

START Board Regular Meeting

September 26, 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

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

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

- A. Approval of Minutes
 1. July 25, 2024 Regular Meeting Minutes
- B. Approval of first amendment to Grand Targhee Resort agreement to provide contracted bus service

V. DISCUSSION ITEMS AND/OR ACTION ITEMS (3:45-5:00)

- A. DISCUSSION:
 1. START Bus August 2024 Financial Report – Bruce Abel
 2. START Bus August 2024 Ridership Report – Bruce Abel
 3. START On-Demand – Bruce Abel
 - i. East Jackson Ridership August 2024
 - ii. Library Island Stop Service (Ending September 28)
 4. Airport Shuttle Pilot Service Update—Bruce Abel

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- i. Parking – Dr. Charlotte Frei
- ii. Mobility Hub – Dr. Frei
- 5. Commuter Survey – Bruce Abel and Charlotte Frei
- 6. Operational update – Bruce Abel
 - i. Proterra Update – Bruce Abel
 - ii. Transit Signal Priority (TSP) Update – Bruce Abel
- 7. Fall Service (September 29, 2024 to November 29, 2024) – Jason Pitts
- 8. Winter Service (November 30, 2024 to April 13, 2025) Update – Jason Pitts
 - i. RFQ Contracted Winter Service – Bruce Abel
- 9. Transit Development Plan [Route Plan] RFP Update – Bruce Abel
- 10. ITD Update – Bruce Abel
 - i. ITD Site Review
 - ii. Compliance Progress
- 11. Upcoming Actions – Bruce Abel
 - i. Award TDP RFP in October
 - ii. Award Contract for Winter Service in October
 - iii. Agreement with Teton Village Association for Pass Sales and Purchase of Certain START Services to Teton Village

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

- A. Town Liaison Report – Arne Jorgensen
- B. County Report – Wes Gardner

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C. Teton Valley Liaison Report – Doug Self

D. Star Valley Liaison Report - Vacant

E. Matters from Board Members

VII. ADJOURNMENT (5:30)

VIII. TIME AND PLACE FOR NEXT MEETING

A. Next meeting: Thursday, October 24, 2024 – Board Meeting and Mini-Strategic Planning Session: **2:30 PM to 5:30 PM. Town of Jackson Council Chambers**

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

C. Webinar ID: 815 2274 6953 / Passcode: 83001

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START Board Regular Monthly Meeting Minutes

July 25, 2024

3:30 PM – 5:30 PM

Hybrid – Teton County Commissioners Chambers & Zoom

I. ZOOM INFORMATION

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

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

- A. Call to Order
- B. Roll Call
 - **START Board:** Ty Hoath – In-person (Chair), LizAnn Eisen – In-person (Vice-Chair & Treasurer), Kristin Unruh – In-person (Secretary), Meghan Quinn – In-person, Jared Smith – Virtual, 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 – Absent (Teton Valley Liaison)
 - **Staff:** Bruce Abel – In-person (START Director), Jason Pitts – Absent (START Ops Manager), Ann McClure – In-person (START Admin Assistant), Lea Colasuonno – In-person (Town Attorney), Tyler Sinclair – Virtual (Town Manager)
 - **Other:** Charlotte Frei – In-Person (Regional Transportation Planning Administrator)
- C. Correspondence
 - Abel referenced letters in the packet sent on behalf of the Board.

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. Matt Larson, Director of Resort Transportation, Teton Village Association ISD—Grand Teton National Park Shuttle Pilot Program, starting on Monday [July 29]. Teton Village to Jenny Lake, with a stop at Taggart Lake, and back to the Village. Success of pilot will determine if they move forward for future seasons. Situated in Teton Village, but anyone can ride.
- B. Letter from Teton Transportation Coalition re: Stilson Transit Center
- C. Letter from Hass re: improved service to Teton Village

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

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

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- i. Motion made by LizAnn Eisen, seconded by Kristin Unruh, to approve the consent agenda as presented. All members in favor. Motion carries.

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

A. ACTION:

- 1. Abel requested to move “Airport Shuttle Pilot Service” up to be second item in “Action” section. Motion made by LizAnn Eisen, seconded by Meghan Quinn, to alter the agenda. All members in favor. Motion carried.

2. **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 hour Planning Session
- iv. Previous [June] meeting discussion there are new members who were not on the Board in January [for the Annual Strategic Planning Session]. Appropriate to hold a midyear planning session. There was a general consensus, but we need an Action to hold it.
- v. Executive Committee thought to add to October meeting. Last year we waited until January meeting waiting for new Board members. It was compressed for the budget cycle. Might be better to start planning sooner.
- vi. Motion made by LizAnn Eisen to hold a mid-year planning session on October 24 from 2:30 pm to 5:30 pm, seconded by Megan Quinn.
- 1. Discussion: Smith—Expressed concern that 2 hours is not enough time to discuss budget and hold a mini-retreat. Also, he is out of town in October so can't attend in person. Suggested holding min-retreat in September instead. Also suggested separating budget from mini-retreat. Abel—This is the beginning of the budget discussion. There will be additional discussions later. Ty—Expressed concern there will not be enough current year budget data available. Abel—Agreed only 3 months into current fiscal year. High level discussion of types of service and additional service. When budget cycle starts can flesh out ideas from mini-retreat. Anticipates receiving guidance in January.
- 2. **Vote: Eisen, Regan, Hoath, and Quinn in favor. Smith opposed. Unruh and Roscoe unrecorded. Motion carries.**
- 3. Hoath directed Board Members to send agenda item suggestions to Abel and McClure.
- 4. Discussion followed about exploring alternative dates for mini-retreat. Procedural discussion essentially touched on Robert's Rules of Order for how items should be brought before the Board, discussed, and moved forward to a vote.
- 5. Roscoe made a motion to include an action in September meeting to allow members who won't attend in October to include information for agenda. Hoath—yes, will accept proposals for agenda items at any time. Get that information to McClure. [Motion was not seconded.]
 - i. Hoath pointed out October 24 was selected because it was already on everyone's calendar.
- 6. Motion made by Smith, seconded by Roscoe, to undo what was proposed, not set a meeting date, take a poll, figure it out and leave it open until the poll results are in. Discussion: Regan likes idea of retreat and maximum attendance. But having largest member of attendees participate would be goal. Quinn—prefers keeping October 24 2:30 to 5:30 as an option during this process. Smith—agreed including October 24 as an option, but also other dates in early October. Can attend October 24 virtually, but retreats should

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be in person. Eisen – Expressed concern about burden on staff to run a poll since there are currently 6 members in person and 1 virtual.

7. **Vote: Roscoe, Regan, Smith in favor; Hoath, Eisen opposed. Quinn and Unruh unrecorded. Motion carries.**

3. Airport Shuttle Pilot Service Update – Bruce Abel

- i. Recap of Airport Shuttle funding during budget cycle.
- 1. Secured commitments from Airport Board and Travel and Tourism Board to each contribute 1/3 of funding. Final 1/3 would come from Town/County.
- 2. Need closure by August to have time for a budget amendment, recruit drivers, and secure housing for same.
- 3. Roscoe asked how effective or efficient the Airport Shuttle is compared to other routes. The subside per passenger was \$10.16, without overhead. \$12 including overhead. Referenced January Retreat packet—across service offerings, public subsidy per passenger is generally around \$10.
 - i. Public investment is difference between fare box and expense. So [for airport shuttle, public investment] will be less since partners are contributing.
- 4. Regan—will this year be same frequency and stop points? Abel—yes, during budget cycle the idea was to replicate the pilot program.
 - i. Abel—Provided recap of performance metric from pilot program. Explained additional 6 month service will be beneficial to measure performance.
- 5. Hoath—What was likely outcome? It was not binary, pass/fail. We can change processes to ensure we achieve the metrics to be successful. Doesn't want to find ourselves in the same grey area during next budget cycle. Abel—Thinks that in the second year we will see performance of a more mature product. Thinks additional metrics will enable making a more informed decision next budget cycle.
- 6. Hoath—is the financial commitment from partners a one-time contribution or tapering? Abel – TTB grant would fund two winters(24/25 and 25/26). Haven't discussed with Airport.
- 7. Unruh—Asked about funds for outreach. Abel—Marketing/outreach will be split 3-ways as well. We have our promotional money. Airport has committed to their staff help. TTB is expecting grant to help. Last year marketing was \$90,000. Expect similar this year.
- 8. Quinn—Agrees 1 winter season was not adequate for evaluation
 - ii. Recommended motion: I move to amend the operations plan to include the Airport Shuttle for FY25 and to, correspondingly, recommend increasing START Budget expenses by \$275,000 and revenues by \$215,000.

Motion made by Quinn, Seconded by Regan.

Discussion: Regan—feels strongly it takes a while to get something like this going. He keeps getting asked if it is coming back. Thinks it is important for community.

Smith—Agrees with Kevin. Even before he was on the Board the community has wanted this. The Airport really stepped-up last year [to support the pilot program].

Vote—all in favor. Motion carries.

B. DISCUSSION:

1. START Bus June 2024 Financial Report – Bruce Abel

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- a. These are not the final numbers. This is for 12 months ending June 30. Expenses are still being booked toward budget.
- b. Labor is the only expense that is now closed for fiscal year. Dollars expended for direct provision of the service. We came in at 92%. Good budget performance for items that are closed.
- c. Came in under budget in maintenance parts and labor. We don't control that, it comes from Fleet Maintenance.
- d. Came in under budget on Salt Lake Express contract. Also under budget on START On-Demand, we direct them to be as efficient as possible.
- e. These might change—Trash collection was over budget before, now under budget. Airport planning grant was rolled over. Professional services under budget because we did not implement projects. Advertising—we included promoting Airport Shuttle, but Airport absorbed majority of cost.
- f. Eisen—On SLE remembers requested amendment that we didn't use. Abel—we got an amendment, but did not implement it as soon as expected.
- 2. **START Bus June 2024 Ridership Report – Bruce Abel**
- 3. Still going in the appropriate direction.
- 4. Roscoe—Thanked Bruce for meeting with him. Asked about detailed information on Ridership data. Asked when to expect? Abel—it will be shared with people who desire it.
- 5. Hoath—has SoD fully matured? Abel—not sure, but it is stable. Slight reduction enabled us to add the Library Stop for summer.
- 6. **START On-Demand – Bruce Abel**
 - i. East Jackson Ridership June 2024
 - 1. Minimal reduction. But growth was not sustainable.
 - ii. Library Island Stop Service
 - 1. Still in upper teens
 - iii. No-Shows breakdown
 - 1. We do track No-Shows. Vendor does not have a way of knowing if someone visits app and does not book a trip.
 - 2. Regan—from a user perspective, can see how only browsing won't trigger data. But when you book a ride you can see the times change. Can we track when someone books a ride and changes their mind? Abel—that is a No Show. Reviewed items in the report that staff monitors.
- 7. **Key Performance Indicators (KPIs) Quarterly Report – Bruce Abel**
 - a. We can't produce ridership. We provide service and see who uses it.
 - b. KPIs are for us to track our own performance. Not compare us to other transit agencies.
 - c. Accidents—this is an expected improvement in performance with change in weather
 - d. On-Time Performance—we don't have goals yet, still gathering data. But should be in 80% to 85% range. Travel times in this community vary by time of day and weather.
 - e. Roscoe—These is great information. Where is our focus [for improvement]? Abel—the Commuters have the greatest variability. Scheduled 1 hour 5 minutes. Best performance was 1 hour. Worst performance 1 hour 55. Variability is driven by weather and traffic. We would like to see improvement for the Village Local, but it depends on traffic on 390.
 - f. Roscoe—asked about financial goals shared in January, subsidy for ride, etc. Abel—it is time consuming to figure out those subsidies. Goal is to have all services in same [cost] cluster. Roscoe—asked about financial metric on monthly basis? Abel—That is a “can we/should we” question. We CAN do that exercise. But is it actionable? Are we going to make service changes on a monthly basis? He recommends not making services changes on a monthly basis, it would confuse riders! Advises that exercise does not have value for the time investment needed.

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- g. Roscoe—We publish ridership report and financial report. Some combination would give dollar amount per ride. He is focusing on this because of the upcoming route planning exercise. Thinks route planning exercise would be more valuable to have the numbers they need. Abel—that is why we are going to hire a consultant. It is too big a project for our small staff. Hoath—clarified part of the route plan scope of work will include metrics of success.
- 8. **Summer Service Update (May 25, 2024 to September 28, 2024) – Bruce Abel**
 - a. Last meeting we had public comment from Julien Hass about crowding on buses during the peak hours. We analyzed it. We have not scheduled a second bus at 5:10 p.m. because we don't have the resources to guarantee it. But if the afternoon Extra Board (XB) is available we have them run a second bus. If the XB isn't available, we have tried to send a supervisor instead. We can't guarantee it every day, but are doing our best.
 - b. Two years ago we proposed that Summer Service on Village Local should be improved. It did not pass budget. This shows we should take a closer look at it during the next budget cycle.
- 9. **Fall Service (September 29, 2024 to November 29, 2024) and Winter Service (November 30, 2024 to April 13, 2025) Update –Bruce Abel**
 - a. Fall same as last year. Winter—Jason is in Alaska recruiting. We need 21 seasonal drivers. We have—allegedly—commitments for 21 housing unit. We have 9 seasonal drivers who have accepted job offers. [We hope to have offers wrapped up soon.] If JIM approves budget amendment [for airport shuttle], we will need 24 winter drivers. Need to work with Town on additional housing. Our alternative would be to seek out contracted service.
 - b. Hoath—asked about staffing changes. Abel—Hanna has decided not to return from maternity leave. He thanks her for her contributions to the START organization. Board members thanked her for her service.
- 10. **Transit Signal Priority (TSP) Update – Bruce Abel**
 - a. Pleased to report that last week received letter from WYDOT with draft agreement. It is with our technical consultant and then will go to our legal consultant. We are taking the next steps. Still don't have a timeline, but back in process.
- 11. **Transit Development Plan [Route Plan] RFP Update—Bruce Abel**
 - a. 5-year plan. Take a holistic view of agencies. He has created a draft scope of work and given it to Frei for review. Trying to combine Customer Survey and Fare Study into one scope of work. Goal is to have RFP published in August, make selection this Fall, be underway in winter. Conduct first round of surveys with winter audience.
 - b. Smith—Likes idea of combined RFP. During last Route Plan creation, we used that consultant on an on-call basis as we tweaked things. Can we include “optional services” in the new RFP? Abel—we have been thinking about an on-call arrangement and included in budget under professional services. There are advantages and disadvantages to combining. Still under consideration. Smith—suggested include as an option in this RFP so we don't need a new RFP if we are pleased with the team updating the TDP.
 - c. Abel -- We used this draft RFP to seek a planning grant from WYDOT. Grant was not funded. We have an adequate budget for project, but not extra. Quinn- asked about cost. Abel-- \$150,000 for RFP. Additional money for Fare Study and Customer Survey.
 - d. Roscoe—previous Route Plan was very static. Can we include a request for tools that would be ongoing so we can answer our own questions. Abel—built into the scope is implementation processes, monitoring processes, and phased implementation. He hopes that would address Will's question.

VI. MATTERS FROM THE BOARD (4:45)

A. Town Liaison Report – Arne Jorgensen

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1. Appreciates Staff working with partners to find funding for Airport. Appreciates commitment partners have made. It is a relatively small number coming to [Town]. Looking forward to the discussions. Hoath—expressed concern about sustainability for a multi-year program and whether ongoing funding is possible. Arne --has been consistent in looking at revenues for additional services. If we are going to add services we need to have a discussion about it.
2. What we are looking at here in terms of a pilot that can inform that longer discussion. We are good about asking for more, but not as good at focusing on how we will pay for it.
3. The community did really well during Pass Closure. START was a big part of that. There was an appreciation event for contracting teams a week ago. WYDOT appreciates how well we come together.
4. As we've seen in the newspaper there has been discussion with County Commissioners about SPET. We need both entities to sign off on SPET; and agreement addressing funding joint departments. It has been a robust conversation. He appreciates the good intention behind the discussion.
5. For the first time in 5 or 6 years, but parties were there from a standpoint of need. These are all community services. He was uncomfortable with discussion that devolved into us-vs-them. [Town and County have individual priorities, but] core services are important as well.
6. The other piece is the agreement includes a timeline on reopening discussion on the agreement, JPA for START. When we do that, keep in mind what a regional agreement looks like.
7. Abel—as part of discussions with Teton County, ID, during Pass Closure we began broader discussion. We are working through Chamber of Commerce to survey employers and employees. We want to use it in the short term to see how our schedule suits riders. Also include results in TDP.

B. County Report – Wes Gardner

1. Hoath--asked about Stilson Transit Center approval? Gardner—that was a fun day. There are a lot of pieces. We are on track for the facilities for transit. There was talk of reduction in size and changing parking configuration, it was all put aside. We are moving ahead with the original plan. Thanked members of Board who provided input.
2. Major kudos for getting Airport funding. It was the solution he was hoping for. County share would be \$32,400, while Town's will be \$27,600. It is a steep reduction from last year. He plans to support it.
3. Village Service Peak hours—extra bus is a great solution. Well managed. Suggests it is brought up in the Route Plan so it doesn't get lost.
4. Town and County are looking at changing funding split for all joint departments. 3-year window to look at JPA. If not completed in that time, there is a 7-year window before funding split resets. As an observer he thinks funding will depend on where service is provided. He is looking forward to the research, but he is nervous about the timeline. However, we're on solid ground for 7 years.

C. Teton Valley Liaison Report – Doug Self (Absent)

D. Star Valley Liaison Report - Vacant

E. Matters from Board Members

1. Smith—expressed concern START is not posting meeting recordings online. Suggested should be consistent with other town boards and committees.
2. Requested a year-over-year budget. Shared spreadsheet about what he would prefer. Would like to see a summary. Information Staff sent this afternoon was raw data. Information Staff *Mission: We transport people.*

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sent is missing breakdown of County, TVA, JHMR share. This breakdown would give Board Members trends and help educate about the split and be able to see trends.

3. Hoath-requested Abel check with Thompson about if it is practical. Abel—the information we sent has the information requested, we just did not summarize it. Hoath—Staff bandwidth is a concern. Are there alternatives? Smith would be willing to do it. But needs more data. Abel—“lodging tax” in documents means Town.
4. Smith—we’ve seen this information at some level. We used it for cost sharing agreement summary. Assumed the information existed when requested it. Abel—it is there, but not complied.
5. Roscoe-wants the spreadsheet rather than the static report. That way Board Members can manipulate data themselves. Abel—pointed out Finance Department might not want to release data in a format that can be manipulated or altered.

VII. ADJOURNMENT

Motion to adjourn made by Meghan Quinn, seconded by LizAnn Eisen. All in favor. Motion carried.

TIME AND PLACE FOR NEXT MEETING.

Cancelled: Thursday, August 22, 2024

Next meeting: Thursday, September 26, 2024

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/81522746953?pwd=NGkvZWFSU9vakJHR1RrUl0zRCtEdz09>

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

Meeting Date:	September 26, 2024	Meeting Title:	Regular meeting
Submitting Department:	START	Presenter:	Bruce Abel, Director
Agenda Item:	Grand Targhee Resort contract amendment	Public Comment:	Yes

Purpose & Policy Considerations.

The purpose of this item is to request START Board of Directors approval of the First Amendment to the Agreement Between the Town of Jackson, Wyoming and Grand Targhee Resort, LLC for the Operation of Commuter Bus Service ("First Amendment") serving the communities of Victor and Driggs, Idaho and the Grand Targhee Resort. The purpose of this item is also to secure the START Board of Director's approval to recommend approval of the First Amendment to the Town of Jackson Town Council.

Requested Action.

The Transit Director requests the Board reviews the attached First Amendment.

Recommendation.

The Transit Director and the START Finance and Executive Committees recommend approving the First Amendment and recommend forwarding the First Amendment to the Jackson Town Council for its approval.

Background

In 2017, START received a request from the City of Driggs, Idaho to transfer grant administration activities from the Town of Driggs for Federal Transit Administration (FTA) 5311 operating funds awarded for the provision of transit service operating between the City of Driggs and Grand Targhee Resort located in Teton County, Wyoming. The rationale given for this request was that the City of Driggs was not a transportation provider and Grand Targhee Resort was not eligible to apply for grants funding.

The Jackson Town Council and Teton County Commissioners considered the request at a Joint Information Meeting (JIM) convened on September 11, 2017. Discussion between the Joint Boards and START staff included conversation surrounding the additional workload that would be required, application for FTA funding from Idaho since a part of the services were provided in Idaho, additional staff hours for staff to administer the grants, RFP and contracting requirements for contracting out service delivery, rider fare issues and other issues. There was no public comment received at the time. The Town and the County approved the request for START to accept grant administration activities for FTA 5311 Operating funds for the City of Driggs beginning with the October 1, 2018 FTA federal fiscal year. START has been managing and administering the process since then.

In the Fall of 2018, START issued START/TOJ RFP #19-07 for the "Operation of Commuter Bus Service" serving the Grand Targhee Resort from the City of Driggs. While several potential proposers indicated interest, only one proposal was received. The one proposal was submitted by Grand Targhee Resort.

On January 3, 2019, START staff requested that Jackson Town Council approve an Agreement with the Grand Targhee Resort to provide “Commuter Bus Service” between the City of Driggs, Idaho and the Grand Targhee Resort. The initial Agreement terminated on September 30, 2020 and two subsequent one (1) year renewal options expired on September 30, 2022.

On August 4, 2022, START issued Request for Proposal #22-2 for the “ Provision of Commuter Bus Service” for the provision of employee and public shuttle bus service between the City of Driggs, ID and Grand Targhee Resort. Proposals were due by 4:00 PM on September 2, 2022. One proposal was received by the submittal deadline. The one proposal was submitted by Grand Targhee Resort. The contract resulting from this solicitation allows for the amendment of the contract. Today’s requested action will implement the first amendment of the 2022 agreement.

Financial Impact

Funding for the provision of the Grand Targhee Resort “Commuter Bus Service” is provided through an FTA Section 5311 Operating Assistance grant through the State of Idaho Transportation Department of Transportation (ITD). Local Match funds are provided by the Grand Targhee Resort. No funding is provided by either START/ Town of Jackson or Teton County.

Suggested Motion

I move to recommend that the Jackson Town Council approve the *First Amendment to the Agreement between the Town of Jackson and Grand Targhee Resort, LLC for The Operation of Commuter Bus Service.*

Prepared by

Bruce Abel, Transit Director

FIRST AMENDMENT TO AGREEMENT BETWEEN THE TOWN OF JACKSON, WYOMING
AND GRAND TARGHEE RESORT, LLC
FOR THE OPERATION OF COMMUTER BUS SERVICE

THIS FIRST AMENDMENT TO AGREEMENT BETWEEN THE TOWN OF JACKSON, WYOMING AND GRAND TARGHEE RESORT, LLC FOR THE OPERATION OF COMMUTER BUS SERVICE ("First Amendment") is by and between the Town of Jackson, a municipal corporation of the State of Wyoming, 150 East Pearl Street/P.O. Box 1687, Jackson, Wyoming 83001 (TOWN) and Grand Targhee Resort, LLC, 3300 E Ski Hill Road Alta, WY 83414 (VENDOR).

RECITALS

WHEREAS, Landlord and Tenant executed an AGREEMENT BETWEEN THE TOWN OF JACKSON, WYOMING AND GRAND TARGHEE RESORT, LLC FOR THE OPERATION OF COMMUTER BUS SERVICE on November 21, 2022 ("Agreement").

WHEREAS, this First Amendment is being executed by the parties in order to amend Sec. 2, Term, and update Exhibit B appropriately in light of the amendment to Sec. 2.

NOW THEREFORE, in consideration of the foregoing recitals, which incorporated herein by reference, the mutual covenants and understandings contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the TOWN and VENDOR agree as follows:

- A. Amendment to Section 2 of the Agreement. Section 2 of the Agreement shall be rewritten as follows:
 2. Term. The term of the Agreement shall commence on October 1, 2024 and shall terminate on September 30, 2026. Thereafter, this Agreement automatically renews for one two-year term, unless either party provides the other notice of intent to terminate on or before September 1, 2025. The continuation of this Agreement is contingent upon the continuance of Federal funding through the term and both renewal options. If funding ceases for any reason from the Federal level to TOWN, this Agreement is immediately terminated. This Agreement is also contingent upon VENDOR: if VENDOR fails to meet its Federal Transit Administration match requirements and/or if the VENDOR closes or ceases its operations the Agreement is immediately terminated
- B. Amendment to Last Three Pages Exhibit B of the Agreement. The last three pages of Exhibit B shall be replaced in whole with Appendix 1 (two pages) of this First Amendment.
- C. Terms of the Agreement. Any terms of the Agreement not otherwise modified herein shall remain as is and unaffected by this First Amendment.

IN WITNESS WHEREOF, the parties hereto have executed this First Amendment on October _____, 2024.

TOWN OF JACKSON
LLC
A Wyoming Municipal Corporation

GRAND TARGHEE RESORT,
A Delaware LLC

By: _____
Hailey Morton Levinson

By: _____
Geordie Gillett, General Manager

ATTEST: _____
Riley Taylor, Town Clerk

APPENDIX PAGE 1

Grand Targhee 5311 Grant reimbursement rates

10/1/2024--9/30/2026

	<u>miles</u>	<u>ops cost</u>	<u>maintenance</u>	<u>admin</u>	
winter 24/25	131,222				
summer 25	32,760				
winter 25/26	131,222				
summer 26	<u>32,760</u>				
2 year total	327,964	\$ 684,398.79	\$ 77,140.00	\$ 80,932.27	\$ 842,471.06
cost per mile		\$ 2.087	\$ 0.235	\$ 0.247	

<u>Total Two (2) Year Cost</u>	<u>Total Cost</u>	<u>Match \$</u>	<u>Grant \$</u>	<u>percents</u>
Operating	\$ 684,398.79	\$ 288,063.79	\$ 396,335.00	0.579
Maintenance	\$ 77,140.00	\$ 5,663.00	\$ 71,477.00	0.927
Administrative	\$ 80,932.27	\$ 16,186.45	\$ 64,745.81	0.800
total	\$ 842,471.06	\$ 309,913.24	\$ 532,557.81	\$ 842,471.05

<u>Total Annual Cost</u>	<u>Total Cost</u>	<u>Match \$</u>	<u>Grant \$</u>	<u>percents</u>
Operating	\$ 342,199.40	\$ 144,031.90	\$ 198,167.50	0.579
Maintenance	\$ 38,570.00	\$ 2,831.50	\$ 35,738.50	0.927
Administrative	\$ 40,466.14	\$ 8,093.23	\$ 32,372.91	0.800
total	\$ 421,235.53	\$ 154,956.62	\$ 266,278.91	\$ 421,235.53

max Federal per year

total one year (annual) miles

163,982

APPENDIX PAGE 2

The Grand Targhee Resort Employee Handbooks for years 2024–2025, 2025–2026, 2026–2027, and 2027–2028 are incorporated herein by reference and will form a part of this First Amendment, and apply respectively, as if set forth herein in their entirety.

Town of Jackson, Wyoming
START Bus System

Monthly Financial Report				for the month of			8/31/2024		month	2	16.667%
	Period Actual	Period Budget (div by 12)	Period Variance	YTD Actual	YTD Budget	YTD Variance	%	Total Budget	Budget remaining	%	
Revenues:											
Intergovernmental	\$ 219,538.00	\$ 1,078,641.08	\$ (859,103.08)	\$ 329,307.00	\$ 2,157,282.17	\$ (1,827,975.17)	15.265%	\$ 12,943,693.00	\$ 12,614,386.00	2.544%	
Charges for Service	\$ 39,725.32	\$ 151,838.33	\$ (112,113.01)	\$ 115,605.95	\$ 303,676.67	\$ (188,070.72)	38.069%	\$ 1,822,060.00	\$ 1,706,454.05	6.345%	
Miscellaneous	\$ 12899.23	\$ 18,188.33	\$ (5,289.10)	\$ 24,596.07	\$ 36,376.67	\$ (11,780.60)	67.615%	\$ 218,260.00	\$ 193,663.93	11.269%	
subtotal	\$ 272,162.55	\$ 1,248,667.75	\$ (976,505.20)	\$ 469,509.02	\$ 2,497,335.50	\$ (2,027,826.48)	18.800%	\$ 14,984,013.00	\$ 14,514,503.98	3.133%	
transfers in	110756.83	\$ 124,095.58	\$ (13,338.75)	332,270.49	\$ 248,191.17	\$ 84,079.32	133.877%	\$ 1,489,147.00	\$ 1,156,876.51	22.313%	
Total	\$ 382,919.38	\$ 1,372,763.33	\$ (989,843.95)	\$ 801,779.51	\$ 2,745,526.67	\$ (1,943,747.16)	29.203%	\$ 16,473,160.00	\$ 15,671,380.49	4.867%	
Expenditures:											
Administration	\$ 85,829.03	\$ 174,260.25	\$ (88,431.22)	\$ 275,277.99	\$ 348,520.50	\$ (73,242.51)	78.985%	\$ 2,091,123.00	\$ 1,815,845.01	13.164%	
Operations	\$ 317,736.09	\$ 655,870.92	\$ (338,134.83)	\$ 1,081,590.37	\$ 1,311,741.83	\$ (230,151.46)	82.455%	\$ 7,870,451.00	\$ 6,788,860.63	13.742%	
subtotal	\$ 403,565.12	\$ 830,131.17	\$ (426,566.05)	\$ 1,356,868.36	\$ 1,660,262.33	\$ (303,393.97)	81.726%	\$ 9,961,574.00	\$ 8,604,705.64	13.621%	
Capital outlay	\$ -	\$ 619,231.67	\$ (619,231.67)	\$ -	\$ 1,238,463.33	\$ (1,238,463.33)	0.000%	\$ 7,430,780.00	\$ 7,430,780.00	0.000%	
Subtotal (cume)	\$ 403,565.12	\$ 1,449,362.83	\$ (1,045,797.71)	\$ 1,356,868.36	\$ 2,898,725.67	\$ (1,541,857.31)	46.809%	\$ 17,392,354.00	\$ 16,988,788.88	7.802%	
Transfers out	\$ -	\$ 13,748.92	\$ (13,748.92)	\$ 12,078.00	\$ 27,497.83	\$ (15,419.83)	43.923%	\$ 164,987.00	\$ 152,909.00	7.321%	
Total (cume)	\$ 403,565.12	\$ 1,463,111.75	\$ (1,059,546.63)	\$ 1,368,946.36	\$ 2,926,223.50	\$ 1,557,277.14	46.782%	\$ 17,557,341.00	\$ 16,188,394.64	7.797%	
Net Revenue over Expenditures	\$ (20,645.74)	\$ (90,348.42)	\$ 69,702.68	\$ (567,166.85)	\$ (180,696.83)	\$ (3,501,024.30)	313.878%	\$ (1,084,181.00)	\$ (517,014.15)	52.313%	

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

2019	Town Shuttle	Teton Village	Star Valley	Teton Valley	ADA	Monthly Total	'19 vs. '18
Jan	41,778	111,186	3,283	3,646	-	464	160,357
Feb	36,655	106,701	2,827	2,240	-	415	148,838
March	38,437	100,310	2,780	2,739	-	485	144,751
April	27,974	19,896	2,623	2,921	-	542	53,956
May	34,349	6,478	2,343	3,340	-	437	46,947
June	45,211	16,765	2,285	2,682	-	518	67,461
July	49,498	23,259	3,597	3,225	-	407	79,986
August	45,687	28,611	2,679	2,837	-	389	80,203
September	50,287	25,540	2,559	3,623	-	406	82,415
October	47,307	8,445	2,455	3,312	-	368	61,887
November	35,185	7,392	3,523	3,449	-	430	49,979
December	36,299	79,128	2,731	3,243	-	525	121,926
Totals 2019	488,667	533,711	33,685	37,257	-	5,386	1,098,706
							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%
Totals 2020	212,056	326,588	21,995	21,202	3,654	4,073	589,568	(509,138) -46%

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

2022	Town Shuttle	Teton Village	Star Valley	Teton Valley	Circulator	ADA	START On-Demand	Monthly Total	'22 vs. '21
Jan	19,554	62,593	2,370	2,104	-	458	16,057	103,136	36,202 54%
Feb	19,479	59,372	2,048	2,011	-	490	15,431	98,831	38,185 63%
March	21,887	58,905	2,360	1,983	-	566	14,624	100,325	37,947 61%
April	18,327	13,026	2,262	1,781	-	461	6,550	42,407	13,784 48%
May	22,372	4,748	1,995	1,871	-	539	6,539	38,064	12,696 50%
June	27,176	14,083	2,308	2,097	-	493	7,023	53,180	18,380 53%
July	29,195	18,147	2,150	2,116	-	534	10,066	62,208	25,632 70%
August	27,634	17,827	2,377	2,434	-	515	10,347	61,134	25,244 70%
September	25,600	13,410	2,038	2,418	-	422	9,878	53,766	20,723 63%
October	21,545	7,168	1,677	1,890	-	507	7,411	40,198	12,751 46%
November	18,712	9,972	2,181	2,194	-	501	7,006	40,566	15,873 64%
December	27,581	49,580	2,580	2,353	-	563	20,358	103,015	22,982 29%
Totals 2022	279,062	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	41,958	20,196	2,216	2,166	-	395	14,735	81,666	2,258	83,924	7,992 11%	
August	39,494	19,950	2192	2,164	-	453	14,418	78,671	3,240	81,911	5,917 8%	
September								-		-	(63,298) -100%	
October								-		-	(50,052) -100%	
November								-		-	(44,508) -100%	
December								-		-	(117,928) -100%	
Totals 2024	287,827	289,668	20,360	17,137		7,729	3,654	125,561	751,936	34,802	786,738	712,858 575%

Summary Tables:

Monthly Total - August Data ONLY:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Annual Total:
2018	54,731	22,074	2,715	2,497	-	386	-	-	82,403
2019	45,687	28,611	2,679	2,837	-	389	-	-	80,203
2020	13,533	5,830	1,592	1,578	-	303	-	-	22,836
2021	21,372	6,753	2,109	1,633	-	528	-	-	32,395
2022	27,634	17,827	2,377	2,434	-	515	10,347	-	61,134
2023	34,250	19,233	1,926	2,290	-	522	14,533	2,886	75,640
2024	39,494	19,950	2,192	2,164	-	453	14,418	3,240	81,911

Monthly Comparisons for Each Service Type - August Data ONLY:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Monthly Variance:
2018 - 2019	(9,044)	6,537	(36)	340	-	3	-	-	(2,200)
	-16.52%▼	29.61%▲	-1.33%▼	13.62%▲	0.00%▲	0.78%▲	0.00%▲	0.00%▲	-2.67%▼
2019 - 2020	(32,154)	(22,781)	(1,087)	(1,259)	-	(86)	-	-	(57,367)
	-70.38%▼	-79.62%▼	-40.57%▼	-44.38%▼	0.00%▲	-22.11%▼	0.00%▲	0.00%▲	-71.53%▼
2020 - 2021	7,839	923	517	55	-	225	-	-	9,559
	57.93%▲	15.83%▲	32.47%▲	3.49%▲	0.00%▲	74.26%▲	0.00%▲	0.00%▲	41.86%▲
2021 - 2022	6,262	11,074	268	801	-	(13)	10,347	-	28,739
	29.30%▲	163.99%▲	12.71%▲	49.05%▲	0.00%▲	-2.46%▼	0.00%▲	0.00%▲	88.71%▲
2022 - 2023	6,616	1,406	(451)	(144)	-	7	4,186	2,886	14,506
	19.32%▲	7.31%▲	-23.42%▼	-6.29%▼	0.00%▲	1.34%▲	28.80%▲	100.00%▲	19.18%▲
2023 - 2024	5,244	717	266	(126)	-	(69)	(115)	354	6,271
	13.28%▲	3.59%▲	12.14%▲	-5.82%▼	#DIV/0!	-15.23%▼	-0.80%▼	10.93%▲	7.66%▲

YTD Totals for January through August Data:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	YTD Total:
2018	343,595	384,020	22,242	22,427	-	3,661	-	-	775,945
2019	319,589	413,206	22,417	23,630	-	3,657	-	-	782,499
2020	163,727	276,691	15,106	15,039	-	2,877	-	-	473,440
2021	124,192	163,889	16,089	14,015	-	4,131	-	-	322,316
2022	185,624	248,701	17,870	16,397	-	4,056	86,637	-	559,285
2023	238,170	237,856	17,209	18,536	-	3,880	129,218	31,901	676,770
2024	287,827	289,668	20,360	17,137	7,729	3,654	125,561	34,802	786,738

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

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Annual Variance:
2018 - 2019	(24,006)	29,186	175	1,203	(4)	-	-	-	6,554
	-6.99%▼	7.60%▲	0.79%▲	5.36%▲	-0.11%▼				0.84%▲
2019 - 2020	(155,862)	(136,515)	(7,311)	(8,591)	(780)	-	-	-	(309,059)
	-48.77%▼	-33.04%▼	-32.61%▼	-36.36%▼	-21.33%▼				-39.50%▼
2020 - 2021	(39,535)	(112,802)	983	(1,024)	-	1,254	-	-	(151,124)
	-24.15%▼	-40.77%▼	6.51%▲	-6.81%▼	43.59%▲	100.00%▲			-31.92%▼
2021 - 2022	61,432	84,812	1,781	2,382	(75)	86,637	-	-	236,969
	49.47%▲	51.75%▲	11.07%▲	17.00%▲	-1.82%▼	#DIV/0!			73.52%▲
2022 - 2023	52,546	(10,845)	(661)	2,139	-	(176)	42,581	31,901	117,485
	28.31%▲	-4.36%▼	-3.70%▼	13.05%▲	0.00%▲	-4.34%▼	49.15%▲	0.00%▲	21.01%▲
2023 - 2024	49,657	51,812	3,151	(1,399)	7,729	(226)	(3,657)	2,901	109,968
	17.25%▲	17.89%▲	15.48%▲	-8.16%▼	100.00%▲	-6.19%▼	-2.91%▼	8.34%▲	13.98%▲

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	2,142.13	8 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	2,545.00	8 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
May	Teton Valley	11	18
	TV1A	1	0
	TV2	13	16
	TV3	19	7
Star Valley		AM	PM
May	SV1A	11	17
	SV1B	2	4
	SV2	23	19
	SV3	11	6

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

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

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

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

October 2022		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
Teton Valley		14	28
January	TV1	14	28
	TV2	23	27
	TV3	30	12
Star Valley		AM	PM
January	SV1	15	27
	SV2	30	29
	SV3	16	4

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

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

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

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

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

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

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

September 2023		AM	PM
Teton Valley		14	25
September	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
Teton Valley		15	24
October	TV1	15	24
	TV2	25	22
	TV3	21	8
Star Valley		AM	PM
October	SV1	13	20
	SV2	15	21
	SV3	21	7

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

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

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

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

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

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	14	12
Star Valley		AM	PM
June	SV1	16	26
	SV2	20	18
	SV3	19	9

July 2024			
Teton Valley		AM	PM
July	TV1 - 401	13	22
	TV2 - 402	17	16
	TV3 - 403	18	9
Star Valley		AM	PM
July	SV1 - 301	13	27
	SV2 - 302	20	18
	SV3 - 303	18	7

August 2024			
Teton Valley		AM	PM
August	TV1 - 401	13	23
	TV2 - 402	19	17
	TV3 - 403	17	9
Star Valley		AM	PM
August	SV1 - 301	13	27
	SV2 - 302	20	16
	SV3 - 303	17	6



East Jackson Ridership Report

August 2024

Rides : 11,142 / 318,193

Passengers (unlinked passenger trips): 14,418 / 441,503

Vehicle revenue hours: 1,561 / 45,681

Total vehicle hours: 1,827 / 50,872

Vehicle revenue miles: 14,030 / 408,225

Total vehicle miles: 16,016 / 439,465

Passenger miles: 14,133 / 383,549

Unique rider accounts (month to date / year): 1,184 / 4,632

Passengers per revenue hour: 9.2 / 9.7

Percent of rides shared: 45%

Average wait time: 11 minutes

Average ride time: 5 minutes

Average ride length: 1.0 miles

Average experience rating: 4.9 out of 5

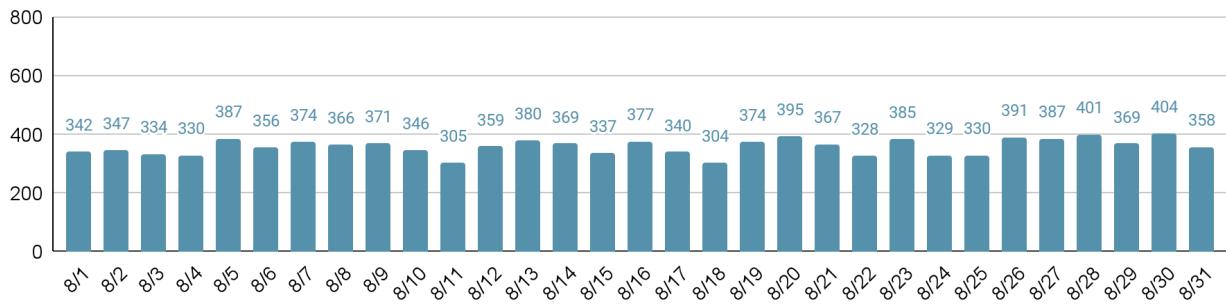
Wheelchair rides: 4

No shows: 212

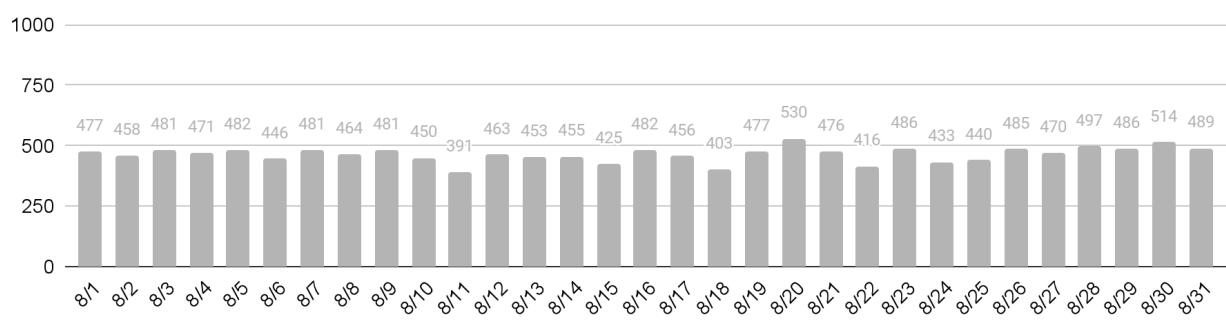
Percent of rides more than 5 min late to pickup: 4%

(month to date / all time)

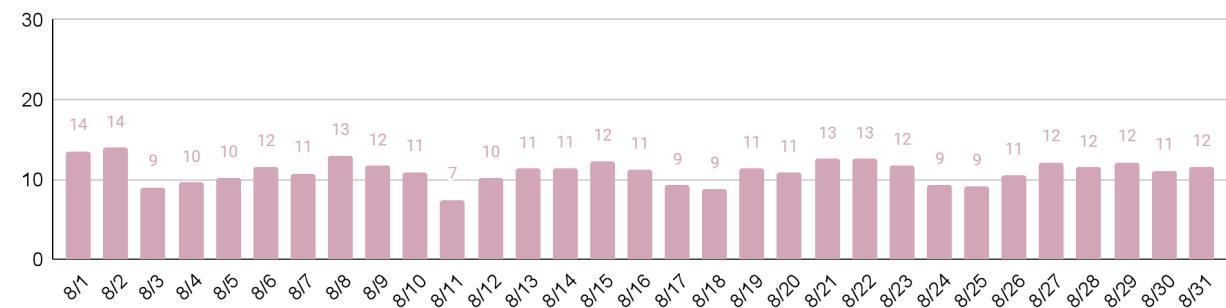
Rides



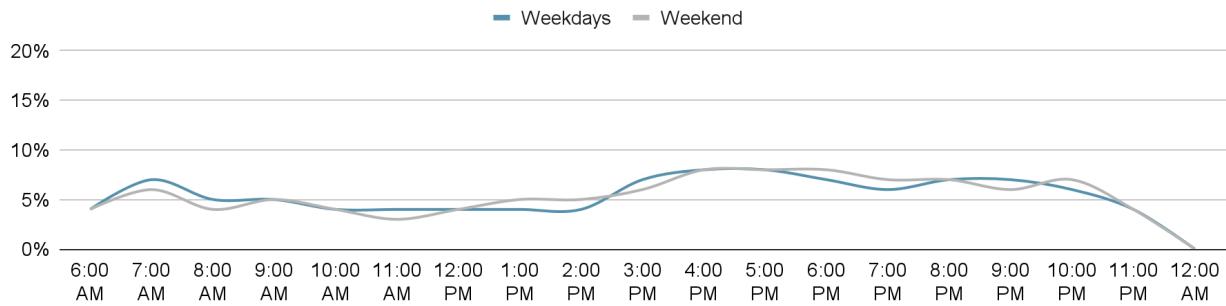
Passengers



Average Wait time



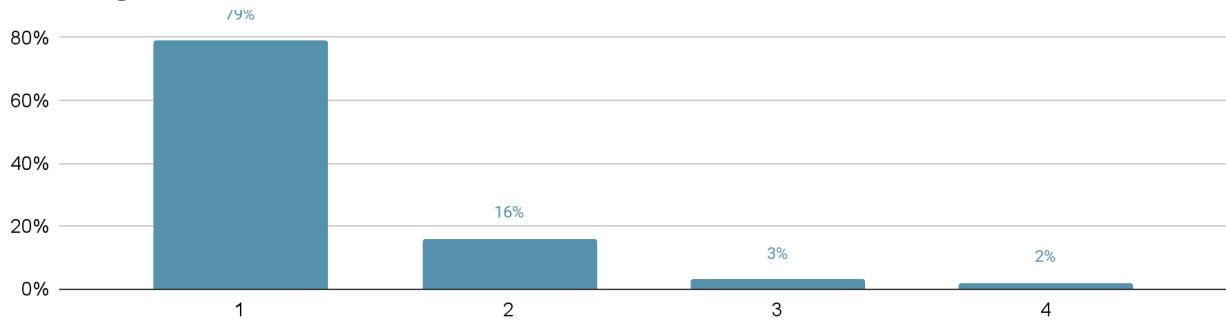
Pickups by Hour



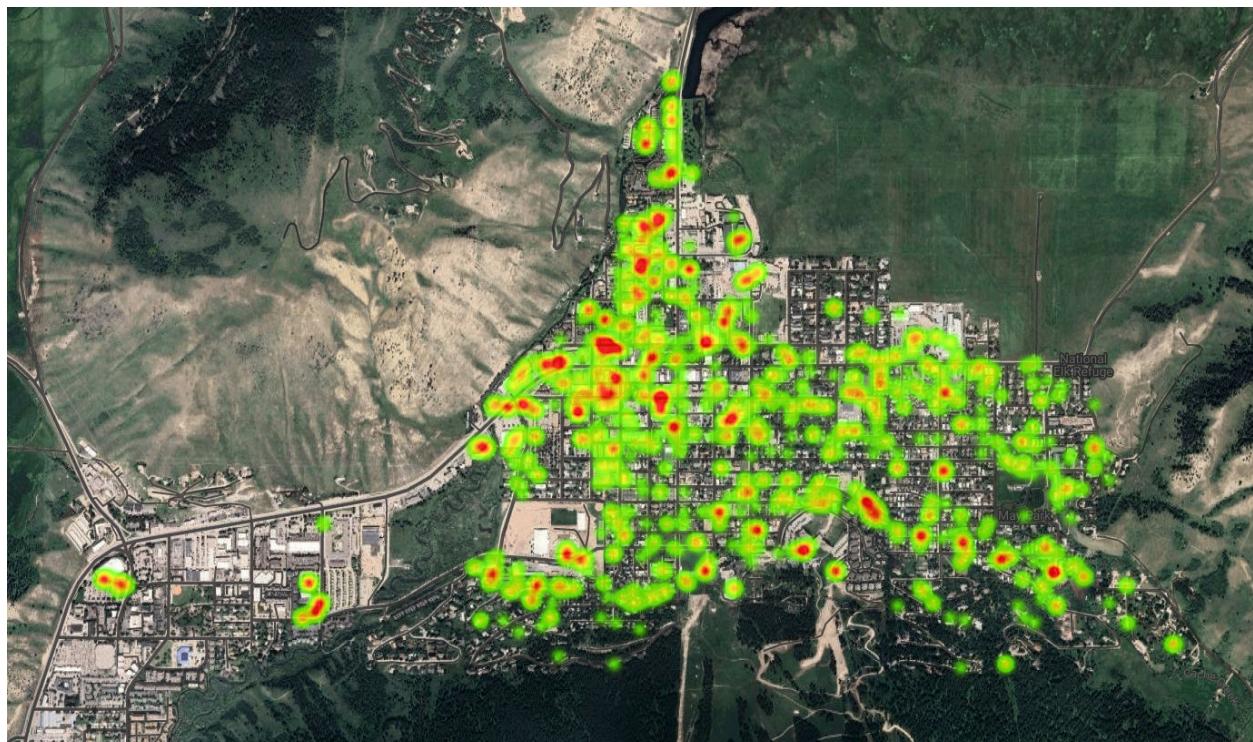
Wait Time Distribution

- 0 - 5 min:** 24%
- 5 - 10 min:** 29%
- 10 - 15 min:** 20%
- 15 - 20 min:** 14%
- 20 - 25 min:** 7%
- 25 - 30 min:** 3%
- 30+ min:** 3%

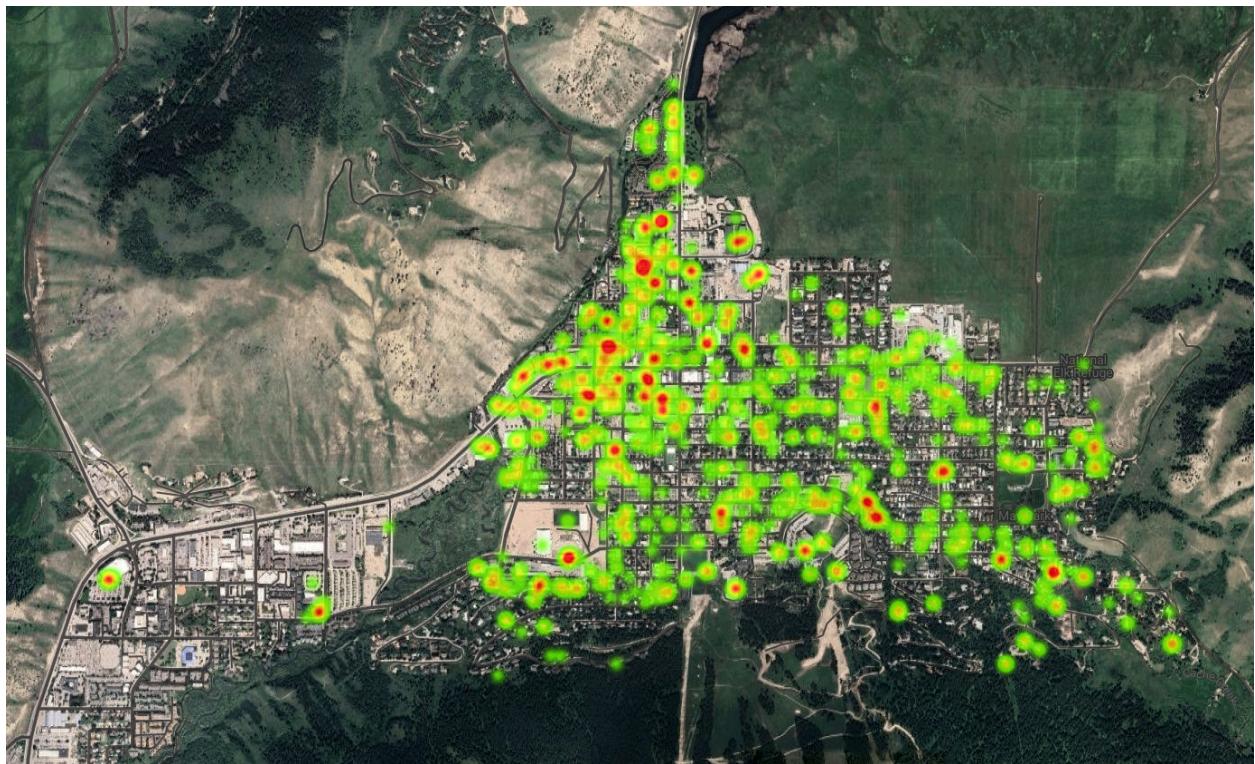
Passenger Distribution



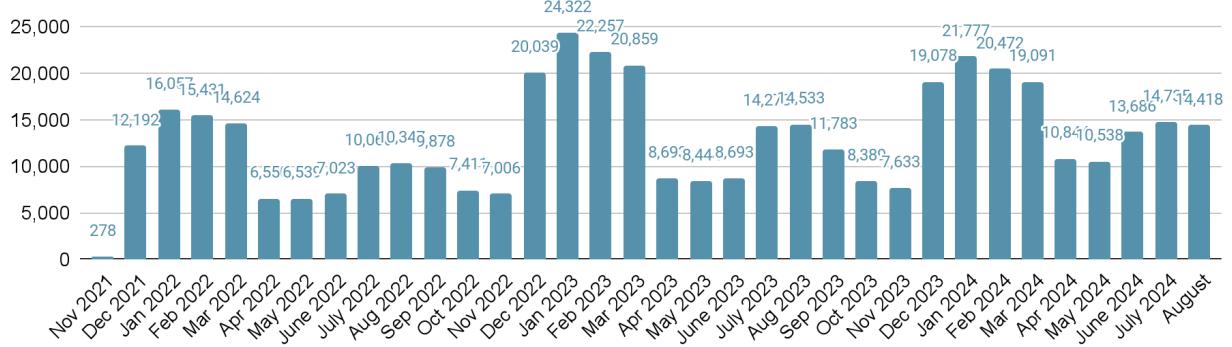
Pickups Heat Map



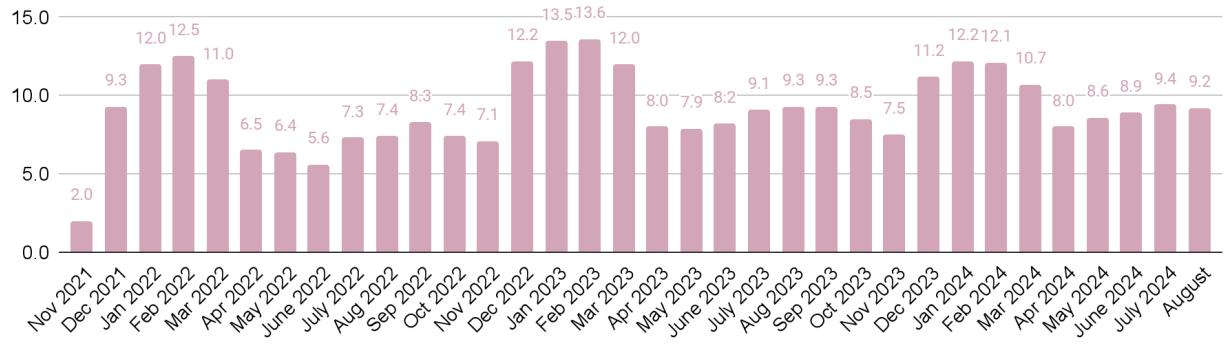
Dropoffs Heat Map



All Time - Passengers



All Time - Passengers / Revenue Hour





Commuter Survey 2022 and 2024



Question # 12

What time do you usually need to be at work in Jackson/Teton Village

Note: Some Participants answered with multiple (>1) answer choices.

2022 Survey

area?
area?

Destination:
Teton Village

TIME	RESPONSES	Comments
4:00 AM	1	0.57%
4:30 AM	1	0.57%
5:00 AM	1	0.57%
6:00 AM	2	1.15%
6:20 AM	1	0.57% Teton Village Employees
6:30 AM	6	3.45%
6:45 AM	6	3.45% Hospital
7:00 AM	20	11.49%
7:30 AM	17	9.77%
7:45 AM	16	9.20%
8:00 AM	59	33.91%
8:15 AM	3	1.72%
8:30 AM	10	5.75%
8:45 AM	1	0.57%
9:00 AM	21	12.07%
10:00 AM	3	1.72%
11:00 AM	3	1.72%
12:00 PM (noon)	1	0.57%
2:00 PM	1	0.57%
6:45 PM	1	0.57% Hospital
TOTAL	174	

TIME	RESPONSES	PERCENT
4:30 AM	1	1.06%
6:20 AM	1	1.06%
6:30 AM	4	4.26%
6:45 AM	1	1.06%
7:00 AM	11	11.70%
7:30 AM	16	17.02%
7:45 AM	1	1.06%
8:00 AM	24	25.53%
8:15 AM	1	1.06%
8:30 AM	10	10.64%
8:45 AM	1	1.06%
9:00 AM	13	13.83%
9:45 AM	1	1.06%
10:00 AM	2	2.13%
11:00 AM	2	2.13%
12:00 PM (noon)	1	1.06%
1:30 PM	1	1.06%
2:00 PM	1	1.06%
3:00 PM	1	1.06%
5:00 PM	1	1.06%
TOTAL	94	

Question # 12

What time do you usually **need to be at work** in Jackson/Teton Village area?

2022 Survey

TIME	RESPONSES	
6:30 AM	5	5.05%
6:45 AM	3	3.03%
7:00 AM	9	9.09%
7:30 AM	9	9.09%
7:45 AM	12	12.12%
8:00 AM	46	46.46%
8:15 AM	2	2.02%
8:25 AM	1	1.01%
8:30 AM	1	1.01%
9:00 AM	9	9.09%
10:00 AM	1	1.01%
12:00 PM (noon)	1	1.01%
TOTAL	99	

Star Valley, WY

Note: Some Participants answered with multiple (>1) answer choices.



Question # 13

What time can you **usually** leave work in Jackson/Teton Village area?

Star Valley, WY

Note: Some Participants answered with multiple (>1) answer choices.

2022
Survey

TIME	RESPONSES	
2:00 PM	2	2.00%
3:00 PM	1	1.00%
3:30 PM	4	4.00%
4:00 PM	10	10.00%
4:15 PM	1	1.00%
4:30 PM	27	27.00%
4:45 PM	2	2.00%
5:00 PM	35	35.00%
5:15 PM	6	6.00%
5:30 PM	3	3.00%
6:00 PM	3	3.00%
6:15 PM	1	1.00%
6:30 PM	1	1.00%
7:00 PM	1	1.00%
7:15 PM	1	1.00%
9:15 PM	1	1.00%
10:15 PM	1	1.00%
TOTAL	100	

Question # 12

What time do you usually need to be at work in Jackson/Teton Village area?

TIME	RESPONSES	Comments
6:30 AM	1	1.41%
6:45 AM	2	2.82% Hospital
7:00 AM	11	15.49%
7:30 AM	13	18.31%
7:45 AM	4	5.63%
8:00 AM	15	21.13%
8:15 AM	2	2.82%
8:30 AM	6	8.45%
8:45 AM	1	1.41%
9:00 AM	8	11.27%
9:30 AM	1	1.41%
9:45 AM	1	1.41%
10:00 AM	2	2.82%
12:00 PM (noon)	1	1.41%
2:00 PM	1	1.41%
3:00 PM	1	1.41%
6:45 PM	1	1.41% Hospital
TOTAL	71	

Teton Valley, ID

Note: Some Participants answered with multiple (>1) answer choices.

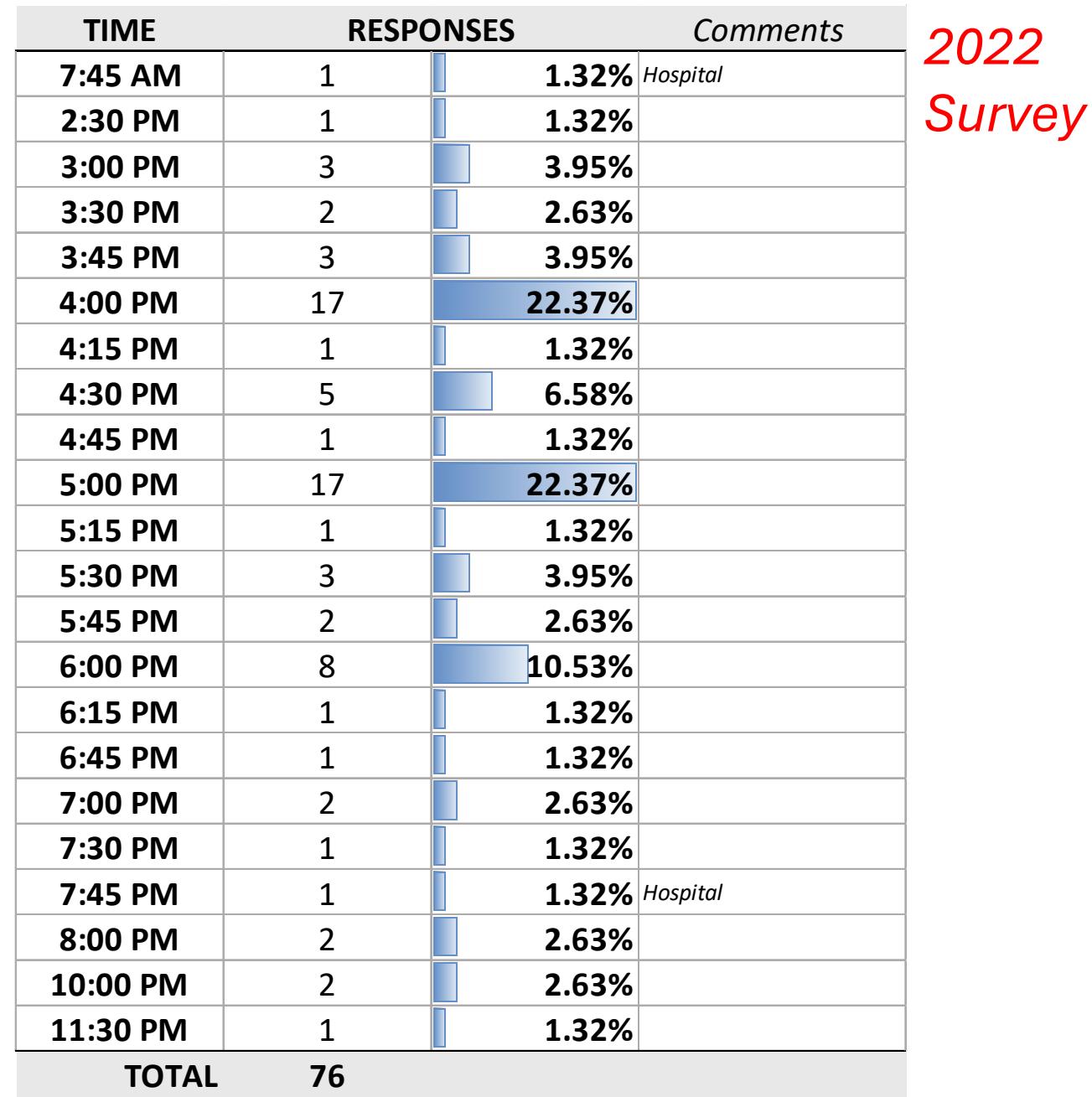


Question # 13

What time can you **usually** leave work in Jackson/Teton Village area?

Teton Valley, ID

Note: Some Participants answered with multiple (>1) answer choices.

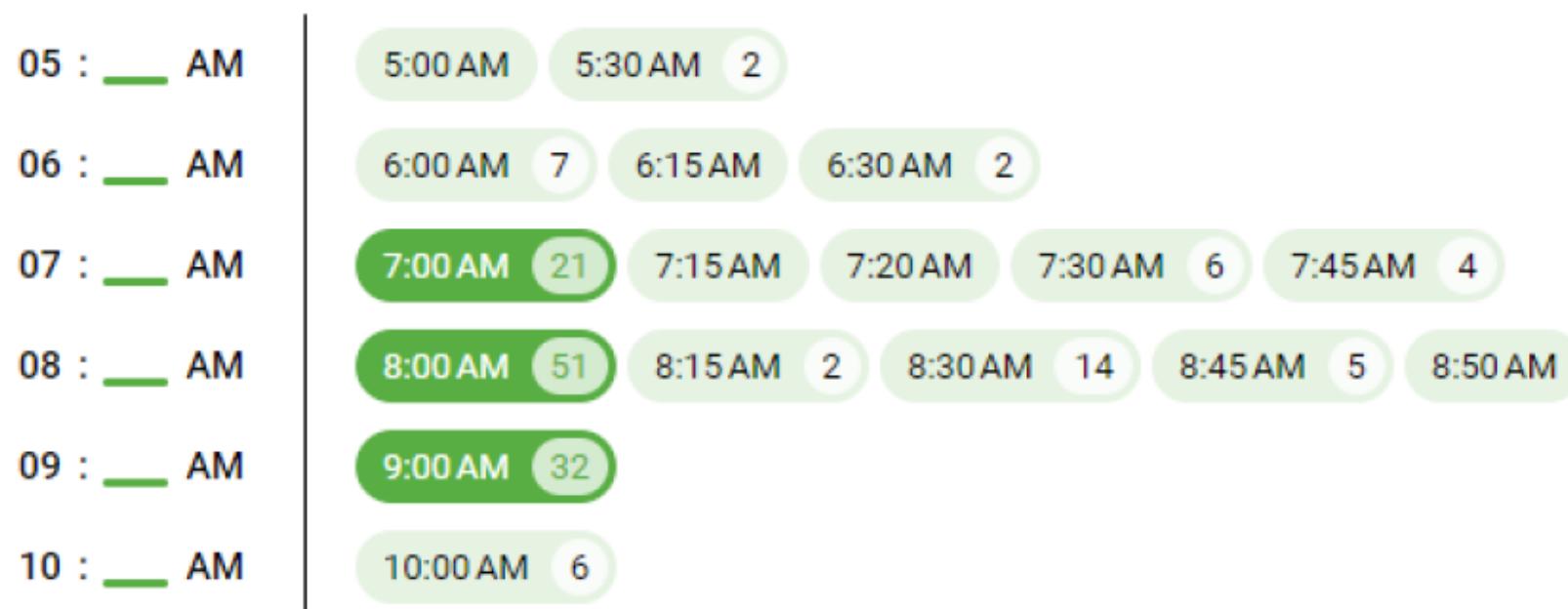


Commuter Survey July 2024

Roughly 130 of the 171 respondents who answered the work arrival time question arrive to work or clock-in between 7:00 am and 9:00 am; 50% of survey respondents arrive between 8:00 am and 9:00 am.

What time do you most typically need to arrive to work or clock in?

171 responses



Average Commuter Ridership

July 2023 to July 2024

		Depart First Stop	Arrive Last Stop	Average Monthly Ridership	Average Daily Ridership
Teton Valley	1	5:40	6:49	190	14.61
	AM	2	6:25	275	21.15
		3	7:00	255	19.61
Teton Valley	1	4:05	5:21	305	23.46
	PM	2	5:05	249	19.15
		3	6:05	125	9.61
Star Valley	1	5:30	6:42	179	13.76
	AM	2	6:25	272	20.92
		3	6:50	274	21.07
Star Valley	1	4:30	5:42	320	24.61
	PM	2	5:00	262	20.15
		3	5:30	106	8.15