Mr. Larson:

Thank you for your letter dated June 20, 2024, sharing your ideas about improving START service to Teton Village.

With the new fiscal year, our budget includes funds to undertake a Transit Development Plan. This study will allow us to do a holistic evaluation of our current routes and services in order to best serve the community. This process will help develop a 5-year transit plan to help guide START's future service delivery.

Your suggestions will be included as part of our review process.

We look forward to continuing our partnership with local entities as we continue to provide public transportation to the greater Jackson Hole/Teton County region.

Sincerely,

A handwritten signature in blue ink that appears to read "Bruce Abel".

Bruce Abel
Transit Director

CC: START Board of Directors



Teton County Library
ATTN: Board of Directors
PO Box 1629
Jackson, WY 83001

July 10, 2024

Dear Ms. McGee, et al.:

Thank you for your recent letter regarding the usability of START bus service for students in after school programs.

With the new fiscal year, our budget includes funds to undertake a Transit Development Plan. This study will allow us to do a holistic evaluation of our current routes and services in order to best serve the community. This process will help develop a 5-year transit plan to help guide START's future service delivery.

Your suggestions will be included as part of our review process.

We look forward to continuing our partnership with local entities as we continue to provide public transportation to the greater Jackson Hole/Teton County region.

Sincerely,

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Bruce Abel
Transit Director

CC: START Board of Directors



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Memorandum

To: All START Drivers, Supervisors, and Staff
From: START Board of Directors
Date: July 12, 2024
RE: Teton Pass Closure

On behalf of the START Board of Directors, we would like to extend our appreciation and admiration for the hard work of all START employees during the closure of the Teton Pass in June.

We admire the spirit of cooperation displayed by the START team while dealing with the situation.

We very much appreciated how you all strove to maintain our standards and quality of service to the community during that difficult time, including:

- Working extra hours
- Dealing with extended commute times
- Swapping shifts to provide coverage for breaks
- Managing the situation with few complaints

The way you all pulled together to continue to serve our community is a great demonstration of teamwork.

We are proud to have you representing START as you provide public transportation to the greater Jackson Hole/Teton County Region.

On behalf of the entire START Board of Directors

A blue ink signature of the name "Ty Heath".

Ty Heath, Chairman

LizAnn Eisen, Vice-chair

Kristin Unruh, Secretary

Meghan Quinn

Kevin Regan

Will Roscoe

Jared Smith



July 9, 2024

Teton County Board of County Commissioners

RE approval of CUP2024-0001 for the new Teton County Transit Center & Park-n-Ride

Sent via email

Dear Commissioners,

On behalf of the undersigned members of the Teton Transportation Coalition (TTC), we respectfully ask that you approve the Conditional Use Permit request for the new Teton County Transit Center & Park-n-Ride with recommendations put forth by the Teton County Planning Director on June 24, 2024. Formed in 2017, the TTC is a group of organizations and citizens who support innovative transportation solutions in the Teton region, with a goal of reducing the negative impacts of traffic on the wildlife, environment and quality of life in Teton County. This letter has not been signed by the entire TTC Coalition.

For many reasons, the undersigned members of the TTC support moving forward with the CUP application to improve the Stilson Transit Center and meet mandates required for the federal BUILD grant. **We are gravely concerned by the recent Teton County Planning Commission denial of the current CUP, which could jeopardize 25 million dollars in federal grant support for transit and active transportation improvements and is also in direct conflict with approved County land development regulations.** We urge you to judge this CUP application on its alignment with many publicly supported documents and efforts, including the Teton County Comprehensive Plan, the Integrated Transportation Plan, the Teton County Wildlife Crossing Master Plan, the START 2020-2025 Route Plan and the 2022 Transportation Alternatives SPET Measure #3 approval. The public has long supported a community vision that employs transit and active transportation to minimize growing impacts of single occupancy vehicle travel. **To deny the current CUP is to completely disregard the many years of stakeholder engagement, public open houses, and joint elected body approval that has gotten us to this point.**

Opposition surrounding the CUP approval is mostly focused on three topics: pavement, lighting and wildlife impact.

Pavement: In 2023, elected officials from the Town Council and Teton County Commission approved paving a portion of the Stilson parking area. It was determined that pavement was superior to gravel with improved engineering for containing run-off and would better prevent pollutants from percolating into the

Snake River aquifer. Paving also increases the parking density by at least 10% which has the net effect of reducing the needed parking area. The need to control dust in the summer using magnesium chloride is also negated. Concerns about paving from some Teton County Planning Commission members are in direct opposition to current LDRs which require parking lots to be paved in Public/Semi-Public zones.

Lighting: The lighting proposed in the CUP is in keeping with Teton County Dark Sky Land Development Regulations and will minimize light pollution while ensuring public safety in a public area. TTC members and dark sky advocates worked with Teton County and Jorgensen Associates staff to develop innovative ideas that improved the design and helped address valid concerns about lighting and impacts on wildlife. The modified design allows future flexibility as we work to minimize impacts on wildlife in the Stilson area, while making the transit center safe and functional.

Wildlife Impact: Everyone wants wildlife to thrive and with four wildlife crossings planned for this area, the chances for wildlife/vehicle collisions will be greatly reduced. Improving community choices for sustainable transportation (transit, electric vehicles, active transportation) and reducing the growing impacts of single occupancy vehicle traffic will certainly benefit wildlife and be a positive factor for the entire community, not just the Stilson area.

First and foremost, the Stilson parking area has been permitted as a transit center since March 1998 as part of the Teton Village Master Plan approval. The proposed design is a net improvement over the transit facility that exists today and will better accommodate future wildlife movement by moving Beckley Park Way further from the habitat area. All other discussions about Stilson development – what it should or could be, are secondary to the task at hand. **Please respect the significant public and stakeholder involvement and hours of meetings and comments that have gone into this process and approve the Conditional Use Permit for the Stilson Transit Center.** Let's move forward with this context sensitive designed transit center and address our community's legitimate concerns regarding wildlife, traffic impacts and creating transportation alternative solutions for our community's future.

Respectfully,

Katherine Dowson (Friends of Pathways)
Ryan Grande (Teton Village Association)
Mary Kate Buckley (Jackson Hole Mountain Resort)
Alicia Cox (Yellowstone-Teton Clean Cities)
Dan Baker (Lake Creek HOA)
Jackson Hole Working
Jared Smith (volunteer transit and wildlife advocate)
Tim Young (Wilson resident)

Bruce Abel

From: Julien Hass [REDACTED]
Sent: Friday, July 12, 2024 6:29 AM
To: Bruce Abel
Subject: Thank you from Julien Hass



Hi Bruce,

I am very grateful that START has added a second bus to the 5 pm route from the Village. The 2nd one yesterday afternoon was 90% full!, and helped a whole group of elderly folks be able to sit and enjoy the ride back to town, on top of making it more comfortable for everyone who would have been standing during the 40 minute commute back to town otherwise!

Thank you again for making this happen, all the customers appreciate it!

Julien Hass

[REDACTED]

7/23/2024

START Board Regular Monthly Meeting Minutes

June 27, 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 – Absent (Chair), LizAnn Eisen – Virtual (Vice-Chair & Treasurer), Kristin Unruh – Virtual (Secretary), Meghan Quinn – Virtual, Jared Smith – In-person, Kevin Regan – In-person, Will Roscoe – In-person
 - **Liaisons:** Wes Gardner – In-person (Teton County Liaison), Arne Jorgensen – In-person (Town of Jackson Liaison), Doug Self – Virtual (Teton Valley Liaison)
 - **Staff:** Bruce Abel – In-person (START Director), Jason Pitts – In-person (START Ops Manager), Hanna Sjoberg Bonar – Absent (START Service Planning, Marketing, and Grants Coordinator), Ann McClure – In-person (START Admin Assistant), Lea Colasuonno – Virtual (Town Attorney)
 - **Other:** Charlotte Frei – Virtual (Regional Transportation Planning Administrator)

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

- A. Julien Hass – Expressed frustration with how crowded buses to/from Teton Village are during peak hours of 7 AM to 9 AM and 4 PM to 6PM. Shared the opinion most passengers at those times are Village employees who are tired after a long day.
 - Asked whether START On-Demand or Teton Village Association can help with one trip during peak hours.
 - The crowded conditions on the 7 AM bus add to workers' stress and are more akin to big city conditions like New York City.
 - Expressed concern about potential reductions in Winter service because of TVA withdrawing from funding agreement. This could lead to more car traffic and parking issues in the Village.
 - Expressed hope entities involved would work together to find solutions that will remove cars from roadways.
 - i. Smith—asked when crowding is being experienced and if concerns were presented to TVA Board. Hass confirmed crowding is in both winter and summer.

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Has not been able to determine when TVA Board meets so has not been able to attend.

B. Letter from Matt Larson re: route planning

- These concerns will be included in the upcoming Route Planning/Transit Development Plan effort

C. Letter from Teton County Library Board re: route planning

- These concerns will be included in the upcoming Route Planning/Transit Development Plan effort

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

A. Approval of Minutes

1. May 23, 2024 Regular Meeting Minutes

Motion made by Jared Smith, seconded by Kristin Unruh, to approve the minutes as presented. All in favor. Motion passes.

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

A. DISCUSSION/ ACTION:

1. Teton Pass Closure Update – Bruce Abel

i. Route Change

1. Teton Valley commuter service changed to going “the long way” [through Swan Valley]. Route change took place effectively immediately after the road closure and is still in place.

ii. Schedule Change

1. New route added about one hour of travel time, necessitating changing the schedule. [Discussion of schedule change, extra time and CDL regulations]. New scheduled worked well for early morning run, but 2nd and 3rd runs were experiencing delays. Traffic through Snake River Canyon has increased greatly.

iii. Free Fare

1. Jackson Hole Travel and Tourism Board (TTB) bought out last two weeks of commuter service in June. Free to our customers. There was an increase in ridership, but not as high as we would have liked. Ridership when from upper teens/low twenties to mid-twenties/occasional 30s. Anecdotally, the drivers are seeing new riders, but some regulars are not riding.

iv. Traffic Signal Timing

1. We want to thank WYDOT for adjusting traffic signal times in town. It did not solve our delays, but it helped a lot.

v. Detour Construction

1. WYDOT took media and elected officials up to see the construction. They have been working 24/7 since the roadway collapsed. We have been advised the detour has been constructed to accommodate an MCI coach. We are going to take an MCI over the detour tomorrow [6/28] to check it.

vi. Thanks to Rich Oachs for calling [seating] an Emergency Operations Committee. The community worked well together.

vii. We anticipate returning to old schedules and routes on Monday [7/1].

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- viii. Eisen—Expressed gratitude to entire START staff for their hard work during this crisis.
 - 1. Abel—Agreed. There has been great teamwork. The drivers have been taking extra hours, swapping shifts so the commuter drivers could have a break.
 - 2. Smith—Suggested Board send notes to START Staff and WYDOT staff expressing gratitude for their response during the pass closure.
- 2. FY25 Budget Process Update – Bruce Abel
 - i. Budget was approved. Just over \$9.9 million.
 - ii. What is in and out
 - 1. Requested expansion of commuter services. Not included.
 - 2. Requested implementation of airport shuttle. Not included
 - a. In conversations with TTB and Airport Board about possible funding.
 - b. Need resolution by late July or early August to allow for proper hiring and training of drivers.
 - 3. TVA withdrew from funding agreement during budget cycle.
 - a. TVA Board has paid last year's invoice and in process of purchasing passes for this year.
 - b. Service to Village is being reduced due to change in funding.
 - c. Having open conversations with TVA's new management team.
 - d. Have received a census of employees to determine pass needs.
 - e. Funding reduction won't be \$80,000 as originally thought. It will be closer to only \$40,000.
 - f. We are looking forward to a longer-term solution. We received the employee census earlier this week.
 - g. We will be coming back to the Board with a recommendation on service changes. Maybe reinstating Express Runs. Need to finalize pass sales prior to making recommendations.
 - iii. WYDOT released FY25 grant award information. We applied for \$5.4 million We are being awarded \$4.9 million. It speaks well to our circumstances for next year.
 - iv. New budget goes into effect on Monday, July 1.
 - 1. Smith—It sounds we have \$900,000 more than we budgeted for? Bruce—it is an expenditure reimbursement based on certain percentages. There are "not to exceed" guidelines. But there is some wiggle room.
 - 2. Smith—Discussion with JIM, requested a summary level of budget with partner breakdowns. \$9.9 million includes Town and County contribution. Abel—that is our Operating Expense side. The others are Revenue. Smith—Requested high level snapshot.
 - a. Staff should be able to provide requested snapshot for July 25 Board Meeting.
- 3. START Bus May 2024 Financial Report – Bruce Abel
 - i. May 2024. 11th month. We are on track to be slightly under budget.
 - ii. Roscoe—Asked for clarification about unspent funds. Abel—Explained START has a reserve that is supplemented by Town and County. Unspent funds are returned to the reserve and used to repay Town and County.

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- iii. Smith—Asked whether unspent funds can be used for upcoming projects. Abel—Explained the Town Manager has given clear direction that we are to use our budgeted funds for budgeted activities.
- iv. Roscoe—Asked whether returned funds are earmarked for Transit or returned to General Fund. Abel—Explained question would be more appropriate for town's Finance Director and provided overview of the reserve.
- v. Roscoe—Asked about reviewing future budgets to reallocate excess funds sooner. Abel—Explained Joint Powers Agreement (JPA) requires us to spend budget on requested items/projects. We might need an amendment if we want to change the purpose. We need to get permission to use our unexpended funds.
- vi. Eisen—Expressed interest in Roscoe's suggestion. Mentioned redirecting funds is complicated by state oversight of our compliance.

4. START On-Demand – Bruce Abel

- i. East Jackson Ridership May 2024
 - 1. May was still a good month. A YTD average of 9.7 is good
 - 2. Wait times are still very good. Not worse than Town Shuttle. When SoD launched people could get a ride in 5 minutes. Now the wait time is about 15 minutes, which is in line with fixed route service.
- ii. Library Island Stop Service
 - 1. Also good with averages in the low to mid-teens.
- iii. Smith asked about people giving up waiting for a ride. Abel—it is reported as a No-Show
- iv. Roscoe—Requested access to raw data used to generate reports for START On-Demand and fixed route ridership. Abel—explained SoD report comes from contractor and START does not have direct access to raw data.
- v. Kevin—Asked for clarification on a Cancelled ride vs a No-Show and if breakdown can be provided in the future.
- vi. Roscoe—Asked whether SoD is drawing riders from other bus service. Abel – Explained SoD was implemented as a result of last route plan. The feeling was a large bus was out of place in some areas in town. SoD was designed/intended to replace some Fixed Route service. Advised reviewing information from January Annual Strategic Planning Session that provides breakdown of cost of providing service. SoD is very cost effective because contract bears the cost of equipment and labor.
- vii. Smith—Pointed out there was an increase in ridership after introduction of SoD, which serves more areas of Town.
- viii. Roscoe—Inquired whether SoD would be an option to address recent requests for route changes. Abel—Explained some of the requests are for larger capacity groups that SoD can accommodate.

5. Summer Service Update (May 25, 2024 to September 28, 2024) – Jason Pitts

- i. Started end of May. We started fully staffed, and here we are still hiring. We are running the Local a little later into the evening due to Village demands. That is the only change. Town Shuttle every 15 minutes until 10 pm.
- ii. We have started recruiting operators for Winter Season. Have had good response from some of last Winter's drivers interested in returning.
- iii. It has been challenging summer because of the closure of the Teton Pass.
- iv. Roscoe—Referring to Public Comment, asked if there is an underutilized route that can be redirected to support Peak Time Village Local service. Pitts—Explained that aside from *Mission: We transport people.*

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Commuters there are two routes: Village Local and Town Shuttle. Town Shuttle has higher percentage of ridership and is increasing. He took notes during Public Comment and will investigate ability to make adjustments.

1. Roscoe—Asked about number of passengers vs passenger miles. Pitts—Number of passengers on Shuttle has increased more than number of passengers on Local.
2. Rosco—Expressed desire to take cars off the road. Abel—Explained current metric is to reduce vehicle miles of travel, which is not easy to collect. The issue is do you want to take 1 car making a 10-mile trip out of the intersection of 22 & 390, or do you want to take 10 cars making a 1-mile trip out? If you want to reduce congestion it is better to remove 10 cars. We don't measure Passenger Miles, we measure passengers. Our metric is Passengers Per Hour.
3. We had hoped to provide 40-minute service to the Village. Our budget only allowed us to maintain hourly service to the Village.

6. START Bus May 2024 Ridership Report – Bruce Abel

- i. Up 18.5% for the first 5 months this year over last year. Predicts we will break 1 million riders in November. First time we will break that threshold since 2018.
 1. Smith—We had a big celebration last time. We should have a smaller celebration this time.

7. Transit Signal Priority (TSP) Update – Bruce Abel

- i. Little to no progress due to Teton Pass closure and staffing shortages.
 1. Original timeline won't be met
- ii. Smith—Asked about also giving Fire and Police priority. Abel—Relevant parties are interested, but equipment purchase has not been made.

8. Marketing Update – Bruce Abel

- i. SoD Library Island Stop newspaper ads, Facebook Posts
- ii. Radio Ads re: Teton Pass Closure and Free Fare period
- iii. Touch-a-Truck June 1, (233 Adults, 443 Children)
- iv. Chamber of Commerce New Employee event June 5
- v. With Teton Pass reopening, messaging about reverting to pre-detour schedule on July 1. Reducing commuter service on July 4.
- vi. There are conversations with Teton County, ID, about commuter services and how to improve.
- vii. Eisen—Spoke about meeting with JH Voices executives to build relationship.
 1. Ensure immigrant community is aware of START
 2. Obtain information to help inform our service offerings
- viii. Unruh—Asked for confirmation ads are still provided in multiple languages. Abel—Acknowledge it has been mixed. Radio ads were not because of the quick turnaround, but schedule changes were.
- ix. Smith—Asked about progress toward hiring a marketing team to help in such situations. Abel—Acknowledged it is still a work in progress and RFP is being developed.

VI. MATTERS FROM THE BOARD (4:45)

A. Town Liaison Report – Arne Jorgensen

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1. Expressed regret that members of the public do not attend public Budget Meetings, which he feels should be of great interest. On Monday Town/County is having discussion that might affect START. A SPET item to fund County Justice Center. A 2% lodging tax is also being considered. The Town takes our share of the lodging tax, it funds a significant portion of our commitment to START. As the Town looks at priorities compared to County (operations vs justice center). Hopeful will get a Lodging Tax item on the ballot, which would help to fill in the ability to maintain current levels of service, including in transit.

1. Roscoe—Clarified a \$100 room would cost \$102. Arne—Provided explanation of how Lodging Tax is distributed to State and Town/County. If proposed 2% is passed, the Local version would go to 4%.
2. Smith—Ask if the 2% split between Town and County by census? Arne—Lodging tax is split by location of property in Town or County. He thinks about half.

B. County Report – Wes Gardner

1. Crisis with Teton Pass. He appreciates Bruce's comment about tapping the brakes on how effective the [land slide] detour will be for commuters. Going Fare Free has been discussed many times. TTB did it for this crisis. Interested in finding out if it can be continued and how that funding would look.
2. Marketing—Agrees with Smith that a marketing company would have helped better promote the Fare Free period.
3. TVA—appreciates discussions are progressing. Suggested investigating where employees are traveling from to better match service.
4. Touch a Truck was great. His family enjoyed touring the START bus.
5. Roscoe—Asked for update on traffic counts from TVA. Wes—The traffic counts were mistakenly reported as not being done, when they were just not turned in. We have reports from 2018, 2020, and 2022. He has not reviewed yet.
 1. County Commissioners were supposed to meet with TVA several weeks ago but could not because of their staffing changes.
 2. Interested parties need to meet to clarify understanding of agreements and requirements
 3. Smith—Spoke about reviewing information from a meeting last year during with TVA presented data and asked for requirements to be less stringent.
 4. Charlotte Frei—addressing Smith's question, that request [to modify traffic report frequency] was made during public meeting. Request has to be made formally. They were provided instructions for that process. The referenced meeting was in 2023, but there was staff turnover. She doesn't think they made the formal request.

C. Teton Valley Liaison Report – Doug Self

1. Doug—Thanks for everything START has done as a result of the Teton Pass closure. He supports finding other solutions for commuters. Was hoping buses would increase during day and on weekends. That has not happened due to the budget.
2. Smith—Asked if there was any feedback about what would have worked better for people. Doug—Feedback is that schedules did not work. More buses and more frequency would have helped.

D. Star Valley Liaison Report - Vacant

E. Matters from Board Members

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.

7/23/2024

1. Roscoe—Expressed desire to find ways to collaborate with other Board members outside of Board meetings and in compliance with State laws. Asked how group emails would relate to Wyoming Open Meeting Laws.
2. Eisen—Explained “Matters from the Board” agenda item is a time for Board to raise issues to discuss during a future Board meeting.
 1. Staff needs time to research questions and compose a response.
 2. Suggesting asking Town Attorney to provide guidance on group emails.
3. Roscoe suggested including agenda item for “ad hoc” discussions among Board members. Eisen explained that proposed Agenda Items should be sent to the Executive Committee for consideration. Smith expressed regret Board discussion might not be as collegial as they have been in the past. Further discussion indicated Roscoe did not intend for these “ad hoc” topics to be for Staff to investigate, but for Board members to share thoughts.
4. Roscoe reiterated opinion that this point in the Agenda was a good place for open discussions.
 1. Regan—Expressed concern Town Attorney was not present to help guide discussion. Expressed concern about putting undo pressure on Staff that would distract from important Operations duties. Expressed agreement with idea of working more efficiently as a Board.
 2. Quinn—Shared opinion there are many opportunities to bring up topics for the Agenda. Invited Board Members to reach out to the Executive Committee with concerns. Expressed confusion about why anyone feels there is not an open forum.
 3. Unruh—Referenced public notice requirements. Pointed out the public needs to be informed in advance of important discussion, which is why they should be on the Agenda.
 4. Smith—Expressed desire to bring benefit to the public by being a better Board. Advised new members to look into Better Boards training.
5. Smith—Spoke about his many years of involvement with START. Discussed the importance of building trust among members of a group in order for them to work together efficiently. Expressed concern that the Board is not forward-thinking enough, but instead focuses on “the current emergency”. Expressed concern about providing adequate support to Transit Director to manage upcoming projects.
6. Regan—Agreed there is new talent and ideas on Board. Expressed desire to work better together within legal requirements.
7. Quinn—Trying to listen and understand the frustration about not being heard. It is important for member to brainstorm. We have great ideas. However, these are focused meetings. We are here to serve the public and Bruce, and how we can help him. Agrees there is brainstorming that can be done outside of meetings.
8. Eisen—She agrees. We did have a very robust strategic planning session in January that was half a day. She appreciates that not everyone was on the Board at that time, but it was an opportunity to discuss priorities. The upcoming Route Plan [Transit Development Plan] will be an opportunity for robust discussion. Agreed the idea about a mini strategic planning meeting in July or August so we hit the ground running on route plan makes sense.
9. Smith—Expressed full support for idea of a mini strategic planning meeting.
 1. Suggested inviting potential partners to join Board meetings on a quarterly basis
 2. Suggested Board members review the Transportation section of the Jackson/Teton County Comprehensive plan.

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7/23/2024

VII. EXECUTIVE SESSION

VIII. ADJOURNMENT

A. Motion made by Kevin Regan, Seconded by Jared Smith, to adorn the meeting. All in favor. Meeting adjourned at 5:27 p.m.

TIME AND PLACE FOR NEXT MEETING.

Thursday, July 25, 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=NGkvZWfZSU9vakJHR1RrUl0zRCtEdz09>

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.

Kristin Unruh, Secretary Date

Town of Jackson, Wyoming
START Bus System

Monthly Financial Report				for the month of			6/30/2024	month	12	100.000%	
	Period Actual	Period Budget (div by 12)	Period Variance	YTD Actual	YTD Budget	YTD Variance	%	Total Budget	Budget remaining	%	
Revenues:											
Intergovernmental	\$ 1,963,945.33	\$ 1,250,746.17	\$ 713,199.16	\$ 7,344,572.10	\$ 15,008,954.00	\$ (7,664,381.90)	48.935%	\$ 15,008,954.00	\$ 7,664,381.90	48.935%	
Charges for Service	\$ 669,387.06	\$ 197,024.92	\$ 472,362.14	\$ 1,914,236.55	\$ 2,364,299.00	\$ (450,062.45)	80.964%	\$ 2,364,299.00	\$ 450,062.45	80.964%	
Miscellaneous	\$ 5777	\$ 15,103.08	\$ (9,326.08)	\$ (36,933.25)	\$ 181,237.00	\$ (218,170.25)	-20.378%	\$ 181,237.00	\$ 218,170.25	-20.378%	
subtotal	\$ 2,639,109.39	\$ 1,462,874.17	\$ 1,176,235.22	\$ 9,221,875.40	\$ 17,554,490.00	\$ (8,332,614.60)	52.533%	\$ 17,554,490.00	\$ 8,332,614.60	52.533%	
transfers in	154406.08	\$ 250,894.67	\$ (96,488.59)	1,990,738.12	\$ 3,010,736.00	\$ (1,019,997.88)	66.121%	\$ 3,010,736.00	\$ 1,019,997.88	66.121%	
Total	\$ 2,793,515.47	\$ 1,713,768.83	\$ 1,079,746.64	\$ 11,212,613.52	\$ 20,565,226.00	\$ (9,352,612.48)	54.522%	\$ 20,565,226.00	\$ 9,352,612.48	54.522%	
Expenditures:											
Administration	\$ 96,563.50	\$ 182,694.83	\$ (86,131.33)	\$ 1,694,554.92	\$ 2,192,338.00	\$ (497,783.08)	77.294%	\$ 2,192,338.00	\$ 497,783.08	77.294%	
Operations	\$ 310,106.72	\$ 662,242.33	\$ (352,135.61)	\$ 6,531,485.58	\$ 7,946,908.00	\$ (1,415,422.42)	82.189%	\$ 7,946,908.00	\$ 1,415,422.42	82.189%	
subtotal	\$ 406,670.22	\$ 844,937.17	\$ (438,266.95)	\$ 8,226,040.50	\$ 10,139,246.00	\$ (1,913,205.50)	81.131%	\$ 10,139,246.00	\$ 1,913,205.50	81.131%	
Capital outlay	\$ 12,901.80	\$ 891,228.25	\$ (878,326.45)	\$ 5,111,213.41	\$ 10,694,739.00	\$ (5,583,525.59)	47.792%	\$ 10,694,739.00	\$ 5,583,525.59	47.792%	
Subtotal (cume)	\$ 419,572.02	\$ 1,736,165.42	\$ (1,316,593.40)	\$ 13,337,253.91	\$ 20,833,985.00	\$ (7,496,731.09)	64.017%	\$ 20,833,985.00	\$ 20,414,412.98	64.017%	
Transfers out	\$ -	\$ 11,329.33	\$ (11,329.33)	\$ 117,888.00	\$ 135,952.00	\$ (18,064.00)	86.713%	\$ 135,952.00	\$ 18,064.00	86.713%	
Total (cume)	\$ 419,572.02	\$ 1,747,494.75	\$ (1,327,922.73)	\$ 13,455,141.91	\$ 20,969,937.00	\$ 7,514,795.09	64.164%	\$ 20,969,937.00	\$ 7,514,795.09	64.164%	
Net Revenue over Expenditures	\$ 2,373,943.45	\$ (33,725.92)	\$ 2,407,669.37	\$ (2,242,528.39)	\$ (404,711.00)	\$ (16,867,407.57)	554.106%	\$ (404,711.00)	\$ 1,837,817.39	554.106%	

START Recent Budget History

	FY 22	FY 23	FY 24	FY 24 amended	FY 24 projected	FY 25 requested	FY 25 adopted
actual							
admin	\$ 1,359,947	\$ 1,760,495	\$ 2,199,098	\$ 2,060,758	\$ 2,098,491	\$ 2,091,123	
operating	\$ 4,843,398	\$ 6,761,531	\$ 7,946,908	\$ 7,524,563	\$ 8,682,057	\$ 7,870,451	
sub O&M	\$ 6,203,345	\$ 8,522,026	\$ 10,146,006	\$ 9,585,321	\$ 10,780,548	\$ 9,961,574	
capital	\$ -	\$ 5,924,053	\$ 10,694,739	\$ 5,368,159	\$ 7,430,780	\$ 7,430,780	
Total	\$ 6,203,345	\$ 14,446,079	\$ 20,840,745	\$ 14,953,480	\$ 18,211,328	\$ 17,392,354	

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	1,071,736

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	132	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%

2022	Town Shuttle	Teton Village	Star Valley	Teton Valley	Circulator	ADA	START On-Demand	Monthly Total	'22 vs. '21	
	19,554	62,593	2,370	2,104	-	458	16,057	103,136	36,202	54%
Jan	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	328,831	26,346	25,252	-	6,049	131,290	796,830	280,399	54%

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%
Totals 2023	352,359	332,287	25,685	27,499		5,856	176,101	920,787	123,957 16%

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%
Totals 2023	352,359	332,287	25,685	27,499		5,724	176,101	920,655	39,078	959,733	(757,752) -95%

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	2,511	2,292	473	20,472	134,227	9,748	143,975	26,403 24%
March	36,358	61,951	2,687	2,086	2,907	473	19,091	125,553	7,464	133,017	18,651 17%
April	28,387	19,967	2,404	1,822	532	416	10,844	64,372	2,652	67,024	17,007 36%
May	31,956	9,564	2,426	2,048	-	521	10,538	57,053		57,053	9,252 19%
June	38,183	17,234	2,160	1,969	-	433	13,686	73,665	1,312	74,977	5,595 8%
July								-		-	(73,674) -100%
August								-		-	(72,754) -100%
September								-		-	(63,298) -100%
October								-		-	(50,052) -100%
November								-		-	(44,508) -100%
December								-		-	(117,928) -100%
Totals 2024	206,375	249,522	15,952	12,807	7,729	2,806	96,408	591,599	29,304	620,903	552,521 446%

Summary Tables:

Monthly Total - June Data ONLY:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Annual Total:
2018	34,639	5,769	2,671	2,962	-	422	-	-	46,463
2019	34,349	6,478	2,343	3,340	-	437	-	-	46,947
2020	9,411	510	932	813	-	253	-	-	11,919
2021	14,762	3,800	1,699	1,745	-	482	-	-	22,488
2022	22,372	4,748	1,995	1,871	-	539	6,539	-	38,064
2023	24,642	8,844	2,203	2,409	-	470	9,233	-	47,801
2024	38,183	17,234	1,969	2,160	-	433	13,686	-	73,665

Monthly Comparisons for Each Service Type - June Data ONLY:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Monthly Variance:
2018 - 2019	(290)	709	(328)	378	-	15	-	-	484
	-0.84% ▼	12.29% ▲	-12.28% ▼	12.76% ▲	0.00% ▲	3.55% ▲	0.00% ▲	0.00% ▲	1.04% ▲
2019 - 2020	(24,938)	(5,968)	(1,411)	(2,527)	-	(184)	-	-	(35,028)
	-72.60% ▼	-92.13% ▼	-60.22% ▼	-75.66% ▼	0.00% ▲	-42.11% ▼	0.00% ▲	0.00% ▲	-74.61% ▼
2020 - 2021	5,351	3,290	767	932	-	229	-	-	10,569
	56.86% ▲	645.10% ▲	82.30% ▲	114.64% ▲	0.00% ▲	90.51% ▲	0.00% ▲	0.00% ▲	88.67% ▲
2021 - 2022	7,610	948	296	126	-	57	6,539	-	15,576
	51.55% ▲	24.95% ▲	17.42% ▲	7.22% ▲	0.00% ▲	11.83% ▲	0.00% ▲	0.00% ▲	69.26% ▲
2022 - 2023	2,270	4,096	208	538	-	(69)	2,694	-	9,737
	9.21% ▲	46.31% ▲	9.44% ▲	22.33% ▲	0.00% ▲	-14.68% ▼	29.18% ▲	#DIV/0!	20.37% ▲
2023 - 2024	13,541	8,390	(234)	(249)	-	(37)	4,453	-	25,864
	35.46% ▲	48.68% ▲	-11.88% ▼	-11.53% ▼	#DIV/0!	-8.55% ▼	32.54% ▲	#DIV/0!	35.11% ▲

YTD Totals for January through June Data:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	YTD Total:
2018	231,109	338,426	16,761	17,566	-	2,837	-	-	606,699
2019	224,404	361,336	16,141	17,568	-	2,861	-	-	622,310
2020	136,484	265,888	11,934	11,995	-	2,234	-	-	428,535
2021	84,124	147,268	11,985	10,841	-	2,586	-	-	256,804
2022	128,795	212,727	13,343	11,847	-	3,007	66,224	-	435,943
2023	168,388	199,198	13,527	14,025	-	2,896	100,407	27,377	525,818
2024	206,375	249,522	15,952	12,807	7,729	2,806	96,408	29,304	620,903

YTD Comparisons for Each Service Type: January through June Data:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Annual Variance:
2018 - 2019	(6,705)	22,910	(620)	2	-	24	-	-	15,611
	-2.90% ▼	6.77% ▲	-3.70% ▼	0.01% ▲	0.85% ▲				2.57% ▲
2019 - 2020	(87,920)	(95,448)	(4,207)	(5,573)	-	(627)	-	-	(193,775)
	-39.18% ▼	-26.42% ▼	-26.06% ▼	-31.72% ▼	-21.92% ▼				-31.14% ▼
2020 - 2021	(52,360)	(118,620)	51	(1,154)	-	352	-	-	(171,731)
	-38.36% ▼	-44.61% ▼	0.43% ▲	-9.62% ▼	15.76% ▲	100.00% ▲			-40.07% ▼
2021 - 2022	44,671	65,459	1,358	1,006	-	421	66,224	-	179,139
	53.10% ▲	44.45% ▲	11.33% ▲	9.28% ▲	16.28% ▲	#DIV/0!			69.76% ▲
2022 - 2023	39,593	(13,529)	184	2,178	-	(111)	34,183	27,377	89,875
	30.74% ▲	-6.36% ▼	1.38% ▲	18.38% ▲	0.00% ▲	-3.69% ▼	51.62% ▲	0.00% ▲	20.62% ▲
2023 - 2024	37,987	50,324	2,425	(1,218)	7,729	(90)	(3,999)	1,927	95,085
	18.41% ▲	20.17% ▲	15.20% ▲	-9.51% ▼	100.00% ▲	-3.21% ▼	-4.15% ▼	6.58% ▲	15.31% ▲

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	2,134.50	6 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	2,658.67	6 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
Teton Valley		12	25
September	TV1A	4	0
	TV1B	15	21
	TV2	24	10
	TV3		
Star Valley		AM	PM
September	SV1A	13	19
	SV1B	5	1
	SV2	22	22
	SV3	11	6

October 2022		AM	PM
Teton Valley		12	23
October	TV1A	25	19
	TV1B	25	11
	TV2		
	TV3		
Star Valley		AM	PM
October	SV1A	12	22
	SV1B	25	22
	SV2	24	9
	SV3		

November 2022		AM	PM
Teton Valley		11	22
November	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
Teton Valley		10	24
December	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
April	TV1	16	23
	TV2	22	20
	TV3	17	9
Star Valley		AM	PM
April	SV1	13	23
	SV2	21	19
	SV3	19	8
May 2024			
Teton Valley		AM	PM
May	TV1	14	27
	TV2	18	18
	TV3	19	7
Star Valley		AM	PM
May	SV1	10	21
	SV2	18	14
	SV3	16	7
June 2024			
Teton Valley		AM	PM
June	TV1	22	18
	TV2	15	21
	TV3	4	12
Star Valley		AM	PM
June	SV1	16	26
	SV2	20	18
	SV3	19	9



East Jackson Ridership Report

June 2024

Rides : 10,268 / 295,871

Passengers (unlinked passenger trips): 13,686 / 412,350

Vehicle revenue hours: 1,537 / 42,548

Total vehicle hours: 1,772 / 47,222

Vehicle revenue miles: 13,654 / 379,888

Total vehicle miles: 15,353 / 407,288

Passenger miles: 12,676 / 355,028

Unique rider accounts (month to date / year): 1,218 / 3,898

Passengers per revenue hour: 8.9 / 9.7

Percent of rides shared: 37%

Average wait time: 9 minutes

Average ride time: 5 minutes

Average experience rating: 4.9 out of 5

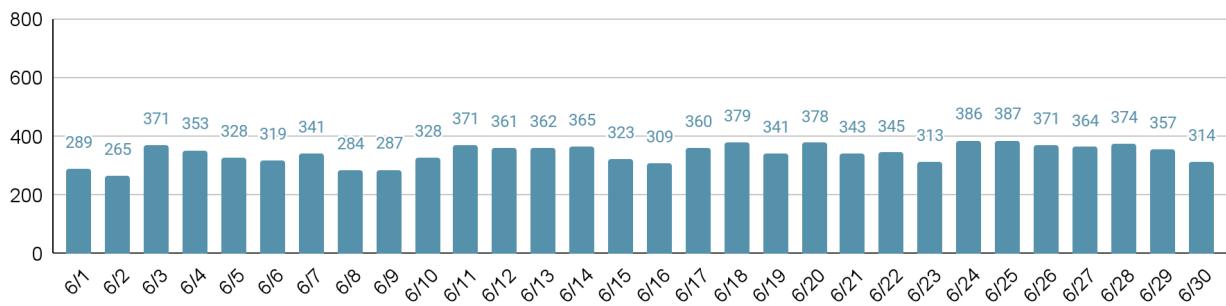
Wheelchair rides: 10

No shows: 212

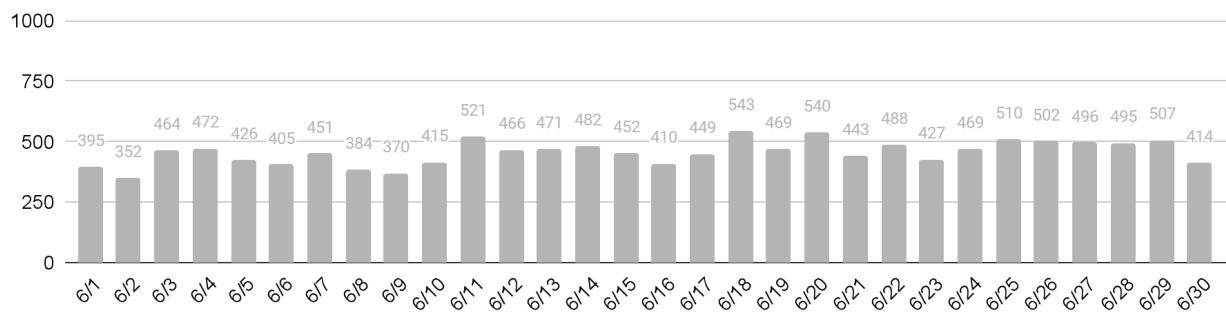
Percent of rides more than 5 min late to pickup: 4%

(month to date / all time)

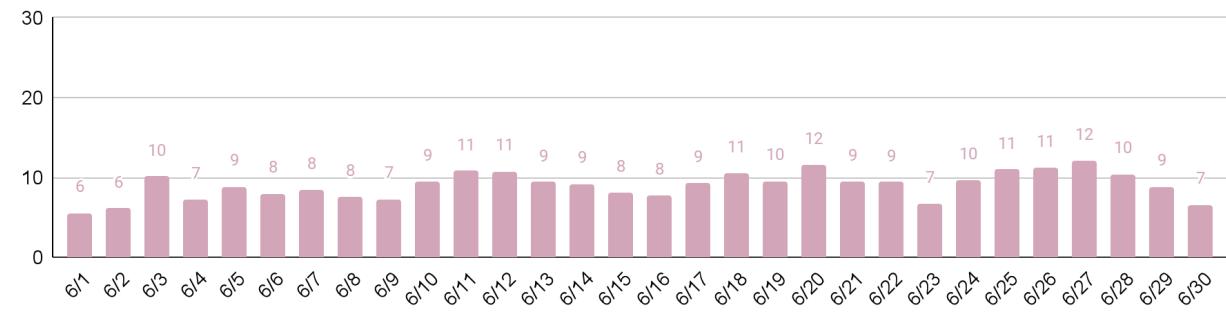
Rides



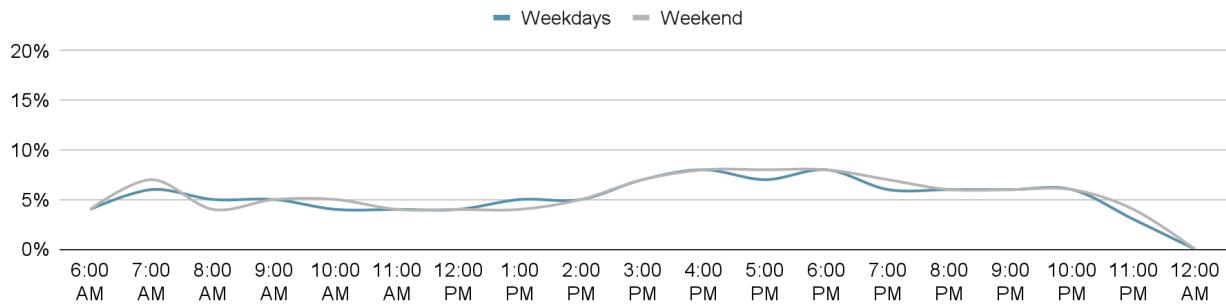
Passengers



Average Wait time



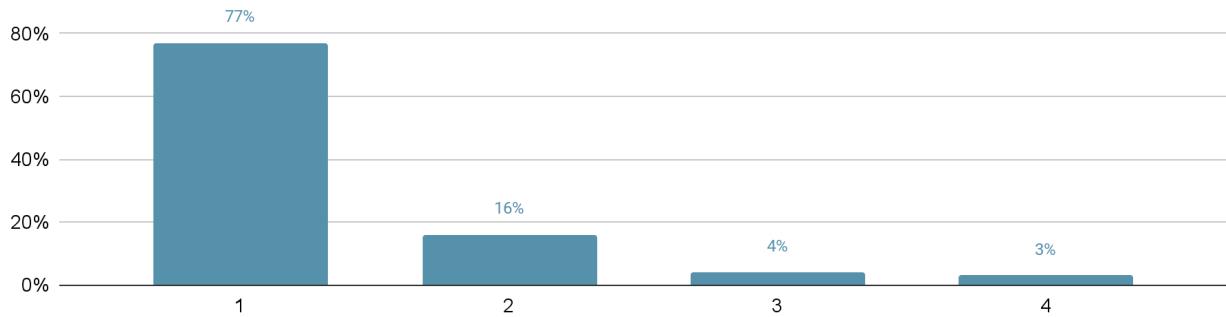
Pickups by Hour



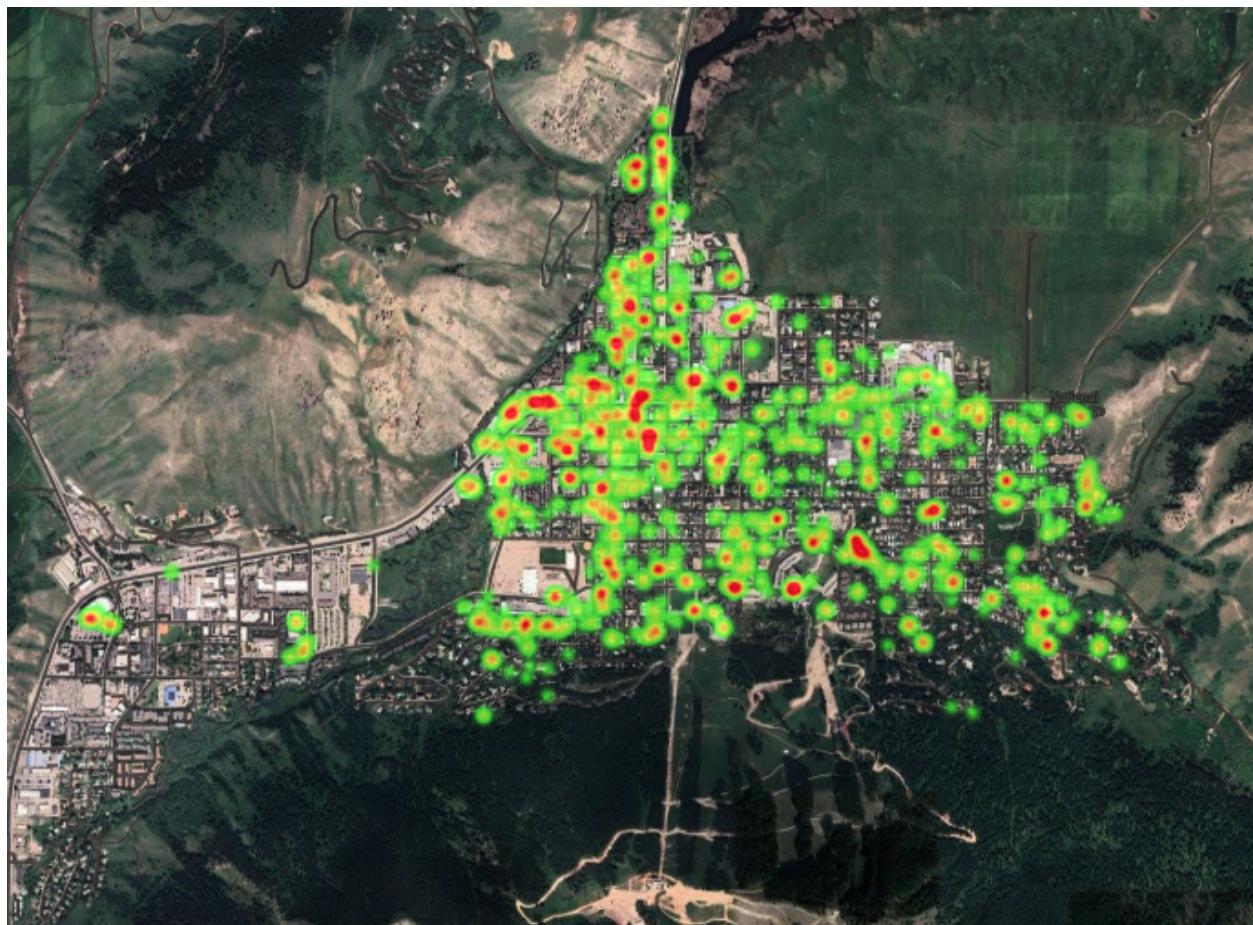
Wait Time Distribution

0 - 5 min: 32%
5 - 10 min: 32%
10 - 15 min: 19%
15 - 20 min: 9%
20 - 25 min: 4%
25 - 30 min: 2%
30+ min: 1%

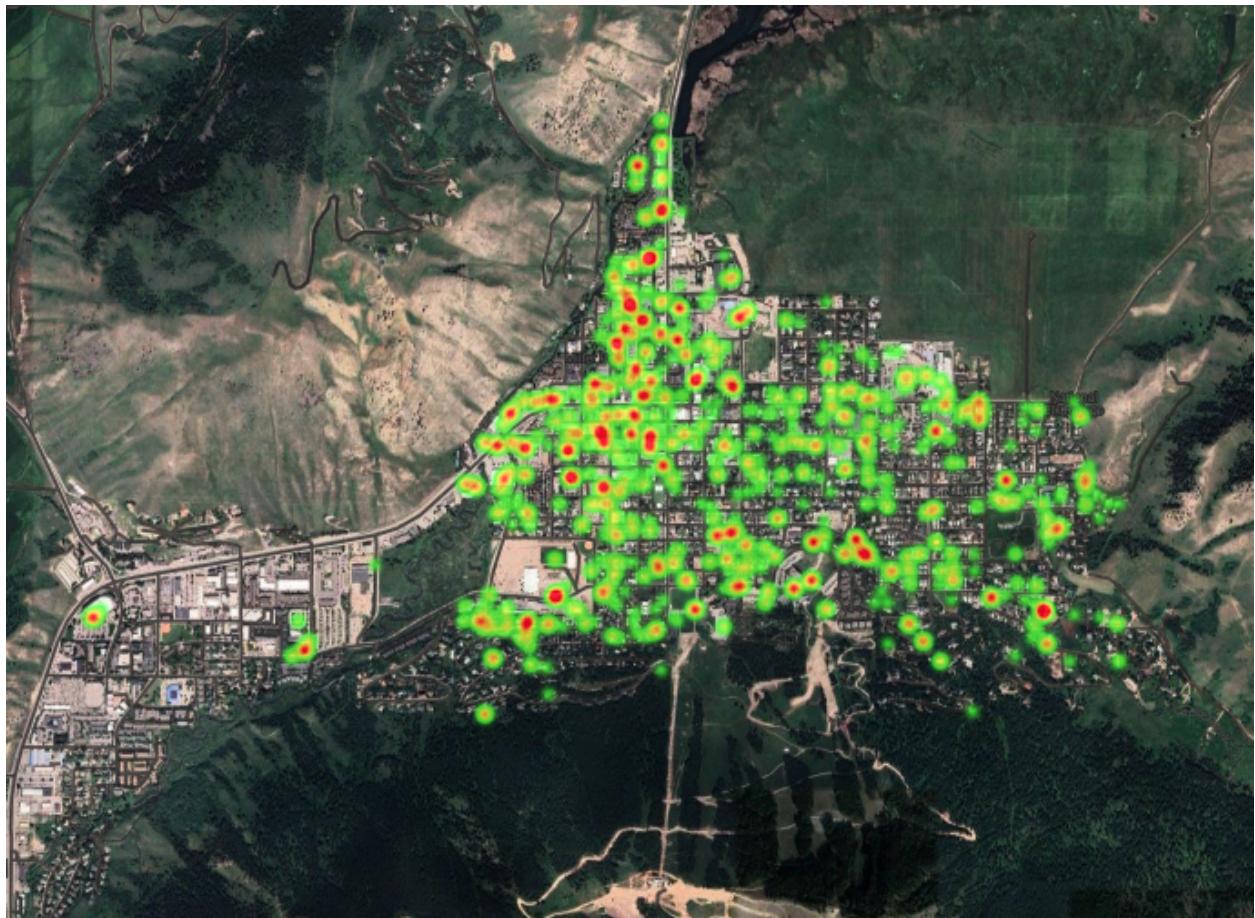
Passenger Distribution



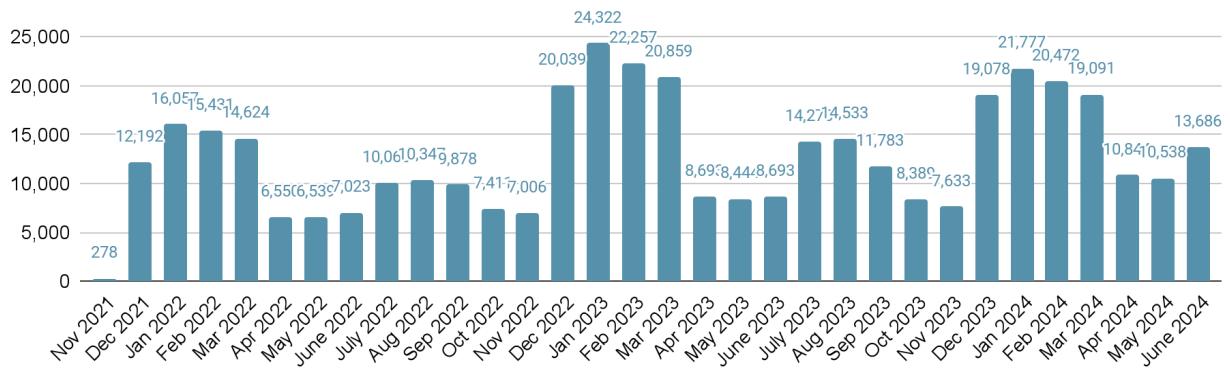
Pickups Heat Map



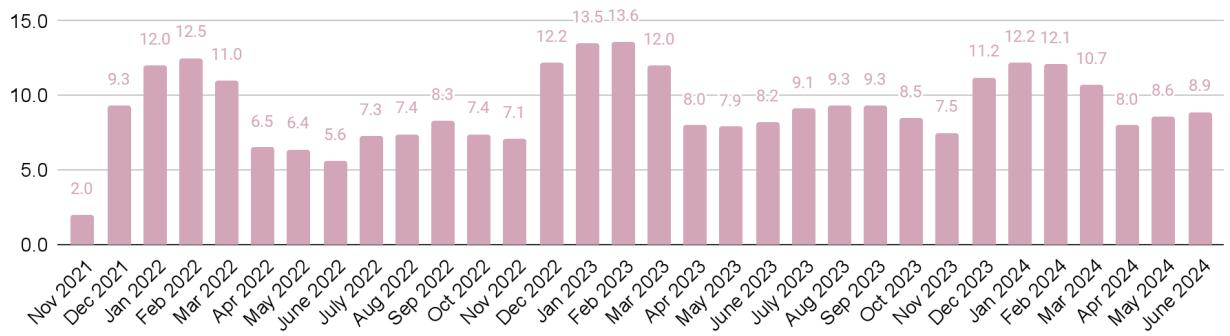
Dropoffs Heat Map



All Time - Passengers



All Time - Passengers / Revenue Hour





START BJS

Total Complaints

First Quarter		Total Ridership		Total Complaints	
January	Riders	144,857			
February	Riders	143,964			421,740
March	Riders	132,919			
				10	
		SLE		START	
		2		8	
			TOTAL:		

Total complaints per 10,000:
Passenger per complaints:

3rd Quarter		Total Ridership	Total Complaints
July	0	0	0
August	0	0	0
September	0	0	0

Total complaints per 10,000:
Passenger per complaints:

4th Quarter	
October	0
November	0
December	0

Total complaints per 10,000:
Passenger per complaints:

Second Quarter		Total Ridership	Total Complaints
April	64,372		
May	57,053		
June	73,665		

Total complaints per 10,000:
Passenger per complaints:

Total Comparisons 2024



January			
Total Riders:	144,857	Total Riders:	64,372
Total Complaints:	1	Total Complaints:	4
SLE:	0	SLE:	0
START:	1	START:	4
<i>Total complaints per 10,000 passengers:</i>	0.001	<i>Total complaints per 10,000 passengers:</i>	0.62
<i>Passengers per complaints:</i>	144,857	<i>Passengers per complaints:</i>	16,093

APRIL			
Total Riders:	144,857	Total Riders:	64,372
Total Complaints:	1	Total Complaints:	4
SLE:	0	SLE:	0
START:	1	START:	4
<i>Total complaints per 10,000 passengers:</i>	0.001	<i>Total complaints per 10,000 passengers:</i>	0.62
<i>Passengers per complaints:</i>	144,857	<i>Passengers per complaints:</i>	16,093

JULY			
Total Riders:	64,372	Total Riders:	64,372
Total Complaints:	4	Total Complaints:	4
SLE:	0	SLE:	0
START:	4	START:	4
<i>Total complaints per 10,000 passengers:</i>	0.62	<i>Total complaints per 10,000 passengers:</i>	0.62
<i>Passengers per complaints:</i>	16,093	<i>Passengers per complaints:</i>	16,093

OCTOBER			
Total Riders:		Total Riders:	
Total Complaints:		Total Complaints:	
SLE:		SLE:	
START:		START:	
<i>Total complaints per 10,000 passengers:</i>		<i>Total complaints per 10,000 passengers:</i>	
<i>Passengers per complaints:</i>		<i>Passengers per complaints:</i>	

FEBRUARY			
Total Riders:	143,964	Total Riders:	57,053
Total Complaints:	4	Total Complaints:	1
SLE:	0	SLE:	0
START:	4	START:	1
<i>Total complaints per 10,000 passengers:</i>	0.27	<i>Total complaints per 10,000 passengers:</i>	0.0001
<i>Passengers per complaints:</i>	35,991.00	<i>Passengers per complaints:</i>	57,053

JULY			
Total Riders:	64,372	Total Riders:	64,372
Total Complaints:	4	Total Complaints:	4
SLE:	0	SLE:	0
START:	4	START:	4
<i>Total complaints per 10,000 passengers:</i>	0.62	<i>Total complaints per 10,000 passengers:</i>	0.62
<i>Passengers per complaints:</i>	16,093	<i>Passengers per complaints:</i>	16,093

AUGUST			
Total Riders:	57,053	Total Riders:	57,053
Total Complaints:	1	Total Complaints:	1
SLE:	0	SLE:	0
START:	1	START:	1
<i>Total complaints per 10,000 passengers:</i>	0.0001	<i>Total complaints per 10,000 passengers:</i>	0.0001
<i>Passengers per complaints:</i>	57,053	<i>Passengers per complaints:</i>	57,053

MAY			
Total Riders:	143,964	Total Riders:	57,053
Total Complaints:	4	Total Complaints:	1
SLE:	0	SLE:	0
START:	4	START:	1
<i>Total complaints per 10,000 passengers:</i>	0.27	<i>Total complaints per 10,000 passengers:</i>	0.0001
<i>Passengers per complaints:</i>	35,991.00	<i>Passengers per complaints:</i>	57,053

NOVEMBER			
Total Riders:		Total Riders:	
Total Complaints:		Total Complaints:	
SLE:		SLE:	
START:		START:	
<i>Total complaints per 10,000 passengers:</i>		<i>Total complaints per 10,000 passengers:</i>	
<i>Passengers per complaints:</i>		<i>Passengers per complaints:</i>	

JUNE			
Total Riders:	132,919	Total Riders:	73,655
Total Complaints:	5	Total Complaints:	1
SLE:	2	SLE:	0
START:	3	START:	1
<i>Total complaints per 10,000 passengers:</i>	0.37	<i>Total complaints per 10,000 passengers:</i>	0.00
<i>Passengers per complaints:</i>	26,583	<i>Passengers per complaints:</i>	73,655

DECEMBER			
Total Riders:		Total Riders:	
Total Complaints:		Total Complaints:	
SLE:		SLE:	
START:		START:	
<i>Total complaints per 10,000 passengers:</i>		<i>Total complaints per 10,000 passengers:</i>	
<i>Passengers per complaints:</i>		<i>Passengers per complaints:</i>	



Quarterly Accident Totals 2024



First Quarter

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

	Total Miles Driven
	298,019
	Total Preventable

	Total Non-Preventable
	4
	Miles Between preventable accidents
	24,835

Second Quarter

	Miles
April	77,400
May	42,665
June	55,924

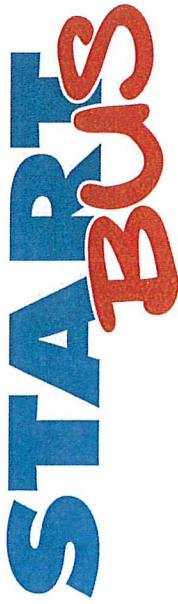
	Total Miles Driven
	175,989
	Total Preventable
	2
	Total Non-Preventable
	1
	Miles between preventable accidents
	87,995



2024 Accident Totals



	JANUARY		JUNE		OCTOBER	
	Preventable	Non-Preventable	Preventable	Non-Preventable	Preventable	Non-Preventable
JANUARY	5	0	1	0	0	0
FEBRUARY	2	0	0	0	0	0
MARCH	5	2	0	0	0	0
APRIL	0	0	0	0	0	0
MAY	1	1	0	0	0	0
JUNE	1	0	0	0	0	0
JULY	0	0	0	0	0	0
AUGUST	0	0	0	0	0	0
SEPTEMBER	0	0	0	0	0	0
OCTOBER	0	0	0	0	0	0
DECEMBER	0	0	0	0	0	0



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 2nd Quarter of 2024

2024

Month	On Time Performance	
	April	June
Star Valley	79%	69%
Teton Valley	68%	12% *Teton Pass Closure
Town Shuttle	76%	78%
TV Local	77%	67%
TV Express	62%	
South	52%	
Airport	80%	

Month	On Time Performance	
	May	June
Star Valley	76%	69%
Teton Valley	51%	12% *Teton Pass Closure
Town Shuttle	81%	78%
TV Local	70%	67%



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	74%
May		64%	May	77%
June		67%	June	74%
July		67%	July	
August		71%	August	
September		72%	September	
October		68%	October	
November		74%	November	
December		78%	December	



ECOSYSTEM STEWARDSHIP | GROWTH MANAGEMENT | QUALITY OF LIFE

JACKSON | TETON COUNTY

COMPREHENSIVE PLAN

UPDATED 02 November 2020
- originally approved 06 April 2012 -

Chapter 7. Multimodal Transportation

Travel by walk, bike, carpool, or transit will be more convenient than travel by single-occupancy vehicle.

What does this chapter address?

Principle 7.1 - Meet future transportation demand with walk, bike, carpool, transit, and micro-mobility infrastructure.

Principle 7.2 - Reduce greenhouse gasses from vehicles from 2012 levels

Principle 7.3 - Coordinate transportation planning regionally

Why is this chapter addressed?

A transportation system oriented toward single-occupancy automobiles is inconsistent with our Common Values of Ecosystem Stewardship, Growth Management, and Quality of Life. The community's transportation vision is to create a multimodal transportation system by enhancing the current automobile-oriented system to include a network of complete streets, transit, and pathways system accessible by residents and visitors of all ages and abilities. By pursuing this Vision, the community will ensure all users of the public right-of-way, including pedestrians, bicyclists, automobile drivers, trucks, and transit riders, can do so safely and efficiently.

Transportation choices made in Jackson and Teton County have impacts throughout the ecosystem. The auto-centric travel choices of the estimated 3.5 million visitors in 2012 traveling through the community (see Appendix B) fill arterial routes into Jackson and Teton County in both summer and winter. Also, we have experienced an increase in the number of workers commuting to Jackson from Star Valley, Wyoming, and Teton Valley, Idaho adding daily traffic in the Snake River Canyon and on Teton Pass (see Appendix B). Trips in and out of the valley increase the number of wildlife-vehicle collisions and contribute to carbon emissions. With visitors and local traffic growing faster than the population (see Appendix B), the current transportation model is unsustainable and inconsistent with our Common



Value of Ecosystem Stewardship.

Given our Vision to preserve and protect the ecosystem to enhance our community character, our community will be a leader in the provision and use of an integrated multimodal transportation system to meet our future transportation demand. Through local transportation and Growth Management efforts and partnerships with Yellowstone and Grand Teton National Parks, Bridger-Teton and Caribou Targhee National Forests, and the Wyoming Department of Transportation (WYDOT) we can build a transportation system that is more reliant on alternatives to the automobile and therefore less impactful to our ecosystem.

Complete streets that incorporate all transportation modes (bikes, walking, cars, transit, rideshare, etc.) will also enhance our Quality of Life. While we acknowledge that our transportation vision will be accompanied by increased congestion and a reduction in the level of service on many of our roadways for the automobile, as a community, we have made this conscious trade-off to encourage a shift in our community's transportation behavior. Isolated development in Rural Areas reduces the viability of alternative transportation and requires a much higher ecosystem impact per trip. By

Alternative Transportation

means a transportation system including transit, bicycle and pedestrian modes (including the pathways system) which offer alternatives to private motor vehicle travel for many trips.

investing in alternative transportation, Complete Neighborhoods, the most ecologically suitable places for development, will become even better places to live. Pedestrian activity and easy alternate mode access to services in our Complete Neighborhoods will support our economy and our daily interactions.

Realistically, the continued convenience, affordability, availability, and necessity of the automobile limits the amount of traffic reduction that can be achieved through shifts to alternative modes of transportation. Intersection and roadway improvements will still be required in some areas. Network improvements to increase the efficiency of public transit must be made to encourage the desired year-round mode shift to alternative modes. The community must work cooperatively with the WYDOT, other federal agencies, neighboring jurisdictions, and private landowners to utilize solutions that are both consistent with our Common Values and acceptable to partnering agencies.

Principle 7.1—Meet future transportation demand with walk, bike, carpool, transit, and micromobility infrastructure. If the fastest way to travel around the community and region is by walking, biking, carpooling or taking transit, residents, and visitors will move in a way that benefits the environment, their pocketbook, and their health. To achieve this goal, capital investment in transportation must be focused on walking, biking, carpooling, and transit. Single occupancy vehicle solutions have the most significant environmental footprint while providing transportation access to a limited portion of the population. Increasingly, the transportation network will be an interconnection of walking, biking, carpool, and transit infrastructure that makes the single-occupancy vehicle the least convenient mode of travel.

Policy 7.1.a: Increase the capacity for walking, biking, carpooling and riding transit

Every day, residents and visitors in the valley consciously decide on their mode of travel. The Town and County will make walking, biking, carpooling, and riding START more convenient and efficient for residents and visitors by adding capacity for these modes of travel and prioritizing their movement through intersections. Additional capacity for single occupancy vehicles fills up with more single-occupancy vehicles. If increased capacity is provided for walking, biking, carpooling, and riding transit, people will travel by those modes. Adding walk, bike, carpool, and transit capacity moves more people in the same footprint and is expandable to meet demand.

Policy 7.1.b: Create a transportation network based on “complete streets” and “context sensitive” solutions

The Town and County will implement the “complete street” and “context sensitive” roadway design standards. The construction of complete streets and context sensitive roadways will serve as the backbone for a community-wide transportation network that supports a mode shift away from the single-occupancy vehicle. To achieve the community’s transportation vision, improvements should safely accommodate all users, while prioritizing the movement of pedestrians, bicyclists, carpoolers, and transit riders.



Complete Streets

are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

Policy 7.1.c: Interconnect all modes of transportation

Our alternative transportation system will provide a means to connect all modes of travel. Park 'n' Rides, last-mile solutions, bicycle parking, complete streets, transit, micro-transit, and pathways will be incorporated into an integrated transportation system. A system of trails to connect our parklands and trailheads should be considered as part of the transportation system. The Town and County will work jointly to identify opportunities for connections between various transportation modes to make walking, biking, carpooling, and transit the quickest way to move around the community. Our new pathways should be modeled to accommodate new changes in transportation technology.

Policy 7.1.d: Maximize interconnection, redundancy, and hierarchy in the transportation network

The development of an interconnected and redundant network is critical to the assurance of a safe, efficient, and complete transportation system. In the event of a closure due to a hazard, redundancy will ensure access between locations in the community. Single occupancy vehicle capacity should only be added for health and safety. The Town and County will consider the need for interconnection, redundancy, and hierarchy when planning for our transportation network.

Policy 7.1.e: Establish a permanent funding source for an alternative transportation system

A continuous funding source should be explored to effectively and proactively increase walking, biking, carpooling, shared vehicles, micro-mobility, and transit capacity. Increased public investment will be necessary to make walking, biking, carpool, transit, and other modes the most efficient way to move around the community and fully implement the communitywide Integrated Transportation Plan. (Appendix E)

Policy 7.1.f: Complete major transportation projects based on Major Capital Group approach

The Integrated Transportation Plan (Appendix E) establishes a Major Capital Group process for evaluating when and how we will plan for and design significant transportation projects. The Major Capital Group process approaches key transportation network projects in corridor groups to ensure all alternatives for moving people through a corridor by walking, biking, carpool, and transit are considered so that the design of one component of the corridor does not preclude solutions on other components. The ITP identifies the corridors, the planning and design triggers for each corridor, and a public process for evaluating the four major capital project groups.

Principle 7.2 – Reduce greenhouse gases from vehicles to below 2012 levels. One of the biggest threats to the health of the ecosystem is climate change. The most significant local contributor to greenhouse gas emissions is surface transportation – the cars, trucks, and buses we use to travel into, within, and out of the community. As stewards of the ecosystem, we will manage our transportation to reduce emissions. Cleaner vehicles, fewer trips, and trips that move more people will be prioritized over strategies focused on reducing congestion.

Policy 7.2.a: Implement a Transportation Demand Management (TDM) program

A TDM program is a strategy that changes how, when, and where people travel. The Integrated Transportation Plan includes a TDM program to decrease transportation system impact by reducing system demand, particularly at peak commute hours, rather than increasing roadway supply. The TDM program will provide incentives and disincentives to influence travelers to change their travel behavior in ways that reduce emissions and demand on the transportation system, thereby lessening the impacts to the climate from emissions and impacts to habitat from additional infrastructure – while still accommodating residents and visitors moving through the community. The TDM program will emphasize coordination and education on mode shift opportunities, such as rideshare programs, bus pass subsidies, alternative work schedules, telecommuting options, and parking management. The TDM program will address the realities of our winter climate and existing remote communities.

Policy 7.2.b: Discourage use of single-occupancy vehicles

The single-occupancy vehicle – one person driving alone in a car or truck – is the least efficient mode of travel. It requires the most emissions, infrastructure, and money of any mode. The community's investments in walk, bike, carpool, and transit infrastructure, coupled with its TDM to incentivize those modes of travel, are critical to meeting our ecosystem and quality of life goals. Single occupancy vehicle capacity may have to be added to provide redundancy to the system, and single occupancy capacity will be freed up if the desired shift in mode of travel can be achieved, but the Town and County will otherwise not invest in single occupancy vehicle

capacity. This is a community choice to accommodate more trips with less impact. Traditional measures of highway congestion such as "Level of Service" as defined by the American Association of State Highway Transportation Officials (AASHTO) do not match our community's definition of transportation efficiency.

Policy 7.2.c: Explore and pilot innovative transportation solutions

Transportation is an obvious application for Principle 9.3 – Anticipate future issues and pioneer innovative solutions. The community has discussed rural high-occupancy vehicle solutions, gondolas, and tunnels. Emerging technology suggests the need for the community to explore autonomous vehicles, shared vehicles, and micro-transit. There are the solutions we have not yet identified. The single-occupancy vehicle will be the slowest mode of travel, whether we plan for it or not. It will require behavioral change. The community will have to look for new solutions to achieve our desired future.

Policy 7.2.d: Reduce wildlife and natural and scenic resource transportation impacts

In addition to emissions, wildlife-vehicle collisions are an impact of our transportation system on wildlife. The presence of additional vehicles on our roadways will increase wildlife-vehicle accidents unless mitigation is pursued. New transportation network projects and enhancements to our existing transportation system should be designed to avoid or mitigate impacts to wildlife, natural and scenic resources. Specifically, improvements should implement the Wildlife Crossings Master Plan adopted in 2018. The community will partner with WYDOT on funding and planning to achieve the wildlife permeability goals of the community.

Principle 7.3—Coordinate transportation planning regionally. The Town and County do not have jurisdiction over all components of the transportation network, and so we must lead coordinated efforts to achieve our transportation goals. Various Federal, State, local government, and non-governmental entities fund and manage pieces of the transportation system into and within the community. Coordinating the efforts of all of these entities with the land use efforts of the community is the only way we can meet our transportation and ecosystem stewardship goals.

Policy 7.3.a: Implement the Integrated Transportation Plan

A technical update to the Integrated Transportation Plan (ITP) was considered concurrently with the Adaptive Management Program of this Plan. In 2015, the Town and County adopted the ITP (Appendix E) to refine and guide the implementation of the policies of this Chapter. The ITP details actions for transit development, active transportation, transportation demand management, major capital project planning, and regional transportation planning organization. Implementation of the ITP is critical to the achievement of our transportation goals. The ITP should continue to be updated based on the schedule within the ITP.

Policy 7.3.b: Coordinate transportation network decisions

The Town and County do not have jurisdiction over much of the local trunk transportation network, meaning cooperation with WYDOT, Federal Highway Administration (FHWA), and public land managers is essential to realizing our transportation goals. It is key to communicate to WYDOT that the community has made a decision to accept SOV congestion while improving capacity through walking, biking, carpooling, and transit infrastructure. The community will work with WYDOT to incorporate our Common Values into solutions for improvements to the state highway system while recognizing the mission, goals, and Level of Service requirements of the Federal Department of Transportation. Continued cooperation with WYDOT is essential to accessing Federal funding. Collaboration with Federal Transit Administration (FTA), FHWA, and adjacent public land management agencies is equally important to successfully realizing our transportation goals. The community will also work with private interests to acquire the easements and rights-of-way needed to implement our transportation vision.

Policy 7.3.c: Establish a regional transportation strategy

The Town and County will assume a leadership role in working with other local and regional entities, such as the School District, Teton Village Association, and adjacent counties, states, and Federal land agencies, to coordinate the multimodal design and use of our regional transportation system. Regional transportation partnerships will be created to coordinate investments and programs. The development of a regional transportation strategy will be explored. The creation of a Regional Transportation Planning Organization (RTPO), as discussed in the ITP may offer the community an opportunity to coordinate our transportation system regionally, which would greatly assist in meeting our community's transportation goal.

Policy 7.3.d: Develop a land use pattern based on transportation connectivity

This Plan is designed to interconnect our Complete Neighborhoods and the Town of Jackson through a multimodal transportation system. Within existing County and Town Complete Neighborhoods, walking, biking, and transit are viable options for daily trips year-round, and these opportunities should be maintained and enhanced. In Rural Areas, the County will promote a land use pattern that supports alternative transportation by requiring interconnectivity of future developments and existing development to the best extent possible.

Policy 7.3.e: Require development to provide for walking, biking, carpooling and transit

A critical component of informed transportation planning is the concurrent review of transportation impacts with land use applications. As land use decisions are made that will result in transportation impacts, the Town and County should require that impacts be identified and mitigated. Development decisions will be made with an equal and concurrent consideration of both land use and transportation impacts. The Town and County will require facilities and building orientations that promote transit, walking, and biking. Specific provisions for walk, bike, carpool, and transit infrastructure will be required in all developments, including the provision of sidewalks, pathways, easements, transit infrastructure, and other complete street features.



Strategies (✓ = complete as of 2020)

The community should undertake the following strategies in the initial implementation of the policies of this Common Value. This list is only a starting point and is not all-inclusive. As strategies are completed, or best practices, technology, and information become available, the community may pursue additional strategies. Prioritization of the strategies to be implemented will occur annually in the work plan, as described in Policy 9.2.b.

Strategies to meet future transportation demand with walk, bike, carpool, transit, and micro-mobility infrastructure (Principle 7.1)

- 7.1.S.1 Consider a seventh cent sales tax, additional mil property tax, or other funding sources for the provision of infrastructure for alternative transportation modes.
- 7.1.S.2: Consider adopting “complete streets” and/or “context-sensitive” policies and updated road design standards for all roadways.
- 7.1.S.3: Work with WYDOT to have “complete streets” and/or “context sensitive” policies incorporated into all WYDOT roadways within the community.
- 7.1.S.4 Develop a local Transportation Improvement Program (TIP) for highways, streets (including pedestrian facilities), transit, and pathways.
- 7.1.S.5 Prepare comments and recommendations on the WYDOT State Transportation Improvement Plan (STIP).
- 7.1.S.6 Pursue transit service between Jackson and the airport/Grand Teton National Park, and other strategic route expansions.
- 7.1.S.7: Complete the core Pathways System, including the Wilson-Jackson Pathway connection along WY-22 and other critical pathways identified in the Pathways Master Plan.
- 7.1.S.8: Develop and carry out a comprehensive sidewalk improvement program for the Town of Jackson, appropriate County Roads, and Teton Village streets.

✓ 7.1.S.9:

Consider developing a Community Streets Plan that acts as a guide for the process of developing and retrofitting the street network within the Town of Jackson.

7.1.S.10:

Support the year-round use of pedestrian infrastructure through regular maintenance, including winter clearing of trails and pathways.

Strategies to reduce greenhouse gasses from vehicles from 2012 levels (Principle 7.2)

7.2.S.1:

Continue to fund the local match for federal transportation grants and the administration of alternative mode travel programs through the General Fund so additional money can be dedicated to infrastructure.

7.2.S.2:

Create a Countywide Transportation Demand Management (TDM) program, which may include efforts to:

- Educate the community on alternative transportation options and benefits.
- Pursue home mail delivery.
- Encourage or require students in all grades to use active modes of transportation rather than driving or being driven to school.
- Establish a trip reduction coordinator to work with employers to reduce trips and facilitate rideshare.

7.2.S.3:

Implement the Wildlife Crossings Master Plan.

7.2.S.4:

Reevaluate parking standards and other regulations that currently promote travel by single-occupancy motor vehicles.

7.2.S.5: Consider specific provisions for current planning review to require walk, bike, carpool, and transit components in new development.

7.2.S.6: Explore fare-free START bus service.

Strategies to coordinate transportation planning regionally (Principle 7.3)

7.3.S.1: Develop a Countywide Integrated Transportation Plan

7.3.S.2: Discuss with neighboring jurisdictions and State and Federal officials the costs and benefits of funding sources and planning options, such as a Regional Transportation Authority.

7.3.S.3: The TAC, partner agencies, and non-profits should complete an updated Travel Study approximately every 5 years to assist in the evaluation of the transportation indicators.

7.3.S.4: Continue START service to Teton County, Idaho, and Lincoln County, Wyoming, and explore other measures to limit the impacts of commuters on the ecosystem and the region.

7.3.S.5: Explore the establishment of a joint Town-County Transportation Planning Department.

7.3.S.6: Discuss and coordinate improvements that can be made to the regional transportation system with neighboring jurisdictions.

7.3.S.7: Consider hiring a staff person and/or additional staff infrastructure and capacity to implement the goals and strategies of this Chapter.

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