

To: Larry Pardee, Town Manager

Date: April 28, 2020

RE: **REVISED** – START FY21 Operations Plan with Budget

As you are aware, Transit Director submitted the original FY21 Operations Plan with Capital & Operations Budget per our START Board recommendation on February 20th. The COVID-19 World-wide pandemic has changed many things in a very short time period and has forced our Transit System to dramatically change our original FY21 Recommended Operations Plan with Budget of February 20th. Our current budget year focus, since the COVID-19 outbreak occurred in early to mid-March, has been to respond to dramatic ridership level decreases – in some areas more than 70% - as we look to “right-size” our level of service. Please accept this REVISED plan.

Our goal with FY21 revised recommendations is to provide a conservative, lean level of service with the aspirations of increasing service levels as the economy rebounds. Of primary importance is providing service to all areas that START has operated for many years: Town Shuttle, Teton Village Service, Commuter (Star and Teton Valleys) and ADA service. This revised recommended budget continues to do just that.

With that stated, the START Board presents the **START FY21 Operations Plan - Revised and corresponding Capital and Operations Budget - Revised**. This revised budget request and associated operations plan continues to represent a sentinel moment in the 40 + years transit service began between the Jackson Hole Mountain Resort (JHMR) and the Town of Jackson (TOJ). We remain committed in joining the TOJ Council and Board of Teton County Commission (BOCC) in our commitment to a more environmentally sustainable future and believe our recommended FY 21 Budget, as revised, reflects this commitment with tangible investments in transportation and mobility benefits.

The START Board remains committed to doing everything in our power to help realize the transportation and sustainability goals of the **Comprehensive Plan Update** and the **Integrated Transportation Plan Update** currently in place and under discussion including the following:

- Reducing greenhouse gas emissions to limit climate change and planning for climate change that is certain to occur
- Travel by walk, bike, carpool or transit will be faster than travel by single occupancy vehicle
- Provide additional transportation capacity without adding capacity for single occupancy vehicles
- Maintain vehicle emissions
- Coordinate regional transportation planning
- Transit ridership should double from 2013 levels and double again

For many years, START management has been endeavoring to make the existing transit system more efficient. We have made significant incremental improvements but have realized that, with the maturity of the current transit system, it is time to be more aggressive and creative in how we deploy our limited transit service hours. It is with that sentiment we propose implementing the LSC START Route Plan Study as expeditiously as possible, even as our Town, County – entire World – works toward addressing the impacts COVID-19 has presented.

We believe that this revised plan provides enough clarity to form the basis for our FY 21 operations budget request even though the LSC Route Study is still in draft form and has not been formally adopted by the Town and County elected. (We, the START Board has given unanimous recommendation for the Route Plan at our April 9, 2020 meeting). This revised recommended FY 21 budget continues to assume no new base staff/FTE requests and includes the already planned replacement of eight fixed route vehicles with eight new all electric Proterra no emissions electric coaches (scheduled for delivery in June 2020) and the replacement of one ADA van with a new van. The recently approved core maintenance facility will also look to break ground in summer of 2020 as part of the broader Town budget and not part of the START budget.

While our original intentions have been delayed, we are excited that implementation of the Route Study Plan Alternative 1A recommendations will remain a basis for us as we look to “right-size” our level of service as our world begins to get back to normalcy. We maintain our Route Plan Study alternative will revolutionize the way transit service is provided in the START service area and provides our elected leaders with a tangible means to realize the ambitious goals in the updated Comprehensive Plan and Integrated Transportation Plan.

Although for a major different reason than just 2 months ago, this remains a moment of inflection in our community’s transportation history where we can truly make significant progress in achieving a more sustainable transportation future. As the START Board, we hope that Town of Jackson and Teton County elected leaders will join us in moving forward with bold leadership and adopt the FY 21 Operations Plan Budget, as revised.

Now is the time to continue movement forward to implement these service change recommendations and realize the transportation sustainability goals of our community. As we address COVID-19 impacts, we look forward to partnering with you in the next months as we move forward with these important service improvements and getting our transit system in the position of providing an alternative transportation option just as we were pre-COVID19

We know this recommendation will generate many questions and we are prepared to provide individual briefings in the next weeks, as needed, and look forward to more formal discussions during the budget process. In the meantime, we are prepared to answer questions and provide additional detailed information.

Sincerely,

START Board of Directors:

Susan Mick, Chair
Seadar Rose Davis, Vice-Chair
Wes Gardner, Secretary
Herb Brooks
Ty Hoath
James Hunt
Catherine Kehr
Brett Simic
Jared Smith

OPERATIONS PLAN – Original (February 20, 2020)

In the summer of 2019, START retained LSC Transportation Consultants (an experienced transit planning firm with experience in resort area transit systems) to perform a holistic assessment of how START service could be made more efficient and better serve the community with new routes, increased frequency and improved reliability.

LSC recently completed the draft Route Plan Study <https://www.lsctrans.com/start> and held extensive Public open houses during the week of February 3, 2020. Exhibit A¹ contains the information that was distributed at each of the Public Open Houses. The study recommendations were well received by the public and we believe there is enough clarity regarding recommended service changes to merit acceleration of plan implementation as soon as possible. It is with that sentiment, the START Board formally approved recommendation of Service Alternative 1A on April 9th and forwarded this recommendation for Town Council and Board of County Commissioners review at the May 4th Joint Information Meeting (JIM). Unfortunately, COVID-19 has altered many plans, therefore review of the Route Study by the elected will not happen until at least June 2020.

If the Route Plan recommendations were authorized as proposed, the following summary of benefits will be realized for each of our Service Areas (Please refer to Exhibit B² which provides more detail and seasonality of the benefits) and would have begun during FY21:

TOWN SHUTTLE: The Town Shuttle will operate on a 20-minute frequency year-round with service provided from 6 am to 10 pm daily.

TETON VILLAGE: Service to Teton Village will be enhanced with new express service, greater frequency, increased late night trips and a new express service connecting the Stilson remote parking lot to Teton Village with 15-minute frequency during peak periods. Summer service will be increased in frequency as well as off season service.

RAFTER J – MELODY/SOUTH PARK: Service will be introduced to the Rafter J and Melody Ranch neighborhoods with 30-minute frequency during peak hours.

MICROTRANSIT: Micro-transit (on demand, van based) will be provided to East Jackson with 10 – 15-minute frequency using a combination of app-based (on demand, doorstep service) and fixed routes.

COMMUTER: The existing four roundtrip bus commuter runs to Star Valley and Teton Valley will be doubled to eight trips per day to each location on weekdays.

RIDERSHIP: When the Route Plan recommendations are fully implemented over the next 2 to 3 years, annual ridership could be increased by as much as 70% based on estimates in the study findings.

¹ Exhibit A: Route Study Preferred Alternatives Handout

² Exhibit B: Alternative 1-A: Route Plan Benefits

As can be seen from the summary above, the restructuring and enhancement of the existing START routes will represent the most significant change in the history of START. These recommendations will help our community-based transit system serve more of our citizens and visitors with more frequent and reliable service. In particular, the needs of our communities' workforce will be addressed with new service resulting in greatly improved ridership which will help achieve the goals of the Comprehensive Plan and the Integrated Transportation Plan.

START Bike and Grand Targhee Shuttle: START Bike and our grant administration of the Grand Targhee Shuttle were not a part of the Route Plan project. There are no changes proposed for the START Bike program. We intend to execute a MOU similar to previous years with Friends of Pathways to be our administrator (Approved by Town Council on April 6, 2020). FOP has already communicated they intend to honor approximately the same budget level (\$75K) as last year. Grand Targhee will continue to be a pass-through expense item within the START Budget.

OPERATIONS PLAN – Revised (April 28, 2020)

As a result of the impact of COVID-19, the following summarizes the recommended changes to service level areas:

TOWN SHUTTLE: The Town Shuttle will operate with 3 buses on an approximate 45-minute frequency year-round with service generally provided from 6 am to 10 pm daily.

TETON VILLAGE: Service to Teton Village will focus on implementing some of the Route Plan Study recommendations including scaled Local, Express and South Jackson (north of High School Road) service. The express service connecting the Stilson remote parking lot to Teton Village with 15-minute frequency during peak periods will continue to be operated by TVA service provider, if at all. Summer and off-season service will remain generally at pre COVID-19 levels.

RAFTER J – MELODY/SOUTH PARK: Service to the Rafter J and Melody Ranch neighborhoods with 30-minute frequency during peak hours as described in Route Plan Study will be on hold/suspended.

MICROTRANSIT: Micro-transit (on demand, van based) service provided to East Jackson with 10 – 15-minute frequency using a combination of app-based (on demand, doorstep service) and fixed routes will be on hold/suspended.

COMMUTER: The existing four roundtrip bus commuter runs to Star Valley and Teton Valley (Pre Covid-19) will be reduced to three roundtrip trips per day to each location on weekdays. Future expansion as described in Route Plan Study will be on hold/suspended.

ADA: Our service for those unable to utilize the Fixed Route buses will remain unchanged.

RIDERSHIP: When the Route Plan recommendations are fully implemented over the next 2 to 3 years, annual ridership could be increased by as much as 70% based on estimates in the study findings. Until such time when all Route Plan Study recommendations are realized, our goal is to “right-size” our service levels as the needs of our riding community dictate.

The above is summarized in Attachment C³ of this document.

START Bike and Grand Targhee Shuttle: START Bike and our grant administration of the Grand Targhee Shuttle were not a part of the Route Plan project. There are no changes proposed for the START Bike program. We intend to execute a MOU similar to previous years with Friends of Pathways to be our administrator (Approved by Town Council on April 6, 2020). FOP has already communicated they intend to honor approximately the same budget level (\$75K) as last year. Grand Targhee will continue to be a pass-through expense item within the START Budget.

³ Exhibit C: Alternative 1-A: Route Plan Benefits REVISED

REVISED: START –FY21 OPERATIONS PLAN WITH CAPITAL & OPERATIONS BUDGET
AS PRESENTED TO TOWN MANAGER

The following charts show the changes made to Hours and Miles – 2 key indicators for our service levels – from FY20 Adopted (Status Quo) to the Original Recommended Operation/Budget Plan (submitted February 20, 2020) to the current Revised Recommended (START Board Recommended April 30, 2020):

START - FY21 Projected Annual Hours and Miles

HOURS							REVISED VS.	
	FY20 Adopted	% of Total	FY21 Original	% of Total	FY21 Revised	% of Total	Original	FY20
Town	24,895	38%	14,016	22%	18,359	38%	4,343	(6,536)
Village	28,857	44%	38,022	60%	22,095	45%	(15,927)	(6,762)
Commuter	7,753	12%	7,516	12%	4,742	10%	(2,774)	(3,011)
ADA	3,650	6%	4,000	6%	3,650	7%	(350)	0
TOTAL	65,155		63,554		48,846		(14,708)	(16,309)

-25%

MILES							REVISED VS.	
	FY20 Adopted	% of Total	FY21 Original	% of Total	FY21 Revised	% of Total	Revised vs. Original	Revised vs. FY20
Town	243,030	25%	157,680	13%	166,148	23%	8,468	(76,882)
Village	535,625	56%	664,443	56%	406,805	55%	(257,638)	(128,820)
Commuter	151,348	16%	319,062	27%	132,562	18%	(186,500)	(18,786)
ADA	31,025	3%	38,781	3%	31,025	4%	(7,756)	0
TOTAL	961,028		1,179,966		736,540		(443,426)	(224,488)

-23%

Original BUDGET (CONDENSED VERSION)

The following table summarizes the comparison between FY2020 adopted budget and FY2021 Recommended budget with the next four years estimated out considering a 3.5% inflationary factor. This is the same table that was part of the Original Operations Plan submitted on 2/20/20:

Recommended Operating and Capital Budget - FY2021						
	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025
OPERATION & ADMINISTRATIVE EXPENSES						
Town Shuttles	\$1,931,757	\$1,109,226	\$1,148,049	\$1,188,231	\$1,229,819	\$1,272,863
Teton Village Routes	\$2,529,368	\$3,009,061	\$3,114,378	\$3,223,381	\$3,336,200	\$3,452,967
Rafter J-Melody-South Park Route	\$ -	\$197,533	\$204,447	\$211,603	\$219,009	\$226,674
Microtransit	\$ -	\$571,350	\$591,347	\$612,044	\$633,466	\$655,637
Star Valley Commuter	\$ 422,584	\$308,940	\$319,753	\$330,945	\$342,528	\$354,516
Teton Valley Commuter	\$ 422,584	\$308,940	\$319,753	\$330,945	\$342,528	\$354,516
ADA*	\$ 275,874	\$300,000	\$310,500	\$321,368	\$332,615	\$344,257
Bikeshare	\$ 74,623	\$75,000	\$77,625	\$80,342	\$83,154	\$86,064
Grand Targhee (Pass Through)	\$ 121,553	\$153,207	\$158,569	\$164,119	\$169,863	\$175,809
Operating Expenses Subtotal	\$5,778,342	\$6,033,259	\$6,244,423	\$6,462,978	\$6,689,182	\$6,923,303
IMPLEMENTATION CAPITAL EXPENSES						
Downtown Transfer Point		\$10,000	\$10,000			
Bus stop improvements for new stops		\$10,000	\$10,000			
WY390/Stilson Transit Signal		\$100,000	\$75,000			
Microtransit start-up costs		\$50,000				
Park and ride lease costs		\$25,000	\$25,000	\$25,000		
Capital Expenses Subtotal	\$0	\$195,000	\$120,000	\$25,000	\$0	\$0
IMPLEMENTATION EXPENSES						
Service Start-up costs	\$ -	\$250,000	\$125,000			
Marketing, education, outreach	\$ -	\$50,000	\$20,000			
Consulting support, capacity building	\$ -	\$115,000	\$25,000			
Microtransit start-up costs	\$ -	\$50,000				
Startup Expenses Subtotal	\$0	\$465,000	\$170,000	\$0	\$0	\$0
Total Expenses	\$5,778,342	\$6,693,259	\$6,534,423	\$6,487,978	\$6,689,182	\$6,923,303
<i>Note: Assumes 3.5% annual inflation rate.</i>						
<i>* ADA estimate includes \$275,000 from FY2020 plus \$25,000 for Rafter J</i>						
<i>Source: LSC, 2020.</i>						

Recommended Capital Outlay - FY2021						
	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025
CAPITAL OUTLAY						
Bus Shelter	\$ 210,000		\$80,000	\$80,000		
Benches	\$ 16,000		\$8,000	\$8,000		
Buses - Replacement	\$6,319,000	\$1,840,000	\$2,350,000	\$3,840,000	\$968,200	
ADA Bus Replacement	\$ 75,000					
Facility Electrical	\$ 100,000					
Operating Expenses Subtotal	\$6,720,000	\$1,840,000	\$2,438,000	\$3,928,000	\$968,200	\$0

Revised BUDGET (CONDENSED VERSION)

The following table describes the new recommended budget with the reduction in service levels:

Recommended <i>REVISED</i> Operating and Capital Budget - FY2021					
	FY2020**		FY2021 Original 2/20/20	FY2021 Revised 4/28/20	Revised vs. Original
OPERATION & ADMINISTRATIVE EXPENSES					
Town Shuttles	\$1,931,757		\$1,109,000	\$1,327,289	\$218,289
Teton Village Routes	\$2,529,368		\$2,715,000	\$1,937,374	(\$777,626)
Rafter J-Melody-South Park Route	\$ -		\$198,000	\$0	(\$198,000)
Microtransit	\$ -		\$633,000	\$0	(\$633,000)
Star Valley Commuter	\$ 422,584		\$419,000	\$285,596	(\$133,405)
Teton Valley Commuter	\$ 422,584		\$460,000	\$285,596	(\$174,405)
ADA*	\$ 275,874		\$300,000	\$260,587	(\$39,413)
Bikeshare	\$ 74,623		\$75,000	\$64,713	(\$10,287)
Grand Targhee (Pass Through)	\$ 121,553		\$153,207	\$153,207	\$0
Operating Expenses Subtotal	\$5,778,342		\$6,062,207	\$4,314,361	(\$1,747,846)
IMPLEMENTATION CAPITAL EXPENSES					
Downtown Transfer Point	\$ -		\$10,000	\$0	(\$10,000)
Bus stop improvements for new stops	\$ -		\$10,000	\$0	(\$10,000)
WY390/Stilson Transit Signal	\$ -		\$100,000	\$0	(\$100,000)
Microtransit start-up costs	\$ -		\$50,000	\$0	(\$50,000)
Park and ride lease costs	\$ -		\$25,000	\$0	(\$25,000)
Capital Expenses Subtotal	\$0		\$195,000	\$0	(\$195,000)
IMPLEMENTATION EXPENSES					
Service Start-up costs	\$ -		\$250,000	\$0	(\$250,000)
Marketing, Branding, education, outreach	\$ -		\$50,000	\$15,000	(\$35,000)
Consulting support, capacity building	\$ -		\$115,000	\$0	(\$115,000)
Microtransit start-up costs	\$ -		\$50,000	\$0	(\$50,000)
Startup Expenses Subtotal	\$0		\$465,000	\$15,000	(\$450,000)
Total Expenses	\$5,778,342		\$6,722,207	\$4,329,361	(\$2,392,846)
* ADA estimate includes \$275,000 from FY2020 plus \$25,000 for Rafter J					
** FY20 Includes a TOJ O/H Allocation amount to each service modes. FY2021 Estimates do NOT at this time.					
Source: LSC, 2020.					

REVISED: START –FY21 OPERATIONS PLAN WITH CAPITAL & OPERATIONS BUDGET
AS PRESENTED TO TOWN MANAGER

Recommended <i>REVISED</i> Capital Outlay - FY2021					
	FY2020	FY2021 Original 2/20/20		FY2021 Revised 4/28/20	Revised vs. Original
CAPITAL OUTLAY					
Bus Shelter	\$ 210,000	\$0		\$0	\$0
Benches	\$ 16,000	\$0		\$0	\$0
Buses - Replacement	\$6,319,000	\$1,840,000		\$0	(\$1,840,000)
ADA Bus Replacement	\$ 75,000	\$0		\$0	\$0
Facility Electrical	\$ 100,000	\$0		\$0	\$0
Operating Expenses Subtotal	\$6,720,000	\$1,840,000		\$0	(\$1,840,000)

Exhibit A

START Bus 2020-2025 Route Plan Route Study Preferred Alternatives Handout

Comparison of Alternatives

Compared with FY 2019 status quo and budgeted FY 2020 service, which shows growth in costs and hours in the past year for START.

- Compared to FY2020 budget, both 1A and 1B have similar operating costs, while providing significantly more rev. hours.
- Compared to FY 2019, both 1A and 1B provide more productive service in terms of passengers per revenue hour and lower overall cost per passenger.
- 1A will increase passenger transfers for those riders getting on or off in East Jackson and needing to travel to points outside of the downtown area of Jackson but advantage is more convenient, direct, and frequent service. Alternative 1B is anticipated to have minimal impact on the overall number of passenger transfers.
- Both 1A and 1B require less buses than current peak operations.

	Operating Cost	Revenue	Total Hours	Ridership	Cost per Passenger	Revenue per Hour	Transfers	Number of Buses
Status Quo FY2019	\$17,730	\$0,580	59,010	1,082,080	\$1.02	\$7.3	27	27
Alternative 1A	\$5,115,702	\$1,499,713	849,155	\$2.94	10.6	1,400 (increased)	21	21
Alternative 1B	\$5,115,702	\$1,499,713	849,155	\$2.94	10.6	Minimal	24	24
FY2020 (Est.)	\$1,176,290	\$5,090,100	-	-	-	-	-	-
Source: LSC, 2020								

Transfers and Coordination - Both 1A and 1B are designed to facilitate coordination among the various routes:

- The downtown transfer point is designed to facilitate activity at top of the hour and :30 after the hour, as well as at :10, :20, :40, and :50 after the hour for more frequent routes such as Teton Village Express and Town Shuttle.
- Commuter routes are designed to get employees to work for shifts that start at the top of the hour or :30 after the hour. They also coordinate with other routes through timed transfers at the downtown transfer point.
- Another transfer point is at the Albertsons and Kmart stops where the new version of Teton Village-South Jackson, the new Rafter J-Melody Ranch route, the new Town Shuttle, and commuter routes can interact.

Frequently Asked Questions



Why all this change?

The Teton/Jackson Integrated Transportation Plan, adopted in 2015, sets goals for increasing ridership and reducing traffic. This Route Plan is focused on increasing the overall route frequency through more direct routing and higher levels of service overall. The current START system wastes time looping large buses throughout town and duplicating service areas. The Preferred Alternatives 1A and 1B seek to streamline operations, add new connections, and scale service appropriately to highest demand destinations.

What's the biggest change between Alternatives 1A and 1B?

We essentially have one alternative with two variations. The difference between the two is centered around how East Jackson is served. Alternative 1A envisions microtransit (small vans on demand through a smartphone app or phone reservations operating in a service area that doesn't follow a particularly route and has flexibility in pickup and drop-off locations), while Alternative 1B has a fixed route solution for East Jackson, more similar to how East Jackson is currently served.

What is the Downtown Transfer Point indicated on the maps in the vicinity of Pearl and Millward?

This would be a new transit facility with bus pull-outs and passenger amenities which is envisioned to facilitate transfers and route coordination. This location was identified as the best location given its proximity to the downtown core that doesn't cause wasted bus operational time winding through town. This facility could be along Pearl using curb space OR on a dedicated piece of property OR incorporating public street right-of-way in the vicinity of the existing downtown parking structure OR a combination of thereof.

When will this happen?

This plan will be adopted in the coming months and will likely not start to be implemented until 2021 due to pre-planning and preparation that must occur.

Is this final?

No, these preferred alternatives are not final. The Final Route Plan will be prepared in the coming two months with adoption by the START Board at the April 2020 board meeting.

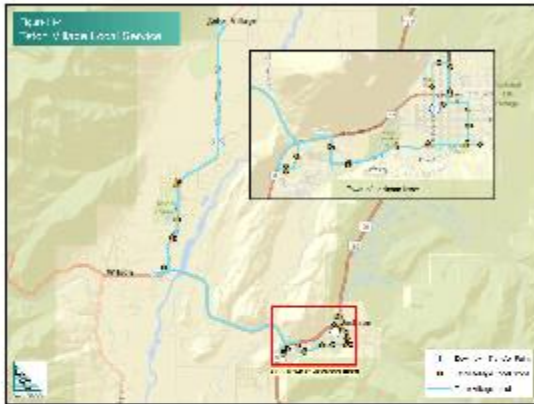
How do I make my voice heard?

We have comment forms available and will have an online survey available February 10th through February 28th. You can review project materials and take the survey at www.lsctrans.com/start

START Bus 2020-2025 Route Plan Route Study Preferred Alternatives Handout

Teton Village Improvements

- The **Teton Village Local** route would provide consistent year-round service, operating seven days per week from approximately 6:00 a.m. to 10:00 p.m. The Teton Village Local route would be operated by three buses on a 30-minute frequency. During the summer and winter seasons, additional service would be operated between 5:00 a.m. to 6:00 a.m. and 9:00 p.m. to midnight on a 60-minute frequency.
- The **Teton Village Express** route would only operate during the winter season, operating seven days per week from approximately 6:00 a.m. to 8:00 p.m. During peak hours, from 7:00 a.m. to 5:00 p.m., the route would operate on a 10-minute frequency using seven buses. During off-peak hours, from 6:00 a.m. to 7:00 a.m. and 5:00 p.m. to 8:00 p.m., the route would operate on a 20-minute frequency.



- The **Teton Village South Jackson** service would only operate during the winter season, but could be expanded to the summer as resources allow. The route would operate seven days per week from approximately 7:00 a.m. to 8:00 p.m. on a 45-minute frequency using two buses.
- The **Stilson to Teton Village Peak Express** route would only operate during a shortened peak winter season from mid-December until the end of February. The route would operate seven days per week during peak skier commute times from approximately 7:30 a.m. to 10:00 a.m. and 2:30 p.m. to 4:00 p.m. The route would operate on a 15-minute frequency using two buses.



START Bus 2020-2025 Route Plan Route Study Preferred Alternatives Handout

Town Shuttle Improvements

- The two existing town shuttle routes are combined into a single, more streamlined route that significantly reduces travel time between key destinations.
- Routing begins at the Hospital, stops at the new downtown transfer point, heads along Broadway, serves Albertsons and Kmart, and completes a condensed loop by Smiths and the schools in South Jackson.
- Provides consistent year-round service, operating seven days per week from approximately 6:00 a.m. to 10:00 p.m.
- Would be operated by two buses on a 20-minute frequency.



Rafter J Service & Serving East Jackson

The Rafter J – Melody – South Park route is a completely new connection. The route structure varies between Preferred Alternative 1A and 1B.

For 1A, this new route:

- Makes limited stops, including a new stop at High School Rd and Hwy 89 (Smith's), a new stop at Rafter J, a new stop at South Park Dr & Hwy 89 (Industrial Park) (NB only), and a new stop in South Park.
- Consistent year-round service weekdays from 6:00 a.m. to 10:00 a.m. and 2:00 p.m. to 6:00 p.m.
- Operated by one bus on a 30-minute frequency.



For 1B, this new route is adjusted to replicate how current Town Shuttle 2 operates in East Jackson:

- Begins at downtown transfer point, heads east to the Hospital and East Jackson, continues south to serve Snow King, then heads west along Snow King Avenue, and loops to serve the Lodge at Jackson Hole, Albertsons, and Kmart. The route then proceeds south, serving a new stop along Hwy 89 at High School Rd (Smiths), and continuing on to Rafter J and South Park. Northbound, the route also stops at industrial park on the east side of Hwy 191 south of Rafter J.
- Year-round service, operating seven days per week from 6:00 a.m. to 6:00 p.m.
- The route would be operated by two buses on a 30-minute frequency.



As much as possible, the route was designed to allow for transfers at Smith's to the Teton Village South Jackson route.

Preferred Alternative 1A also includes a new **microtransit zone** in Jackson:

- The service area is designed to serve east Jackson, the new downtown transfer point, Snow King, and the hospital.
- Operations seven days per week year-round from 7:00 a.m. to 8:00 p.m.
- Trip request response time goal is 10 minutes.



Exhibit B

Original Route Plan Benefits

Alternative 1-A: Route Plan Benefits				
Route	Season			
	Spring	Summer	Fall	Winter
Town Shuttles	20-Minute Frequency, 7 Days per Week, 6 AM - 10 PM	20-Minute Frequency, 7 Days per Week, 6 AM - 10 PM	20-Minute Frequency, 7 Days per Week, 6 AM - 10 PM	20-Minute Frequency, 7 Days per Week, 6 AM - 10 PM
Teton Village Local	30-Minute Frequency, 7 Days per Week, 6 AM - 9 PM	30-Minute Frequency, 7 Days per Week, 6 AM - 9 PM 60-Minute Frequency, 7 Days per Week, 5-6 AM, 9 PM - Midnight	30-Minute Frequency, 7 Days per Week, 6 AM - 9 PM	30-Minute Frequency, 7 Days per Week, 6 AM - 9 PM 60-Minute Frequency, 7 Days per Week, 5-6 AM, 9 PM - Midnight
Teton Village Express				20-Minute Frequency, 7 Days per Week, 6-7 AM, 5-8 PM 10-Minute Frequency, 7 Days per Week, 7 AM - 5 PM
Teton Village South Jackson				45-Minute Frequency, 7 Days per Week, 7 AM - 6 PM
Stilson to Teton Village Peak Express				15-Minute Frequency, 7 Days per Week (Mid-December - End of February Only), 7:30-10 AM, 2:30-4 PM
Rafter J-Melody-South Park Route	60-Minute Frequency, 5 Days per Week, 6-10 AM, 2-6 PM	60-Minute Frequency, 5 Days per Week, 6-10 AM, 2-6 PM	60-Minute Frequency, 5 Days per Week, 6-10 AM, 2-6 PM	60-Minute Frequency, 5 Days per Week, 6-10 AM, 2-6 PM
Microtransit	1-2 Vans, 7 Days per Week, 7 AM - 8 PM	1-2 Vans, 7 Days per Week, 7 AM - 8 PM	1-2 Vans, 7 Days per Week, 7 AM - 8 PM	2-3 Vans, 7 Days per Week, 7 AM - 8 PM
Star Valley Commuter	8 Roundtrips, 5 Days per Week, 5:15-10 AM, 4-8:30 PM	8 Roundtrips, 5 Days per Week, 5:15-10 AM, 4-8:30 PM	8 Roundtrips, 5 Days per Week, 5:15-10 AM, 4-8:30 PM	8 Roundtrips, 5 Days per Week, 5:15-10 AM, 4-8:30 PM
Teton Valley Commuter	8 Roundtrips, 5 Days per Week, 5:15-10 AM, 4-8:45 PM	8 Roundtrips, 5 Days per Week, 5:15-10 AM, 4-8:45 PM	8 Roundtrips, 5 Days per Week, 5:15-10 AM, 4-8:45 PM	8 Roundtrips, 5 Days per Week, 5:15-10 AM, 4-8:45 PM

Source: LSC, 2020.

Exhibit C

Revised – Route Plan Benefits

Alternative 1-A: Route Plan Benefits: <i>REVISED</i>				
Route	Season			
	Spring	Summer	Fall	Winter
Town Shuttles	45-Minute Frequency, 7 Days per Week, 6 AM - 10 PM	45-Minute Frequency, 7 Days per Week, 6 AM - 10 PM	45-Minute Frequency, 7 Days per Week, 6 AM - 10 PM	45-Minute Frequency, 7 Days per Week, 6 AM - 10 PM
Teton Village Local	90-Minute Frequency, 7 Days per Week, 6 AM - 9 PM	60-Minute Frequency, 7 Days per Week, 6 AM - 9 PM	90-Minute Frequency, 7 Days per Week, 6 AM - 9 PM	90-Minute Frequency, 7 Days per Week, 6 AM - 9 PM
Teton Village Express				20-Minute Frequency, 7 Days per Week, 6-7 AM, 5-8 PM
Teton Village South Jackson				10-Minute Frequency, 7 Days per Week, 7 AM – 5 PM
Teton Village South Jackson				45-Minute Frequency, 7 Days per Week, 7 AM - 6 PM
Stilson to Teton Village Peak Express	ON HOLD			
Rafter J-Melody-South Park Route	ON HOLD			
Microtransit	ON HOLD			
Star Valley Commuter	3 Roundtrips, 5 Days per Week, 5:15-10 AM, 4-8:30 PM	3 Roundtrips, 5 Days per Week, 5:15-10 AM, 4-8:30 PM	3 Roundtrips, 5 Days per Week, 5:15-10 AM, 4-8:30 PM	3 Roundtrips, 5 Days per Week, 5:15-10 AM, 4-8:30 PM
Teton Valley Commuter	3 Roundtrips, 5 Days per Week, 5:15-10 AM, 4-8:45 PM	3 Roundtrips, 5 Days per Week, 5:15-10 AM, 4-8:45 PM	3 Roundtrips, 5 Days per Week, 5:15-10 AM, 4-8:45 PM	3 Roundtrips, 5 Days per Week, 5:15-10 AM, 4-8:45 PM

Source: April 24, 2020: Estimates

Note: Changes from original, Exhibit B are noted in Red Font

Note: All changes are estimates