

START Board Regular Meeting

November 21, 2024

3:30 PM - 5:30 PM

Hybrid - Teton County Commissioners Chambers & Zoom

I. Zoom Information

- A. <https://us02web.zoom.us/j/81522746953?pwd=NGkvZWZSU9vakJHR1RrUlozRCtEdz09>
- 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

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. Introduction of Miles Contreras, Transportation Demand Management (TDM) Coordinator

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

- A. Approval of Minutes
 - 1. October 24, 2024 Regular Meeting Minutes
 - 2. October 24, 2024 Mini-Strategic Planning Session Minutes
- B. Agreement with TMD for Preparation of Five (5) Year Strategic Transit Development Plan (TDP) and Comprehensive Fare Study

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

- A. ACTION ITEMS:
 - 1. Agreement with Teton Village Association for the provision of certain bus service and purchase of bus passes and budget amendment for same.

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B. DISCUSSION ITEMS:

1. START Bus October 2024 Financial Report – Bruce Abel
2. START Bus October 2024 Ridership Report – Bruce Abel
3. START On-Demand – Bruce Abel
 - i. East Jackson Ridership October 2024
 - ii. Library Stop continuing through winter
4. Winter Service (November 30, 2024 to April 13, 2025) Update –Jason Pitts
5. Airport Shuttle Pilot Program Update
6. Transit Development Plan Update
 - i. Scope of Work Review
 - ii. Community Advisory Committee
7. Technology Update
 - i. Masabi phase 2 rollout
 - ii. Equans Visit
8. Operational Update
 - i. Proterra Update
 - ii. Transit Signal Priority Update
 - iii. Vehicle Purchase Update

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

- A. Town Liaison Report – Arne Jorgensen
- B. County Report – Wes Gardner
- C. Teton Valley Liaison Report – Doug Self

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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, December 19, 2024 – 3:30 pm to 5:30 pm – County Commissioner’s Chambers

B. Please click the link below to join the webinar:

<https://us02web.zoom.us/j/81522746953?pwd=NGkvZWZSU9vakJHR1RrUlozRCtEdz09>

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

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START Board Regular Monthly Meeting Minutes

October 24, 2024

2:30 PM – 3:30 PM

Hybrid – Council's Chambers at Town Hall & Zoom

I. ZOOM INFORMATION

- A. <https://us02web.zoom.us/j/81522746953?pwd=NGkvZWZSU9vakJHR1RrUlozRCtEdz09>
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II. OPENING (2:30-2:35)

- A. Call to Order
- B. Roll Call
 - **START Board:** Ty Hoath – In-person (Chair), LizAnn Eisen – Virtual (Vice-Chair & Treasurer), Kristin Unruh – Absent (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 – Absent (Teton Valley Liaison)
 - **Staff:** Bruce Abel – In-person (START Director), Jason Pitts – In-person (START Ops Manager), Ann McClure – In-person (START Admin Assistant), Lea Colasuonno – In-person (Town Attorney), Tyler Sinclair – Absent (Town Manager)
 - **Other:** Charlotte Frei – Virtual (Regional Transportation Planning Administrator)
- C. Correspondence
 - Reviewed content

III. PUBLIC COMMENT – any items not on today's agenda. (2:35-2:40)

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.

IV. CONSENT AGENDA (2:40-2:45)

- A. Approval of Minutes
 - 1. September 26, 2024 Regular Meeting Minutes
- B. Awarding of Transit Development Plan RFP Contract
- C. Awarding of Contract for Winter Services and Request Budget Amendment
- D. Motion made by LizAnn Eisen, Seconded by William Roscoe, to approve Consent Agenda as presented. All in favor. Motion carries.

V. DISCUSSION ITEMS AND/OR ACTION ITEMS (2:45-3:00)

- A. DISCUSSION ITEMS:

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1. START Bus September 2024 Financial Report – Bruce Abel
 - a. Nothing to report
 - b. Roscoe asked to make motion to include line-item budget information in the packet.
 - c. Hoath—asked Abel how much effort would be needed to do it. Abel—not much effort, but in his experience, there was not a lot of discussion on fiduciary role. He receives the line-item detail on a monthly basis for monitoring. The Executive Committee decided not necessary
 - d. Hoath—asked Roscoe if it would be better to have it as a quarterly meeting discussion. Since there is not a lot of budget discussion regularly.
 - e. Roscoe said since it won't take extra effort by Staff, please include it for people interested in it. Explained request was prompted by previous questions about line items being spent or not.
 - f. Hoath—we'll be discussing budget during mini-retreat. Maybe discuss it further with budget context.
 - g. Smith—Distinguish between discussion and the time it takes. Since the report exists send it out and then discuss at a summary level.
 - h. [Decided to send out line-item report, but no official motion.]
2. START Bus September 2024 Ridership Report – Bruce Abel
 - a. Review of numbers. First 9 months, up just over 15.5%. Still on track to surpass 1 million riders for the first time in several years.
 - b. Hoath—compared to national return from COVID, we are significantly better. Abel—yes, we are back to pre-covid levels
3. START On-Demand – Bruce Abel
 - i. East Jackson Ridership September 2024
 1. We continue to have great performance. Average wait time is 13 minutes. In-line with fixed route service.
 2. Smith—average wait time was less. What happened. Abel—referred to charts in report. Vary service during shoulder seasons. Number of vehicles increases and decreases.
 3. Smith—asked about SoD serving Albertson's. Abel- Albertson's stop is available from 7pm to 11pm. Library is an island stop. Smith—not Albertson's during day because of cost? Abel—yes, financial decision. SoD is a compact service. It can serve a small area efficiently. Expanding service area would increase cost and lower productivity. In the evening there is enough of a drop in demand that we can accommodate a trip to Albertson's.
 4. Smith—confirmed it can be looked at during TDP process.
 - ii. Library Island Stop Service Extension
 1. Discussion of demand for Library stop.
 2. Smith—asked about response to the Ski and Snowboard Club. Abel—Their request was essentially a redesign of the fixed route system. We cannot, within FTA Charter Regulations, run a special bus from Middle School to Snow King because it conflicts with guidelines. We will be looking at their request as part of the TDP.
 3. We have just finished our Winter Schedule and will be providing it for the Ski and Snowboard club. Roscoe—asked about club using On-Demand? Abel—SoD is stretched to the max and their vehicles are not designed for a large group of people with ski gear.
4. 3rd Quarter Key Performance Indicators – Bruce Abel
 - a. Review of what we track. Review of what a “preventable accident” is.
 - i. We had 0 preventable accidents in July/August/September. It is notable because of the volume of traffic in the summer.

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- ii. We also track On-Time Performance. This is important to the riding public. We began tracking this when we installed the GPS system. Reminded Board KPIs are so we can track our own improvement. We have improved since 2023. During January 2025 retreat hope to set a goal for On-time performance.
 - iii. Complaints—Jason and his team investigate complaints. We track and report to Board. We track it as 8 per how many passengers we carry. The trend is important. We saw a decrease in passengers per complaint.
 - iv. Smith—Kudos to the drivers for on-time performance increases. Asked about complaints. JP—it is all over the board. There is not a set pattern we can target.
 - v. Eisen—Congratulations to team for good performance. Also mentioned that ITD has gone from every year review to every-other-year review. Abel—explained state reviews tied to federal funding. It has been a team effort.
 - vi. Hoath—asked about on-time performance on TV commuter. JP—explained about traffic and weather.
5. Winter Service (November 30, 2024 to April 13, 2025) Update –Jason Pitts
- a. We have finished timetables for winter service. We were very satisfied with schedule last year. We made a few minor tweaks.
 - b. November 12 we have 7 returning drivers and 22 new drivers. The number is still fluid. Saturday we were fully staffed, now we are down 4. We have enough housing for them. November is a challenging time to bring that many people on board. But it is good to have 7 returning. They are coming early and will help with training to reduce strain on Supervisor staff.
 - c. Hoath---is there a common theme with the drop outs? JP—common theme is cost of housing. Abel—Working with Town 2 years ago there was a compensation study. We addressed driver's wages. Also adjusted Winter Season bonus. That has helped with staffing. We have SLE contract for back up, might need it
 - d. Smith asked about performance standards for SLE. Abel—we included performance standards last year and also in this year's contract.

VI. MATTERS FROM THE BOARD (3:00 – 3:30)

- A. Town Liaison Report – Arne Jorgensen
 - 1. Arne and Wes together. Looking forward to retreat discussion. They are both on Destination Stewardship Council, part of sustainable destination management. They discussed marketing around the Airport Shuttle. Don't want to lose the opportunity to up our game START-wide in terms of engagement. Both with visitors and locals.
 - 2. Wes—One idea was maybe a QR code on Airport Shuttle to direct people to START on-demand. That last mile from Miller Park to destination can be difficult.
- B. County Report – Wes Gardner
- C. Teton Valley Liaison Report – Doug Self--Absent
- D. Star Valley Liaison Report - Vacant
- E. Matters from Board Members

VII. ADJOURNMENT (3:30 pm)

Motion to Adjourn made by Jared Smith, seconded by William Roscoe, all in favor. Meeting adjourned at 3:09 pm.

TIME AND PLACE FOR NEXT MEETING.

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Please click the link below to join the webinar:

Webinar ID: 815 2274 6953 / Passcode: 83001

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

START Board Mini-Strategic Planning Session Minutes

October 24, 2024

3:30 PM – 5:30 PM

Hybrid – Council's Chambers at Town Hall & Zoom

I. ZOOM INFORMATION

- A. <https://us02web.zoom.us/j/81522746953?pwd=NGkvZWZSU9vakJHR1RrUlozRCtEdz09>
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II. OPENING (3:30-3:35)

- A. Call to Order (actual 3:10 pm)
- B. Roll Call
 - **START Board:** Ty Hoath – In-person (Chair), LizAnn Eisen – Virtual (Vice-Chair & Treasurer), Kristin Unruh – Absent (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 – Absent (Teton Valley Liaison)
 - **Staff:** Bruce Abel – In-person (START Director), Jason Pitts – In-person (START Ops Manager), Ann McClure – In-person (START Admin Assistant), Lea Colasuonno – In-person (Town Attorney), Tyler Sinclair – Absent (Town Manager)
 - **Other:** Charlotte Frei – Virtual (Regional Transportation Planning Administrator)

III. Statement of Purpose – Ty Hoath

- A. Introduced idea and intentions for this mini strategic planning session. When we spoke to various Board members, there is a lot of institutional knowledge on the governance of START. How we receive federal funding, obligations we need to meet. There are a lot of nuances. We want to review Board Functions and compliance. Talk about Budget and Federal Grants, and how and why to maintain compliance. History of the Route Plan. And at the end discuss priorities and are we going in the right direction.

IV. Board Function and Procedures – Lea Colasuonno (PowerPoint Attached)

- A. Motions, Voting and Recording Votes
- B. Board Rules and Procedures Overview
- C. Dealing with the Public, Attending Other Meetings Involving Transportation Topics
 - 1. Review and discussion of presentation

V. START Budget and Funding Opportunities - Bruce Abel (PowerPoint Attached)

- A. Review and discussion of presentation
- B. Budget Process and Timing Overview
 - 1. Hoath—asked about taking money from Marketing and put it to Salary. Abel—we have budgets for Operating, Administrative, Capitol. You can't move money from one budget to another without going to the JIM. But you can move it around within a single budget bucket. But you

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can't move money in Salary because that would be changing the Operating Budget, because Operating Plan has to go before JIM.

C. Federal Grant Process with Local Matching Explanation

D. Partnership Funding

1. Hoath—fiscal responsibility quote? Abel—there is often a bureaucratic approach to budget, if you get it spend it. But our fund balance is set up in a way that allows us to recapture our unspent budget. For example, we didn't use our marketing budget because our service wasn't where we wanted. But now we have new buses and better on-time performance, so we might look to it.

VI. START Existing Operations and Status of Plans

A. Review Priorities from START Strategic Planning Meeting – Bruce Abel

1. Progress Towards ITP and Route Plan

- i. Developed in 2019. Service is better than called for.

2. January Strategic Planning Outcome

- i. Challenges & Opportunity Slides

B. Hoath—people ask why we have the current routes. What happened to green and yellow routes? He asked Smith, who was involved with that process, to share how the plan was created.

C. Overview of Existing Route Plan and ITP – Jared Smith (PowerPoint Attached)

1. Review and explanation of presentation

2. In anticipation of the new TDP. His involvement started in 2001. The town manager at that time asked JS to pull together a committee to create a transit plan. It was just a shuttle serving the ski mountain. At that time the JPA came together. The initial recommendation was to use First Transit to recruit transit director. Mike Whackerly was hired and eventually became a town employee. ITP adopted in 2015.

3. JS was spending time more time in JH in retirement. His company bid on ITP plan. Lost to a different firm, which he says was better. He wanted to stay engaged.

4. His involvement ramped up in 2019. He was tasked with advising consultant and Board on the ITP. Review of project overview. (Old PDF of PPT from 2020.) Some things are better, some things are status quo.

5. Would like to see growth version graph (actual vs goal) included in the Ridership Report. A lot of the drop is because of COVID. The aspirational goal was to get to 3.6 million in 2035. 1.8 million in 2024. But our recovery has been better than many transit departments across country.

6. There was a financial plan. The budgets we've adopted have been consistent or better than suggested in the original plan. They were trying to create more efficiencies with existing budget. Fortunately, more things have been added to budget.

7. We should discuss if we should have an aspirational plan relative to the ITP or if we are just going to be efficient with existing budget

8. A big change was adding Microtransit to East Jackson. A lot of people were skeptical about it. But for the ToJ it is one of our most efficient service offerings. It was one of the single most novel ideas that came out of the Route Plan.

9. Route Plan also covered Future Investments. Some came from the BUILD grant. We tried Rafter J SoD, but it was not successful. Airport Service was identified, as you know we are operating that in the winter. Service to GTNP was identified. Chip Jenkins worked on similar plans in other national parks, Yosemite and Zion. But GTNP is unique in the way people travel through. Some of these aspirational goals have either been implemented or partially implemented.

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10. One goal was 60% increase in ridership with no increase in budget. We have not achieved that. It was a very aspirational goal. But we have increased ridership significantly year-over-year. And we have more efficient routing.]
11. Unfortunately we have not reduced vehicle miles.
12. Hoath—our process will be analogous. Generate ideas, what we want to achieve, public outreach. Abel—the scope of work for the [new] TDP is very similar to what you just described.
13. Reagan asked for explanation of not a reduction in vehicle miles driven. Smith—There has been a flatline in population, but a quantum leap in traffic. When a new house is being build, there is a lot of traffic from the construction crew. But no increase in population growth because these are second homes. You are seeing people living in bedroom communities (Star Valley, Idaho Falls) and commuting here. There are a lot of service vehicles coming in. Doesn't result in population, but results in demands on service. That is his personal observations and opinions.
14. Kevin asked for clarification. Smith—The goal of the Comp Plan and ITP was to increase transit ridership, but we've seen the opposite. Not for lack of START trying, other forces are at work.
15. [Second slide show.] Discussion of need for BRT (Bus Rapid Transit) between Jackson and Village. But we scaled it back. You don't want an empty lane. So switched to an HOV lane. It was suggested to do an Occupancy Survey to justify an HOV. What is going on in Hwy 22 and Hwy 390 corridors.
16. Occupancy Study = how many people are in a car. Warm blooded people, not mannequins.
17. Bottom line, right now in the corridor we can justify 2 person HOV. Volunteers counted cars in a February. On the weekends you could justify 3 person HOV. They have been working with WYDOT on implementing HOV.
18. START Board sent a letter supporting an HOV lane and protecting the Pathway.
19. JHMR and TVA hired a lobbying team to go to State Legislature. Achieved legislation enabling HOV.
20. WY22 Corridor is making progress. They have put forth interesting concepts for Y at Albertsons and Spring Gulch. Local teams are promoting more Transit based solutions.

VII. START Opportunities

A. Route Planning Process and Goals Discussion – led by Ty Hoath and Bruce Abel

1. Hoath—what are our intended outcomes. What will be our legacy? This should be aspirational.
2. Hoath—conscious of other initiatives we have to align with. TTB Sustainable Management Plan, WY22 changes. Abel—Safe Streets for All is looking at travel patterns and safety. Megan—Corridor study for 390. Also thought is there something similar to BUILD grant for Lincoln County and travel along the route ending at Stilson. Smith—commuter van pool is an untapped option. Teton Pass Seasonal Shuttle is an opportunity to partner with others. Abel—TDP vendor selected was explicit about matching other means of moving people.
 - i. Route Plan goals of reduced vehicle miles. What are OUR goals?

Roscoe—that was a pretty good one. Abel—in Federal jargon it is a fiscally constrained plan. Good idea to talk about a fiscally constrained plan and one that is not fiscally constrained. Allow us to compare this is what we can afford, but what do we aspire to.

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- ii. Roscoe—make sense to consider effects of autonomy. How the desire to use transit will change with self-driving cars. And the opportunities for transit to use autonomy as it becomes stable.
- iii. Smith—we were the home for bikeshare. We should put that on the list. Hoath—can we call that transit modes? “Active transit”. Smith—We don’t want to interfere with Pathways business, but it seems TDP should look at first and last mile challenges.
- iv. Reagan—how specific or broad for ideas? Hoath—be as broad or as specific as you want. We want to have guidance for the consultants.
- v. Gardner—When he joined the START Board there was a survey that showed around 89% of START riders did not have a vehicle. One way to attack that was to have ride-times compete with drive-times. He feels that is a key metric to give to consultants for new TDP. What can we do to make our routing more efficient? Not rely only on HOV lanes. Routes with fewer left turns, etc.
- vi. Smith—one thing that was looked at in the past was Park-n-Rides. It is challenging in this area because of cost of land. In terms of Airport Shuttle that is a key thing we heard.
- vii. Hoath—[Requests from RFP] Develop a comprehensive transit plan. Evaluate current transit service. Identify innovative strategies to enhance public satisfaction. Smith—asked about marketing and outreach to underrepresented communities. Hoath—yes, there is a specific call-out for that. Smith—asked about advisory committee? Abel—yes, have talked to Ski & Snowboard club, One22, and Voices JH.
- viii. Hoath—idea is to scratch the surface and get the ball rolling.
- ix. Reagan—synchronize route plan with affordable housing coming online. Also, as Wes said, have things [routes] connect better. You are at the grocery store and have to take SoD to the regular bus line with your groceries, which is something people do. Figure out where people are and where they want to go.
- x. Quinn—What about fares? Is that part of this? Hoath—pretty sure fare structure will be part of it. Quinn—is the \$3 outside of town a barrier? Hoath—they will look at how much demand fare-free drives. Abel—we have asked to have the fares looked at in terms of rates and programmatically. Not just how to charge, but what is an appropriate umbrella policy approach to fares and passes.

B. Board Discussion on Priorities for Remainder of Calendar 2024 and into early 2025 – led by Hoath

- i. Smith—in terms of preparation for budget, echo what Bruce said about the TDP, to do the same with the budget. Have a less constrained, aspirational budget and then a more fiscally constrained budget. He thinks helpful to have a less constrained discussion. It sets the table should opportunities arise throughout the year. We can prioritize.
- ii. Hoath—intent of the last agenda item...we heard the fiscal component from Bruce and where we stand. We heard about guidelines. What would we like to achieve? Prioritize items. Start process now and revisit in January. Do more prep work this time.
- iii. Smith—current budget vs future budget.
- iv. Hoath—any request for current budget review? [none]
- v. Smith—Role of the board. He looked at JPA. We as a board are tasked with managing the transit agency within the adopted budget. There are guardrails. We need to staff up to support Bruce with the unfilled position of the Service Planner. He thinks that would be very helpful going into next budget cycle. He hears that pushback comes from the Town Manager. But the JPA says it is the Boards prerogative. It is great Charlotte hired a

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Southern Teton Area Rapid Transit

October 2024
Mid-Year Retreat



Purpose

- Today we will discuss meeting procedures and the Board's Rules and Procedures for, approximately, 20 minutes.
- **Specifically, we will discuss:**
 - Motions, Voting, and Recording Votes
 - Reconsideration – what is it and how it works
 - Board Rules and Procedures Overview
 - Role in Dealing with the Public

Motions, Voting, and Recording Votes

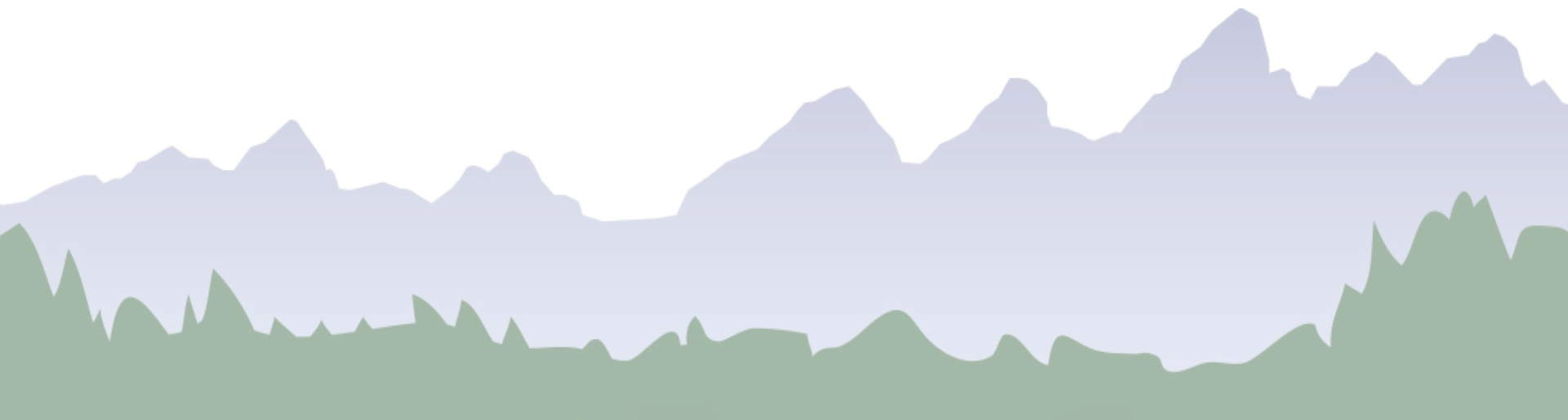
- What is a Motion?
 - A formal proposal to bring a subject before the Board for action. Begins with “I move to/that...”
- General Procedure for Motions & Voting
 - A member must obtain the floor by being recognized by the chair
 - Member makes a motion
 - A motion must be seconded by another member before it can be considered (No motion is before the Board until it has been seconded)
 - The chair opens debate
 - Debate is closed when discussion has ended
 - The chair restates the motion, if needed
 - The chair calls for a vote by asking “All in favor?” Those in favor say “Aye.” Then asking “All opposed?” Those opposed will say “no”
 - The chair announces the result
- In order for the Director, or designee, to record minutes of meetings, the Chair must announce the result – unanimous; or the numbers for and against, and the names of any member that voted in the negative.

Motions, Voting, and Recording Votes

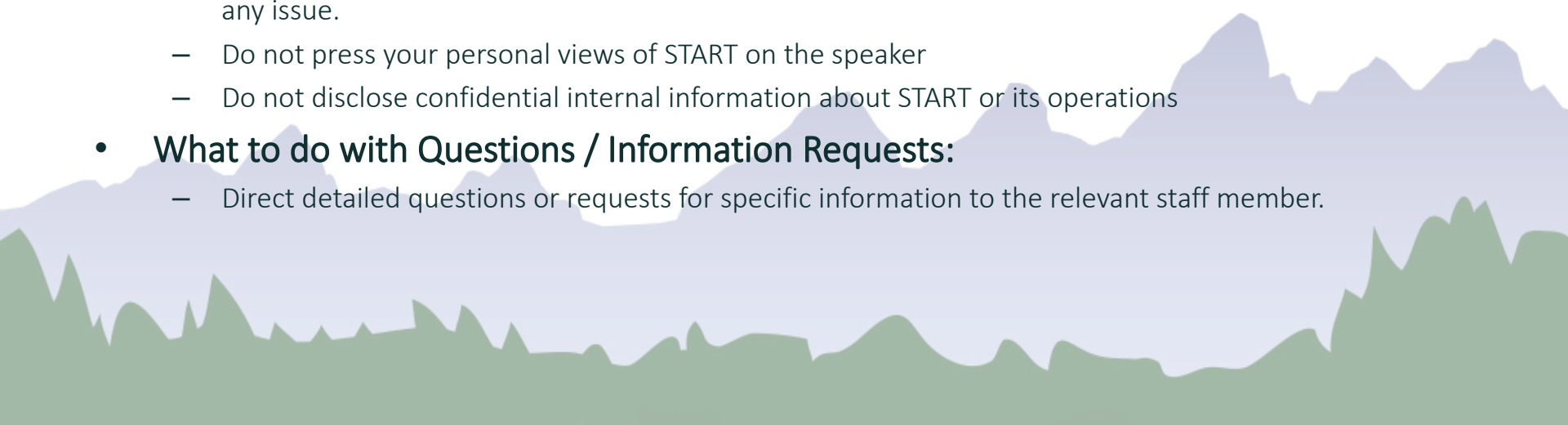
- Amending a Motion on the Floor
 - This is the process to change a motion under consideration.
 - A member must obtain the floor by being recognized by the chair
 - If recognized, make the motion "I move to amend the motion on the floor."
 - The motion must be seconded to be considered
 - The chair opens debate
 - Debate is closed when discussion has ended
 - The chair restates the motion, if needed
 - The chair calls for a vote by asking "All in favor?" Those in favor say "Aye." Then asking "All opposed?" Those opposed will say "no"
 - The chair announces the result - the motion under consideration will either have been amended or not
 - The Board then votes on the motion under consideration
- Friendly Amendments
 - If the motion maker agrees with a suggested change to the motion, an amended motion may be voted on without a separate vote to approve the amendment.

Motions, Voting, and Recording Votes

- What Reconsideration?
 - This is a way to revisit a decision made by the Board
- Why can the motion to reconsider be made?
 - Correction of hasty, ill-advised, or erroneous action, or to take into account added information or a changed situation that has developed since the vote.
- When can the motion to reconsider be made?
 - At the same meeting where the original vote was taken, or at the next regular or special meeting, prior to the approval of the minutes including the original vote
- Who can make the motion to reconsider?
 - A Board Member who voted on the prevailing side



Role in Dealing with the Public

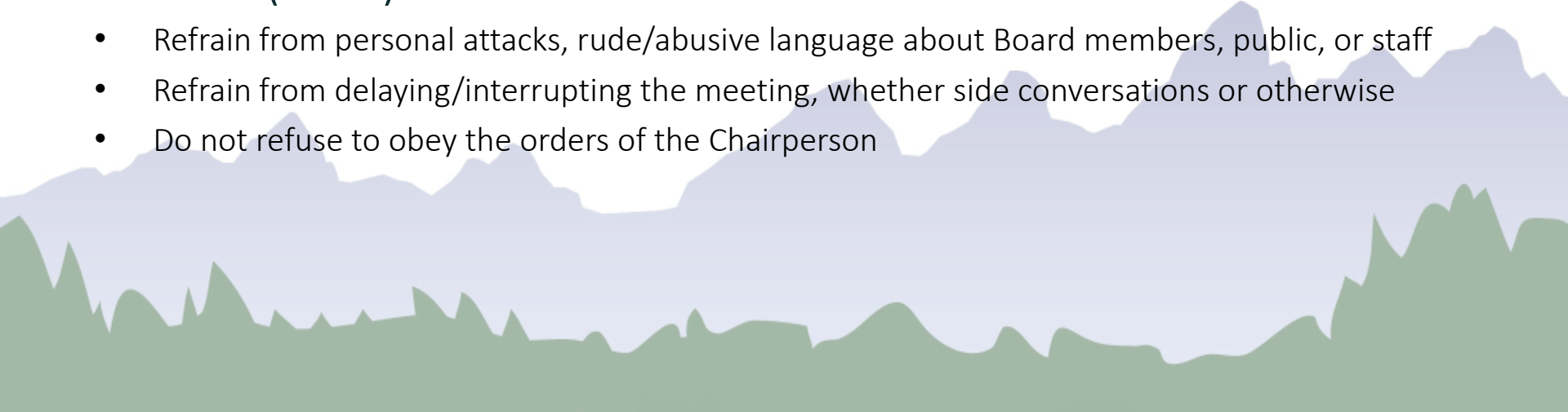
- **Primary Role:**
 - Represent the Board's mission and values with professionalism.
 - Listen to concerns and feedback from the public.
 - **What to communicate:**
 - Board's mission and key achievements.
 - Represent the Board's official positions/actions, not personal views.
 - **What not to communicate:**
 - Refrain from using position as a Board Member to indicate support of or opposition to issues without a vote of approval from the START Board.
 - Refrain from using position as a Board Member to indicate that the County or Town support or oppose any issue.
 - Do not press your personal views of START on the speaker
 - Do not disclose confidential internal information about START or its operations
 - **What to do with Questions / Information Requests:**
 - Direct detailed questions or requests for specific information to the relevant staff member.
- 

Board Rules and Procedures Overview

Rules of Debate (Sec. 5)

- First obtain the floor by addressing the Chair & gain recognition.
- In speaking, confined to the question under debate
- Board members do not speak more than once upon any particular subject until every other member desiring to do so has spoken.
- Board members do not speak longer than 5 minutes the first time or 3 minutes the second or subsequent times on any one particular subject, except by majority vote of the Board.
- Board members do not speak more than 3 times on the subject without the express consent of the Chairperson.

Decorum (Sec. 7)

- Refrain from personal attacks, rude/abusive language about Board members, public, or staff
 - Refrain from delaying/interrupting the meeting, whether side conversations or otherwise
 - Do not refuse to obey the orders of the Chairperson
- 

Board Rules and Procedures Overview

Meeting Materials & Report Requests (Sec. 14)

- Board, as a body, may request specific meeting materials or reports from the Transit Director on any matters under consideration.
- Transit Director may initiate and submit to the Board reports on any matters before the START Board or any matter deemed important by the Transit Director.

Town Attorney (Sec. 15)

- Individual members of the Board wishing to have the Town Attorney undertake research / prepare materials shall first obtain authorization from the Board; or, in matters of extreme emergency, from the Chairperson.

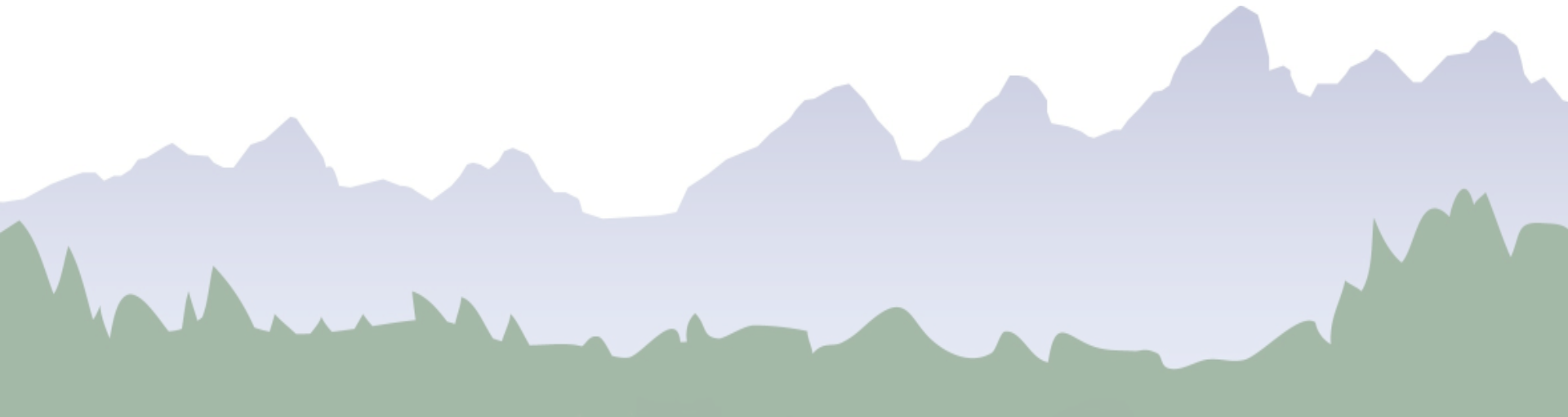
Research for Board Members (Sec. 16)

- Individual Board members shall refrain from requesting opinions or research from staff and shall direct all inquiries through the Transit Director.

Board Rules and Procedures Overview

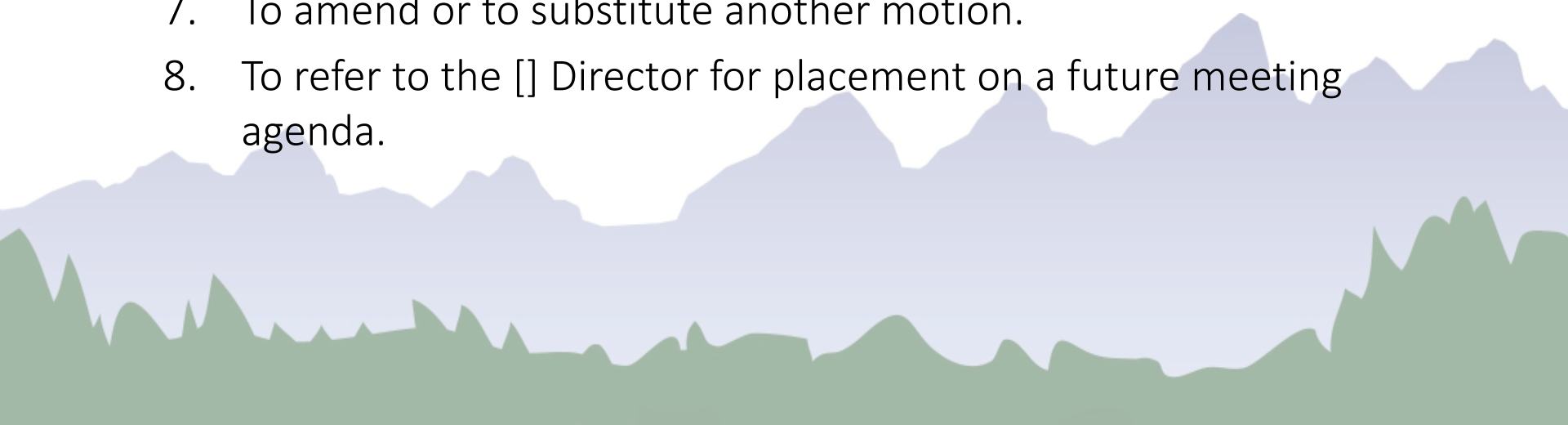
Official Correspondence (Sec. 17)

- The Chairperson designated & authorized to represent the Board and author letters on only those issues supported by a vote of the START Board.
- Individual Board members may not send official letters on START letterhead in support of or in opposition to issues (without a Board vote of approval).
- With respect to attending meetings, members may present their own views on subjects, but should always note that it is their personal opinion and not the official position of the Board



Motions, Voting, and Recording Votes

The precedence of motions is when a motion is before the Board, no other motion shall be entertained except:

1. To adjourn.
 2. To fix the hour of adjournment.
 3. To lay on the table (postpone indefinitely).
 4. For the previous question (to vote immediately).
 5. To postpone to a certain day.
 6. To refer (to a committee or a member of the staff for report).
 7. To amend or to substitute another motion.
 8. To refer to the [] Director for placement on a future meeting agenda.
- 
- A decorative graphic at the bottom of the slide featuring a range of stylized mountains. The mountains are rendered in two colors: a light purple/lavender for the upper peaks and a muted green for the lower slopes and foreground. The style is simple and modern.



START Board Mini- Retreat 2024



Thursday, October 24,
2024





START Budget

Process and Substance

START Finance and Budget

- Joint Powers Transit System (Town and County)
- “...Town and County shall each finance joint and cooperative undertaking...”
- “The Board shall prepare and submit its proposed budget, together with its proposed operating plan, to the Parties no later than the current budget deadline each year...”
- “Upon approval of a START budget by the Town and County, the Board shall not be required to seek subsequent approval of expenditures from these agencies so long as the Board does not exceed the approved Budget....”
- “...the transit system department shall operate utilizing Town personnel policies, ***Town fiscal management and auditing...***”
- “Obligations that would reasonably be expected to cause a material deviations from the approved Budget or the approved operating plan cannot be undertaken without the approval of both of the Parties.” (Town and County)
- No capital projects may be undertaken and no unbudgeted capital expenditures may be incurred without the approval of both Parties.” (Town and County)



Review of 2025 Budget Process

FISCAL YEAR 2025 DRAFT BUDGET CALENDAR

FY 2025 Budget Schedule

Action	Date
Budget instructions given to departments	January 12, 2024
Budget instructions reviewed at Senior Staff	January 17, 2024
Town Senior Staff Meeting to Discuss Budget (9-11AM)	February 7, 2024
Budget request are due from Departments to Finance Director	February 16, 2024
Presentation of consolidated budget requests to Town Manager	February 23, 2024
Town Manager Meets with Town and Joint Dept Directors	March 4 - March 8, 2024
Town Manager conducts follow up Meetings with Department Directors	March 11 - March 15, 2024
TCSD School Spring Break	March 25 - April 5, 2024
Recommended budget published and submitted to Mayor and Council	April 8, 2024
Council Budget Meetings and Budget Follow Up Meetings	April 16 - May 28, 2024
Joint Department / Human Services Presentations to Town Council & County Commission	April 22 - April 23, 2024
Public Hearing and Adoption of Final budget	June 17, 2024

9 Steps of the Budget Process

1. Ideas discussion
2. Budget recommendation from START Director to Board of Directors (BOD)
 - a. Operations Plan
 - b. Budget of non-ops expenses
 - c. Capital plan
3. BOD approves/modifies submittal of “requested” (proposed) budget to Town Manager
4. Town and County Managers review START budget “request”
5. Town and County Managers prepare their “recommended” budget for presentation to Town and County elected officials. (may or may not reflect START “requested” budget.)
6. If Managers “recommended” budget does not reflect the START budget request, START has an opportunity to request that the JIM request reconsideration of eliminated/modified elements. Decision whether or not to request reconsideration made by START BOD. (all or some deleted elements)
7. Potential request for reconsideration made at JIM
8. JIM action and decision.
9. Adoption of Budget (capital and operating

FY25
Operations
Plan



The meat and bones of
the operations expense
budget



Town Shuttle

➤ Summer Season:

- **Current** - 3 buses - 15-minute frequency - 64 round trips daily - 6:00a - 10:00p daily
- **Proposed FY25** – 3 buses - 15-minute frequency - 67 roundtrips daily - 6:00a – 11:00p daily

➤ Fall Season:

- **Current** - 3 buses – 15-minute frequency - 64 roundtrips daily - 6:00a - 10:00p daily
- **Proposed FY25**– 3 buses - 15-minute frequency - 64 roundtrips daily - 6:00a - 10:00p daily (no change)

➤ Winter Season:

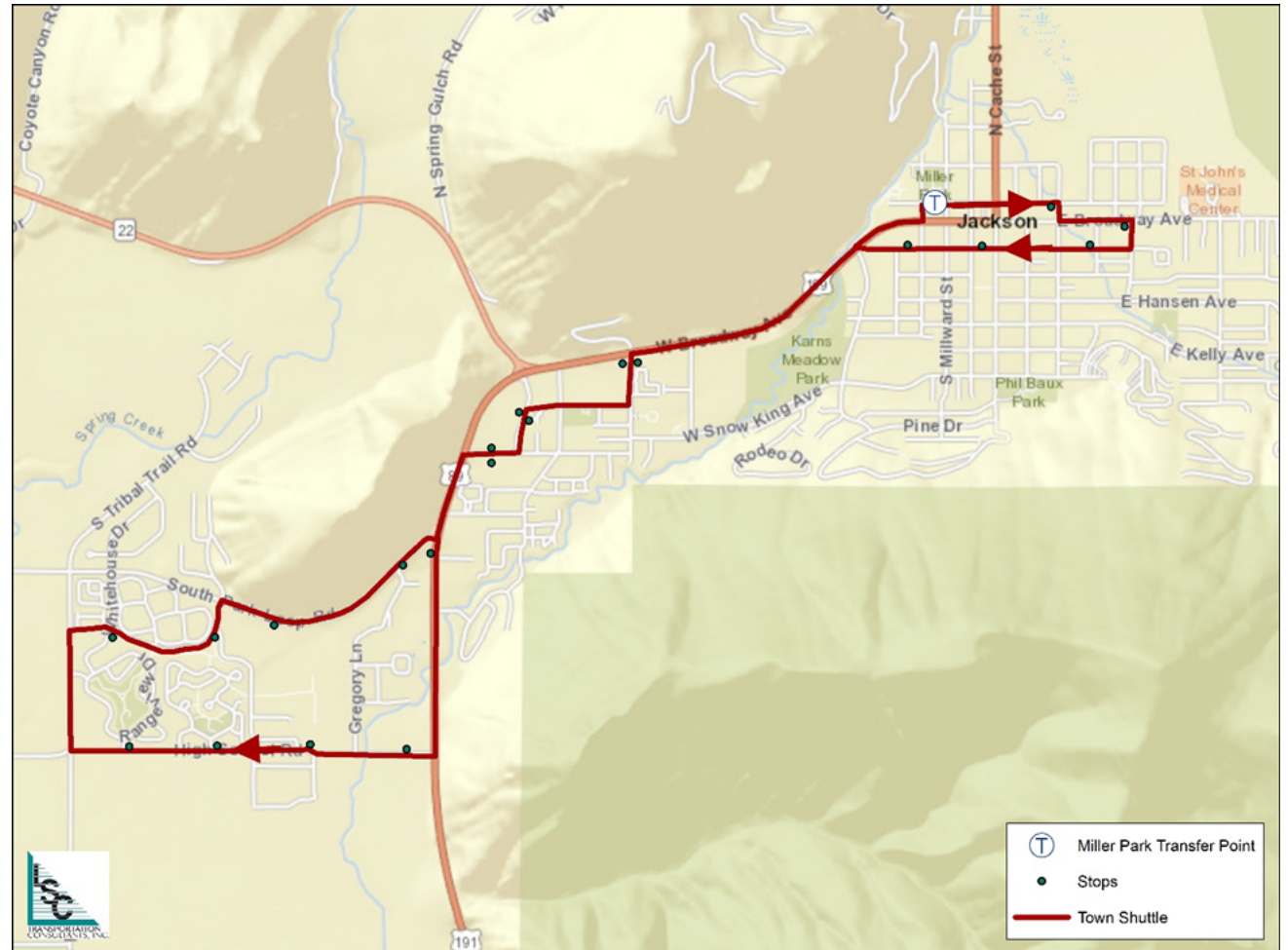
- **Current** - 3 buses - 15-minute frequency - 70 round trips daily - 6:00 a – 11:30p daily
- **Proposed FY25** – 3 buses - 15-minute frequency - 70 roundtrips daily - 6:00a – 11:30p daily (no change)

➤ Spring Season:

- **Current** - 3 buses - 15-minute frequency - 64 roundtrips daily - 6:00a - 10:00p daily
- **Proposed FY25**– 3 buses - 15-minute frequency - 64 roundtrips daily - 6:00a - 10:00p daily (no change)

Current – 19,853 annual hours (revenue + deadhead)

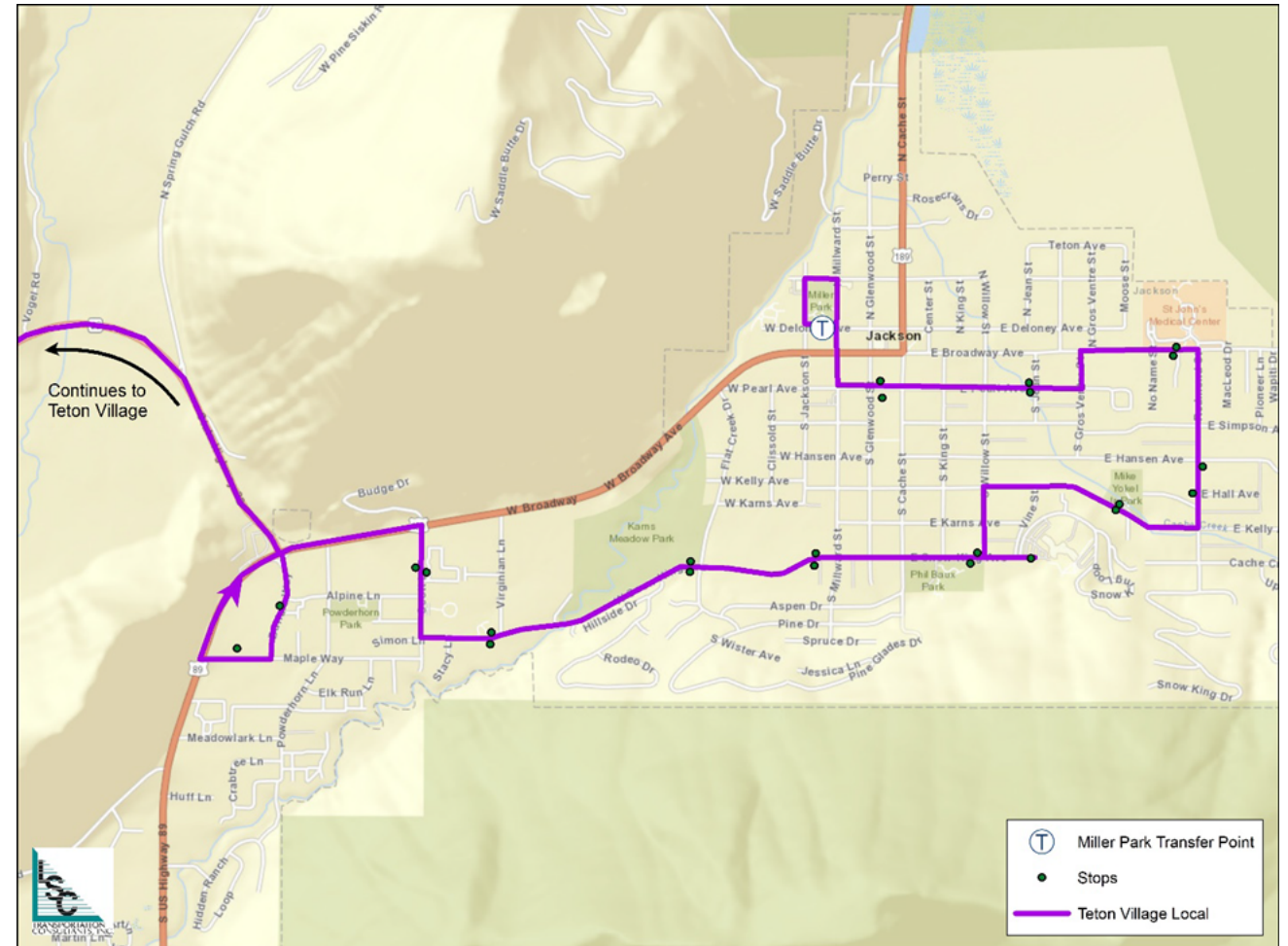
Proposed – 20,439 annual hours (revenue + deadhead)



START BUS

Teton Village Local

- **Summer Season:**
 - **Current** - 2 buses – 60-minute frequency - 18 round trips daily - 5:00a – 12:00a daily
 - **Proposed FY25** - 2 buses – 60-minute frequency - 18 round trips daily - 5:00a – 12:00a daily (no change)
- **Fall Season:**
 - **Current** - 2 buses – 60-minute frequency - 16 round trips daily - 5:15a – 10:15p daily
 - **Proposed FY25** - 2 buses – 60-minute frequency - 16 round trips daily - 5:15a – 10:15p daily (no change)
- **Winter Season:**
 - **Current** - 3 buses – 40-minute frequency - 27 round trips daily - 5:00a - 12:00a daily
 - **Proposed FY25**- 3 buses – 40-minute frequency - 27 round trips daily - 5:00a - 12:00a daily (no change)
- **Spring Season:**
 - **Current** - 2 buses – 60-minute frequency - 16 round trips daily - 5:00a – 10:15p daily
 - **Proposed FY25** - 2 buses – 60-minute frequency - 16 round trips daily - 5:00a - 10:15p daily (no change)
- **Current** – 17,197 annual hours
- **Proposal** – 17,197 annual hours



START
BUS

Teton Village Express

➤ Winter Season only:

START *Bus* Teton Village Express

➤ Winter Season only:



- **Winter Season only:**
 - **Current –**
 - 2 buses
 - 40-minute frequency (Stilson both directions)
 - 26 round trips daily
 - 6:00a - 12:00a daily
 - **Proposed FY25 – (no change)**
 - 2 buses
 - 40-minute frequency (Stilson both directions)
 - 26 round trips daily
 - 6:00a - 12:00a daily
- **Peak Hour Tripper:**
 - **Current –**
 - 2 buses
 - 40-minute frequency round trips (Stilson both directions)
 - 15 round trips daily – 6:20a – 1:30p daily; 3:00p – 9:30p daily
 - **Proposed FY25 – (no change)**
 - 2 buses
 - 40-minute frequency round trips (Stilson both directions)
 - 15 round trips daily - 6:20a – 1:30p daily; 3:00p – 9:30p daily

Combined / Current -

- 4 buses - 20/40-minute frequencies - 41 round trips daily
- 6:00a 12:00a

Proposed FY25 - (no change)

- 4 buses – 20/40-minute frequencies - 41 round trips daily
- 6:00a -12:00a

- **Current** – 8,118 annual hours
- **Proposed** – 8,118 annual hours

START BUS

Teton Village South

➤ Winter Season only:

- **Current –**
 - 1 bus
 - 90-minute frequency
 - 8 round trips daily
 - 7:00a – 7:00p daily
- **Proposed FY 25 – (no change)**
 - 1 bus
 - 90-minute frequency
 - 8 round trips daily
 - 7:00a – 7:00p daily
- **Current – 1,782 annual hours**
- **Proposal - 1,782 annual hours**





Commuter Routes

Star Valley, WY - Commuter

➤ Summer Season:

- **Current** - 3 buses - 3 am/3pm trips per day - 3 round trips per weekday
- **Proposed FY25** - 4 buses - 4 am/4pm trips per day - 4 round trips per weekday

➤ Fall Season:

- **Current** - 3 buses - 3am/3pm trips per day - 3 round trips per weekday
- **Proposed FY25** - 4 buses - 4 am/4pm trips per day - 4 round trips per weekday

➤ Winter Season:

- **Current** - 3 buses - 3 am/3pm trips per day - 3 round trips per day
- **Proposed FY25** - 4 buses - 4 am/4pm trips per day - 4 round trips per weekday

➤ Spring Season:

- **Current** - 3 buses - 3am/3pm trips per day - 3 round trips per day
- **Proposed FY25** - 4 buses - 4 am/4pm trips per day - 4 round trips per weekday

Teton Valley, ID - Commuter

➤ Summer Season:

- **Current** - 3 buses - 3 am/3pm trips per day - 3 round trips per weekday
- **Proposed FY25** - 4 buses - 4 am/4pm trips per day - 4 round trips per weekday

➤ Fall Season:

- **Current** - 3 buses - 3am/3pm trips per day - 3 round trips per day
- **Proposed FY25** - 4 buses - 4 am/4pm trips per day - 4 round trips per weekday

➤ Winter Season:

- **Current** - 3 buses - 3 am/3pm trips per day - 3 round trips per day
- **Proposed FY25** - 4 buses - 4 am/4pm trips per day - 4 round trips per weekday

➤ Spring Season:

- **Current** - 3 buses - 3am/3pm trips per day - 3 round trips per day
- **Proposed FY25** - 4 buses - 4 am/4pm trips per day - 4 round trips per weekday

Commuter Routes Annual Hours:

Current: 5,864 annual hours

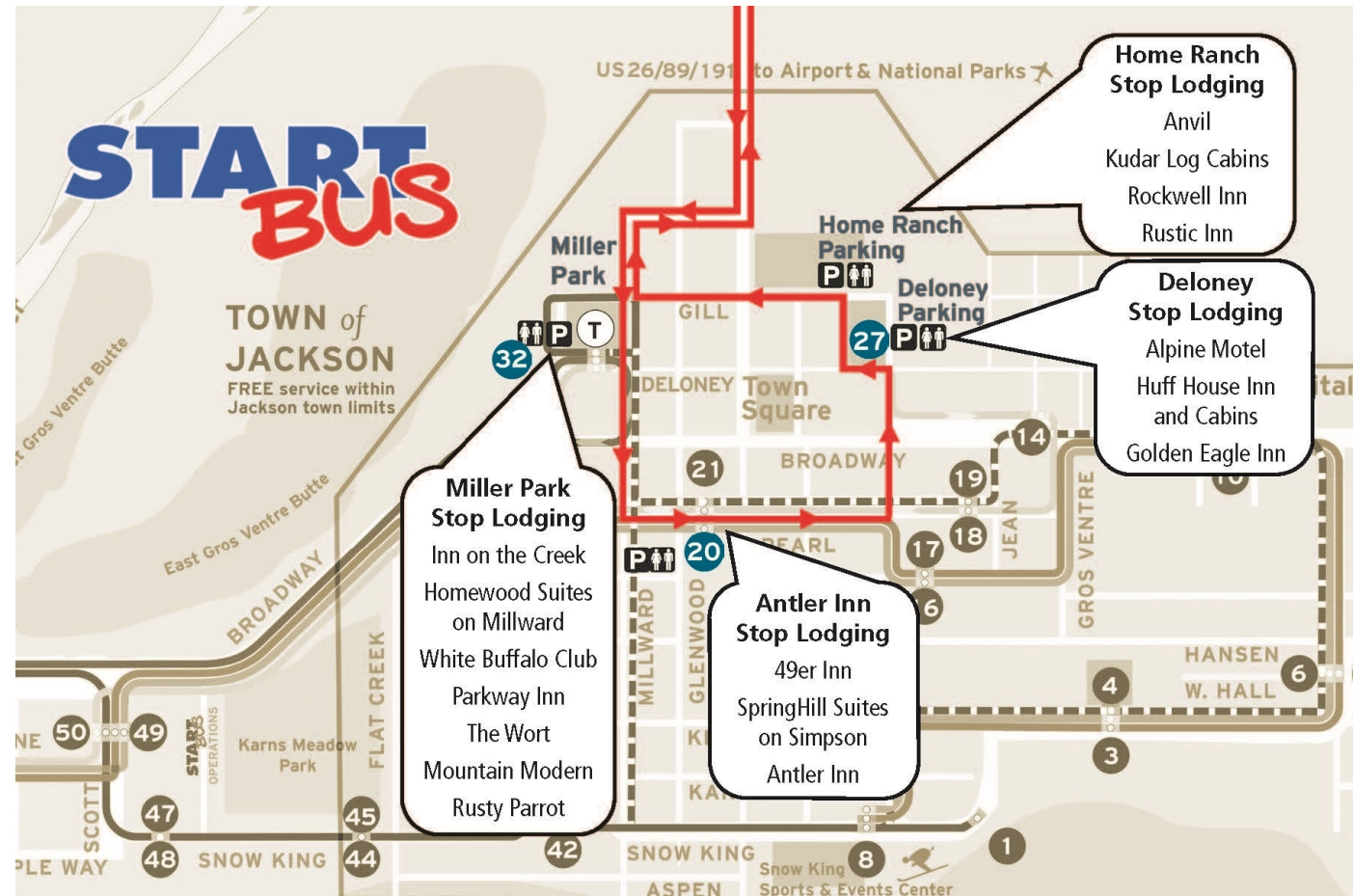
Proposed: 7,818 annual hours



Airport Shuttle Pilot Program

➤ Winter Season only:

- **Current –**
 - 1 bus
 - 60-minute frequency
 - 18 round trips daily
 - 5:00a – 10:30p daily
- **Proposed FY25 – (no change)**
 - 1 bus
 - 60-minute frequency
 - 18 round trips daily
 - 5:00a – 10:30p daily
- **Current – 2,263 annual hours**
- **Proposal – 2,673 annual hours**





START On-Demand

Current (East Jackson) –

- Revised projected annual hours:
 - 19,549 vehicle hours; 6:00a- 12:00a

Proposed FY25 (East Jackson)

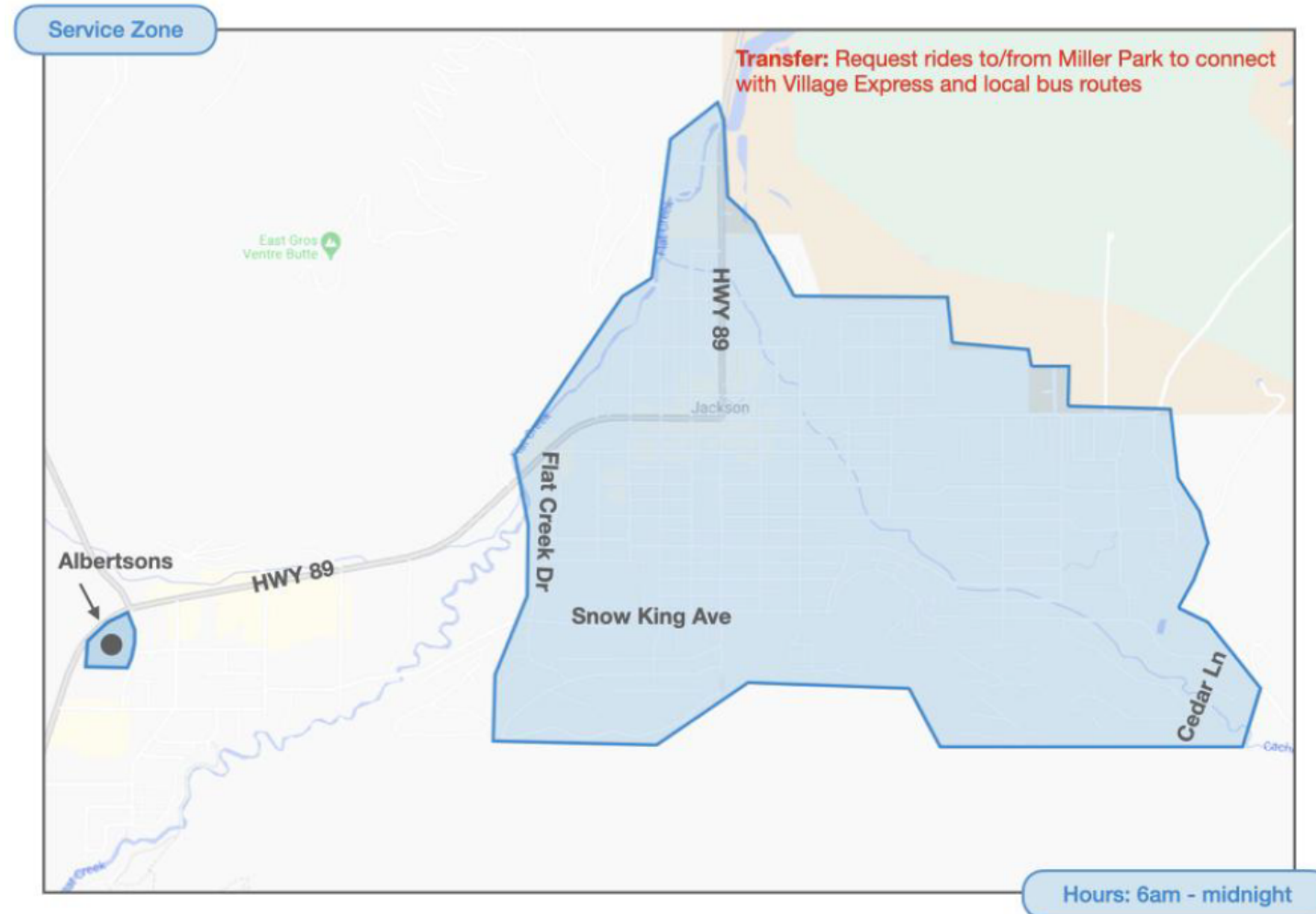
- Projected annual hours: 20,135 vehicle hours (3% increase); 6:00a- 12:00a

Current Budget (East Jackson)

- \$1,325,925

Recommended Budget- (East Jackson)

- \$1,357,041





Budget Continued

Other Elements of the
Ops/Admin Expense Budget





Administrative Expenses We Don't Control

FY25 Budget Request

2/8/2024 v1

*Please note: Yellow Highlight Indicates
Other TCU Department Data Inputs*

START BUS ADMINISTRATION		FY24 YTD Actual thru Jan 2024	FY24 Budget	FY24 Remaining Budget	PCNT	FY25 Request
211-3900-51110-000	SALARIES & WAGES - REGULAR	248,741.99	431,571.00	182,829.01	57.60	
211-3900-51190-000	BUYOUT - COMPENSATED ABSENCES	-	8,299.00	8,299.00	-	
211-3900-51210-000	OVERTIME	1,153.66	5,000.00	3,846.34	23.10	5,000.00
211-3900-51215-000	HOLIDAY PAY - PTO BUYBACK	2,521.41	5,000.00	2,478.59	50.40	5,000.00
211-3900-51410-000	FICA & MEDICARE	19,641.55	34,415.00	14,773.45	57.10	
211-3900-51420-000	HEALTH INSURANCE	69,541.36	104,312.00	34,770.64	66.70	
211-3900-51425-000	VISION INSURANCE	628.00	942.00	314.00	66.70	
211-3900-51430-000	DENTAL INSURANCE	3,255.36	4,883.00	1,627.64	66.70	
211-3900-51440-000	WYOMING RETIREMENT	41,960.38	73,723.00	31,762.62	56.90	
211-3900-51460-000	WORKERS' COMPENSATION	3,846.49	9,893.00	6,046.51	38.90	
211-3900-51470-000	STATE UNEMPLOYMENT	150.27	1,108.00	957.73	13.60	
211-3900-51480-000	DISABILITY/LIFE INSURANCE	1,523.83	1,794.00	270.17	84.90	
211-3900-52110-000	GENERAL/OFFICE SUPPLIES	1,879.91	15,513.00	13,633.09	12.10	10,000.00
211-3900-52250-000	UNIFORMS	-	-	-	-	-
211-3900-53110-000	POSTAGE	32.12	500.00	467.88	6.40	250.00
211-3900-53160-000	RADIO SERVICES-CLOSED	-	-	-	-	-
211-3900-53210-000	PRINTING & PUBLICATION	8,746.14	24,000.00	15,253.86	36.40	18,000.00
211-3900-53220-000	ADVERTISING	64.04	44,000.00	43,935.96	0.20	65,850.00
211-3900-53330-000	DUES & SUBSCRIPTIONS	563.40	4,500.00	3,936.60	12.50	4,500.00
211-3900-53410-000	UTILITIES	36,478.98	135,000.00	98,521.02	27.00	135,000.00
211-3900-53425-000	WATER AND SEWER CHARGES	3,193.51	8,800.00	5,646.49	35.80	8,800.00
211-3900-53450-000	PHONE COMMUNICATIONS	-	-	-	-	-
211-3900-53510-000	PROFESSIONAL SERVICES	79,811.99	201,300.00	121,488.01	39.70	230,000.00
211-3900-53510-001	BUILD GRANT	169,747.32	85,345.00	(84,402.32)	198.90	
211-3900-53510-002	PLANNING GRANT - AIRPORT	31,560.00	150,000.00	118,440.00	21.00	-
211-3900-53510-003	SAAS	4,725.00	136,500.00	131,775.00	3.50	140,000.00
211-3900-53522-000	PHYSICALS	965.00	3,575.00	2,610.00	27.00	3,500.00
211-3900-53523-000	DRUG AND ALCOHOL TESTING	864.50	8,682.00	7,817.50	10.00	7,600.00
211-3900-53545-000	CREDIT CARD FEES	3,016.79	10,200.00	7,183.21	29.60	10,200.00
211-3900-53553-000	WEB DESIGN SERVICES	-	-	-	-	-
211-3900-53660-000	REPAIR & MAINT - BUILDINGS	101,950.01	110,000.00	8,049.99	92.70	140,000.00
211-3900-53660-032	R&M - WILDFLOWER COURT	20,783.94	35,100.00	14,316.06	59.20	
211-3900-53660-043	R&M - ELK ANTLER RENT	40,320.00	99,743.00	59,423.00	40.40	
211-3900-53660-047	R&M - HEIDELBERG	-	-	-	-	
211-3900-53660-048	R&M - 445 VINE STREET	-	-	-	-	
211-3900-53660-050	R&M - 6905 HWY 22	26,361.06	40,900.00	14,538.94	64.50	
211-3900-53660-052	R&M - 76 EAST CIRCLE DRIVE	16,118.44	25,040.00	8,921.56	64.40	
211-3900-53660-054	CHATHAM LOOP #2	12,774.92	19,840.00	7,065.08	64.40	
211-3900-53660-055	R&M - SOUTHTOWN	-	-	-	-	
211-3900-53660-056	R&M - SNAKE RIVER CABINS	11,329.26	58,335.00	47,005.74	19.40	
211-3900-53710-000	TRAINING, TRAVEL & MEETINGS	6,111.75	12,256.00	6,144.25	49.90	14,000.00
211-3900-53940-000	EMPLOYEE RECRUITMENT	11,905.55	77,880.00	65,974.45	15.30	78,250.00
211-3900-53987-000	EMPLOYEE RECOGNITION	667.69	11,000.00	10,332.31	6.10	12,000.00
211-3900-55110-000	IT SERVICES	63,997.36	98,048.00	34,050.64	65.30	
211-3900-55120-000	PROPERTY INSURANCE	73,136.00	94,924.00	21,788.00	77.10	
211-3900-55130-000	LIABILITY INSURANCE	2,729.00	2,900.00	171.00	94.10	
211-3900-55199-000	INSURANCE DEDUCTIBLE	-	-	-	-	-
211-3900-55360-000	EMPLOYEE HOUSING RENT	-	-	-	-	-
TOTAL START BUS ADMINISTRATION		1,122,757.98	2,194,821.00	1,072,063.02	51.15%	885,950.00



Operations Expenses We Don't Control

FY25 Budget Request

2/8/2024 v1

*Please note: Yellow Highlight Indicates
Other TDI Department Data Inputs*

START BUS OPERATIONS		FY24 YTD Actual thru Jan 2024	FY24 Budget	FY24 Remaining Budget	PCNT	FY25 Request
211-3910-51110-000	SALARIES & WAGES - REGULAR	677,939.87	1,540,634.00	862,694.13	44.00	
211-3910-51120-000	SALARIES & WAGES - PART-TIME	469,565.92	1,039,371.00	570,005.08	45.20	
211-3910-51190-000	BUYOUT - COMPENSATED ABSENCES	182.88	29,628.00	29,445.12	0.60	
211-3910-51210-000	OVERTIME	118,663.46	163,420.00	44,756.54	72.60	160,000.00
211-3910-51215-000	HOLIDAY PAY - PTO BUYBACK	20,723.24	30,641.00	9,917.76	67.60	30,000.00
211-3910-51410-000	FICA & MEDICARE	96,776.87	214,498.00	117,721.13	45.10	
211-3910-51420-000	HEALTH INSURANCE	350,367.36	536,785.00	186,417.64	65.30	
211-3910-51425-000	VISION INSURANCE	2,910.64	4,459.00	1,548.36	65.30	
211-3910-51430-000	DENTAL INSURANCE	14,239.36	21,816.00	7,576.64	65.30	
211-3910-51440-000	WYOMING RETIREMENT	130,058.76	297,665.00	167,606.24	43.70	
211-3910-51460-000	WORKERS' COMPENSATION	26,280.42	72,750.00	46,469.58	36.10	
211-3910-51470-000	STATE UNEMPLOYMENT	774.37	17,186.00	16,411.63	4.50	
211-3910-51480-000	DISABILITY/LIFE INSURANCE	6,778.58	10,684.00	3,905.42	63.50	
211-3910-52110-000	GENERAL/OFFICE SUPPLIES-CLOSED	-	-	-	-	-
211-3910-52210-000	OPERATING SUPPLIES	3,213.73	-	(3,213.73)	-	7,500.00
211-3910-52250-000	UNIFORMS	1,615.80	7,660.00	6,044.20	21.10	10,000.00
211-3910-52299-000	SMALL TOOLS & EQUIPMENT <\$10K	-	-	-	-	-
211-3910-52410-000	TOOLS	-	-	-	-	-
211-3910-53110-000	POSTAGE	-	-	-	-	-
211-3910-53160-000	RADIO SERVICES	4,427.66	6,128.00	1,700.34	72.30	8,500.00
211-3910-53210-000	PRINTING & PUBLICATION-CLOSED	-	-	-	-	-
211-3910-53211-000	LEGAL NOTICES	-	-	-	-	-
211-3910-53220-000	ADVERTISING-CLOSED	-	-	-	-	-
211-3910-53330-000	DUES & SUBSCRIPTIONS	-	-	-	-	-
211-3910-53410-000	UTILITIES	-	-	-	-	-
211-3910-53425-000	WATER AND SEWER CHARGES	-	-	-	-	-
211-3910-53450-000	PHONE COMMUNICATIONS	-	-	-	-	-
211-3910-53490-000	INTERNET SERVICE	-	-	-	-	-
211-3910-53510-000	TV SHUTTLE - SALT LAKE EXPRESS	-	247,000.00	247,000.00	-	-
211-3910-53510-001	MICROTRANSIT - EAST JACKSON	661,989.51	1,325,925.00	663,935.49	49.90	1,357,041.00
211-3910-53510-002	MICROTRANSIT - SOUTH PARK	-	-	-	-	-
211-3910-53522-000	PHYSICALS-CLOSED	-	-	-	-	-
211-3910-53523-000	DRUG & ALCOHOL TESTING-CLOSED	-	-	-	-	-
211-3910-53553-000	WEB DESIGN SERVICES	-	-	-	-	-
211-3910-53611-000	REPAIR & MAINT - VEHICLES	-	6,597.00	6,597.00	-	
211-3910-53615-000	REPAIR & MAINT - SHOP PARTS	156,713.53	415,018.00	258,304.45	37.80	
211-3910-53616-000	REPAIR & MAINT - SHOP LABOR	138,847.80	390,501.00	251,653.20	35.60	
211-3910-53622-000	PETROLEUM PRODUCTS	210,245.18	374,650.00	164,404.82	56.10	
211-3910-53630-000	REPAIR & MAINT - OFFICE	-	-	-	-	
211-3910-53660-000	REPAIR & MAINT - BUILDINGS	-	-	-	-	
211-3910-53665-000	TRASH COLLECTION	13,906.63	50,000.00	36,093.35	27.80	50,000.00
211-3910-53681-000	MISC SIGNS	-	-	-	-	-
211-3910-53699-000	CONTRACT MAINTENANCE	-	-	-	-	-
211-3910-53710-000	TRAINING, TRAVEL & MEETINGS	-	-	-	-	-
211-3910-53730-000	LICENSING (CDL)	-	-	-	-	-
211-3910-53940-000	EMPLOYEE RECRUITMENT	-	-	-	-	-
211-3910-55110-000	DON'T USE	-	-	-	-	-
211-3910-55115-000	DON'T USE	-	-	-	-	-
211-3910-55120-000	PROPERTY INSURANCE	-	-	-	-	-
211-3910-55130-000	IDAHO LIABILITY INSURANCE	137,222.75	145,000.00	7,777.25	94.60	150,000.00
211-3910-55199-000	INSURANCE DEDUCTIBLE	18,974.00	28,692.00	9,718.00	66.10	
211-3910-55200-000	GRAND TARGHEE GRANT ADMIN	(23,726.00)	298,000.00	321,726.00	(8.00)	415,000.00
211-3910-55330-000	FACILITY LEASE	32,496.00	61,200.00	28,704.00	53.10	64,200.00
211-3910-55331-000	BUS & BATTERY LEASES	245,000.00	556,800.00	311,800.00	44.00	664,470.00
211-3910-55335-000	RENTAL EXPENSE - DRIVGGS GARAGE	12,407.15	33,600.00	21,192.85	36.90	33,600.00
211-3910-55340-000	SV COMMUTER VEHICLE RENTAL	-	-	-	-	-
211-3910-55345-000	SV COMMUTER FUEL	-	-	-	-	-
211-3910-55350-000	BIKE SHARE - OPERATIONS	-	-	-	-	-
211-3910-55360-000	EMPLOYEE HOUSING RENT	-	-	-	-	-
211-3910-55370-000	LAND LEASE	-	-	-	-	-
TOTAL START BUS OPERATIONS		3,528,595.51	7,926,508.00	4,397,912.49	44.52%	2,950,311.00



FY 25 Requested Capital

- Four (4) Electric transit buses- funded by LoNo grant- working with WYDOT/FTA to convert to Hybrid buses. Local share- \$1,020,000
- Two (2) Electric transit buses- funded by BUILD- working with FTA to convert to Hybrid buses. Local share- \$306,440.
- Two (2) Replacement Over-the-Road coaches to replace two (2) existing MCI buses. Bus # 1600-2007 model MCI (17 years)with 300,000 + miles, and bus # 1700- 2009 model MCI (15 years)with 350,000+ miles. WYDOT grant request submitted 4/2024, Local share \$300,000.

FTA guidance for bus replacement= 12-14 years and/or 500,000 miles.



FY 25 Requested Capital- ctd.

- One (1) replacement ADA mini-bus. Funded by WYDOT/FTA. Local share- \$30,000
- One (1) replacement Supervisor's vehicle- Funded by WYDOT/FTA grant. Local share-\$20,000
- Transit Signal Priority (TSP) (Green Lights for Buses)- Funded by FTA BUILD grant. Local share- \$273.000
- Bus radios- to continue the conversion to the WyoLink radio system to improve range and clarity and integrate with Emergency Management Services network- \$61,000
- Bus stop improvements- benches, shelters and information displays- \$80,000. to serve as local match for a larger WYDOT/FTA funded program or a smaller locally funded program. WYDOT/FTA grant submitted 4/2024.



- Federal Transit Administration (FTA)/Wyoming DOT (WYDoT) Section 5311 grants for Ops/Admin/Maintenance
- Federal Transit Administration (FTA)/Wyoming DOT (WYDoT) Section 5339 grants for capital
- FTA/Idaho Transportation Department (ITD) Section 5311 grants for Ops/Admin/Maintenance
- FTA/Idaho Transportation Department (ITD) Section 5339 grants for capital
- FTA/WYDoT Cares grants (limited time due to pandemic)
- Passenger Fares
- Teton County Ops funding
- Teton County Capital funding





Major Sources of START Revenue cont.

- Town of Jackson (Lodging Tax revenues) for ops
- Town of Jackson (Lodging tax revenues) for capital
- Town of Jackson (General Fund) for ops and/or capital
- Teton Village Area 2 transfer fees
- Teton Village Short term rental impact fees
- Funding contribution from Jackson Hole Mountain Resort (JHMR)
- Funding contribution from Teton Village Association (TVA)
- Misc other minor revenues



Partner Funding

Travel and Tourism Board (TTB) funding (buy-up of commuter fares)

Travel and Tourism Board (TTB) funding (airport marketing)

Travel and Tourism Board (TTB) funding (airport shuttle)

Jackson Hole Airport (Airport Shuttle)

Funding contribution from Jackson Hole Mountain Resort (JHMR)

Funding contribution from Teton Village Association (TVA)

History of the Budget FY18 to FY24

			Major Sources of Revenue							
<u>Op Exp</u>				<u>FTA/WDOT</u>				<u>Shooting Star</u>		
fy18	\$ 3.784	M		\$ 1.588	M	41.97%		\$ 0.419	M	11.07%
fy19	\$ 4.692	M		\$ 2.081	M	44.35%		\$ 0.309	M	6.59%
fy20	\$ 4.876	M		\$ 2.533	M	51.95%		\$ 0.882	M	18.09%
fy21	\$ 4.632	M		\$ 3.006	M	64.90%		\$ 1.267	M	27.35%
fy22	\$ 6.203	M		\$ 3.104	M	50.04%		\$ 0.201	M	3.24%
fy23	\$ 8.522	M		\$ 3.761	M	44.13%		\$ 1.260	M	14.79%
fy24	\$ 8.767	M		\$ 4.225	M	48.19%		\$ 0.711	M	8.11%
	\$ 41.476	M		\$ 20.298	M	48.94%		\$ 5.049	M	12.17%

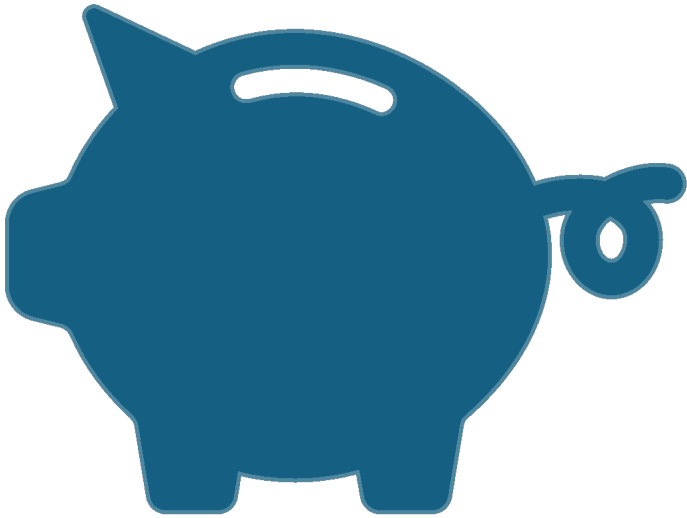
History of the Budget FY18 to FY24

			Major Sources of Revenue						
<u>Op Ex</u>				<u>TOJ- Lodging</u>				<u>Teton County</u>	
fy18	\$ 3.784	M		\$ 0.377	M	9.96%		\$ 0.461	M 12.18%
fy19	\$ 4.692	M		\$ 0.430	M	9.16%		\$ 0.579	M 12.34%
fy20	\$ 4.876	M		\$ 0.778	M	15.96%		\$ 0.729	M 14.95%
fy21	\$ 4.632	M		\$ 0.400	M	8.64%		\$ 0.558	M 12.05%
fy22	\$ 6.203	M		\$ 0.385	M	6.21%		\$ 0.166	M 2.68%
fy23	\$ 8.522	M		\$ 0.491	M	5.76%		\$ 0.981	M 11.51%
fy24	\$ 8.767	M		\$ 1.459	M	16.64%		\$ 1.363	M 15.55%
	\$ 41.476	M		\$ 4.320	M	10.42%		\$ 4.837	M 11.66%

History of the Budget FY18 to FY24

			Major Sources of Revenue						
<u>Op Ex</u>				<u>Pax Fares</u>				<u>Contract Fares</u>	
fy18	\$ 3.784	M		\$ 0.501	M	13.25%		\$ 0.275	M 7.28%
fy19	\$ 4.692	M		\$ 0.510	M	10.87%		\$ 0.311	M 6.64%
fy20	\$ 4.876	M		\$ 0.374	M	7.66%		\$ 0.431	M 8.84%
fy21	\$ 4.632	M		\$ 0.242	M	5.23%		\$ 0.314	M 6.78%
fy22	\$ 6.203	M		\$ 0.365	M	5.88%		\$ 0.230	M 3.71%
fy23	\$ 8.522	M		\$ 0.401	M	4.71%		\$ 0.291	M 3.42%
fy24	\$ 8.767	M		\$ 0.367	M	4.19%		\$ 0.712	M 8.12%
	\$ 41.476	M		\$ 2.761	M	6.66%		\$ 2.565	M 6.18%

Fiscal “Policy”



- 15% fund balance in START fund
- Return of unspent budget funds
 - Returned to START fund
- Flow of funds

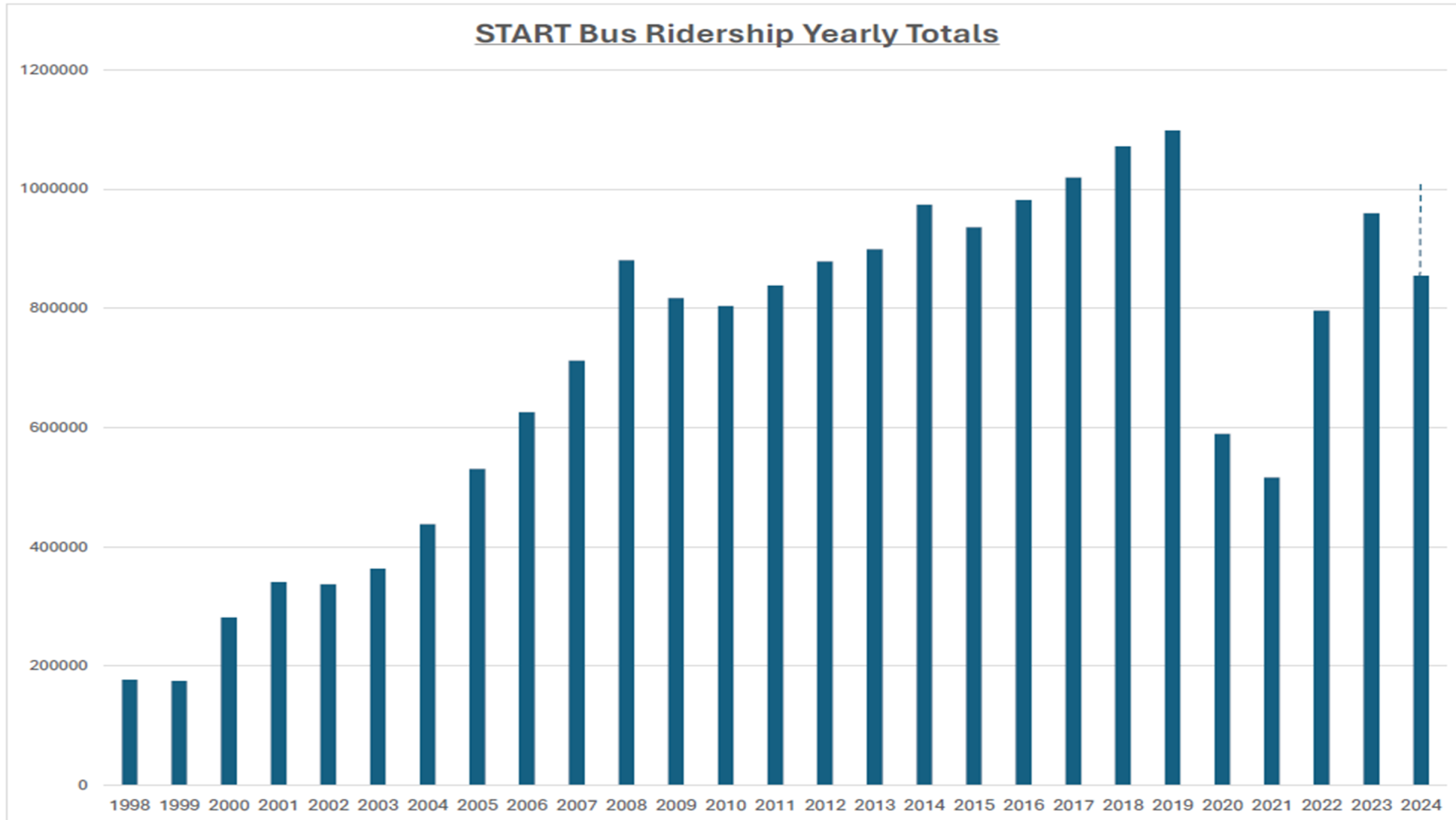
How do we
measure
what we
do?





Ridership Trends –

January 2024 through September 2024





Key Performance Indicators (KPIs)

→ Effectiveness: *Passenger boardings per revenue hour of service provided...* Winter Season 2022-2023 November 26, 2022 - April 9, 2023

	<i>Route:</i>	<i># of Hours</i>	<i>PAX</i>	<i>Boardings by Revenue Hour</i>
TS	<i>Town Shuttle</i>	6,986.25	127,117	18.2
TVL	<i>Teton Village Local</i>	4,860.00	75,295	15.5
TVE	<i>Teton Village Express</i>	6,480.00	128,490	19.8
TVS	<i>Teton Village South</i>	1,620.00	19,390	12.0
TVC	<i>TV Commuter</i>	692.55	10,354	15.0
SVC	<i>SV Commuter</i>	684.00	10,715	15.7
	<i>SOD-EJ</i>	6,832.00	87,477	12.8
	<i>SOD-ST</i>	1,416.00	2,184	1.5
	<i>ADA</i>	627.76	2,063	3.3

<i>total START</i>	21,950.56	373,424	17.01
<i>total SOD</i>	8,248.00	89,661	10.87

GRAND TOTAL

30,198.56

463,085

15.33



Key Performance Indicators (KPIs)

→ Effectiveness: Passenger boardings per revenue hour of service provided.. Fiscal Year 2023
July 1, 2022 - June 30, 2023

	Route:	# of Rev Hours	PAX	Boardings by Revenue Hour
TS	Town Shuttle	19,870.02	318,655	16.0
TVL	Teton Village Local	14,311.75	167,422	11.7
TVE	Teton Village Express	6,480.00	128,490	19.8
TVS	Teton Village South	1,620.00	19,390	12.0
TVC	TV Commuter	1,987.45	27,430	13.8
SVC	SV Commuter	2,016.40	26,530	13.2
	SOD-EJ	16,407.00	161,554	9.8
	SOD-ST	2,433.00	3,919	1.6
	ADA	1,767.95	5,938	3.4
	total START	48,053.57	693,855	14.44
	total SOD	18,840.00	165,473	8.78
	GRAND TOTAL	66,893.57	859,328	12.85



Key Performance Indicators (KPIs)

- Cost-effectiveness:
 - Cost per passenger boarding, and/or
 - Net cost (subsidy) per passenger boarding.

Fiscal Year 2023

July 1, 2022 - June 30, 2023

	<i>Route:</i>	<i>Revenue Hours</i>	<i>PAX</i>	<i>Boardings by Revenue Hour</i>	<i>Total Cost per PAX</i>	<i>Subsidy per PAX</i>
TS	<i>Town Shuttle</i>	19,870.02	318,655	16.0	\$ 9.03	\$ 9.03
TVC	<i>TV Commuter</i>	1,987.45	27,430	13.8	\$ 12.17	\$ 8.68
SVC	<i>SV Commuter</i>	2,016.40	26,530	13.2	\$ 13.69	\$ 10.21
	<i>ADA</i>	1,767.95	5,938	3.4	\$ 42.38	\$ 42.38
SOD-EJ, SOD-ST	<i>SOD (combined)</i>	18,840.00	165,473.00	8.78	\$ 7.32	\$ 7.32
TVL, TVE, TVS	<i>Teton Village (combined)</i>	22,411.75	315,302.00	14.07	\$ 34.16	\$ 10.38

<i>total START</i>	48,053.57	693,855	14.44
<i>total SOD</i>	18,840.00	165,473	8.78

GRAND TOTAL	66,893.57	859,328	12.85
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Status Report

START *Integrated Transportation Plan* **BUS** (ITP) – *A Refresher*

Integrated Transportation Plan (ITP) goals for START include:

- More efficient and direct routing;
- Higher frequency to maximize ridership;
- Increased commuter and regional service;
- New service to connect points south of Town of Jackson.

The goals of the START Route Plan include:

- More direct Town Shuttles with improved frequency;
- Simplified Teton Village routes, along with new high frequency express service from Town and the Cottonwood area in the winter and improved year-round frequency;
- New connections to areas south of Jackson (South Park, Rafter J, and Melody Ranch); and
- Replacement of fixed route service with Microtransit (on-demand) service as a more appropriate delivery model to serve East Jackson.



Review & Status of Route Plan

	Route Plan:	START Today:
1. Town Shuttle	2 buses/20-minute frequency	3 buses/15-minute frequency
2. Teton Village Local	60 min frequency from 5AM-6AM; 30 min frequency from 6AM-6PM; 60 min frequency from 6PM-midnight	60 min frequency from 5AM-midnight (all day) -all except Winter) 40 min frequency from 5AM-midnight (all day) – Winter
3. Teton Village Express (Winter)	20 min frequency from 7AM-8AM; 10 min frequency from 8AM-5PM; 20 min frequency from 5PM-7PM	20 min frequency from 6AM-12PM (noon); 40 min frequency from noon-2:30PM; 20 min frequency from 2:30PM-6PM; 40 min frequency from 6PM-midnight
4. Teton Village South (Winter)	45 min frequency from 7AM-6PM	90 min frequency from 7AM-6:45PM
5. Stilson Shuttle (Winter)	15 min frequency from 7:30AM-10AM; 15 min frequency from 2:30PM-4PM (mid-December thru February)	30 min frequency from 5:00AM-6:30AM; 15 min frequency from 6:30AM-1:00PM; 30 min frequency from 1:00PM-2:30PM; 15 min frequency from 2:30PM-6:30PM; 30 min frequency from 6:30PM-12:00AM (midnight)
6. Commuter(s):		
Star Valley (SV)	8 roundtrips/day	3-4-3 roundtrips/day
Teton Valley (TV)	8 roundtrips/day	3-4-3 roundtrips/day



Challenges (START Board priorities)

➤ Getting the START house in order

- Compliance
- Staffing (esp. hiring and retaining drivers)
- Safety and training
- Asset management

➤ Update Route Plan (Transit Development Plan (TDP))

➤ Customer Survey

➤ Fare Program Study

➤ Airport Pilot Program Evaluation

Parking Lot

➤ Bike / Car share (lower priority)

➤ Van pools and Ride Matching (lower priority)

On-going Focus:

➤ *Hiring and Retaining Drivers*

➤ *Retaining Supervisors*

➤ *Resolving Proterra issues*

START BUS *.and Opportunities*

- Vehicles:
 - See capital request
- ITS Technology:
 - Smart card technology (EZ Fare)
- BUILD Grant:
 - Transit Center in Stilson (break ground spring/summer '25?)
 - HOV
 - Transit Signal Priority (TSP) - FY 24
 - Transit Center in Driggs

START 2020-2025 Routing Plan



Final Plan

April 3, 2020: Advisory Committee

START
BUS



Project Overview

◆ Goal of the study:

- ◆ Evaluate routing alternatives that will increase ridership, increase system efficiency, and reduce vehicle miles traveled

◆ Process:

- ◆ *Analysis of existing routes*
- ◆ *Development of preliminary route alternatives*
- ◆ *Preferred alternative(s) and technical analysis*
- ◆ *Public input and review of the preferred alternative(s) (FEB – MAR)*
- ◆ *Draft and final 5-year Route Plan (MAR-APR)*
- ◆ *Plan adoption: April 9th*



◆ Final Route Plan

- ◆ An updated version of Alt. 1A

◆ What's different?

- ◆ Larger microtransit zone
- ◆ Updated S. Park Loop routing for Town Shuttle and TV-S. Jackson
- ◆ Updated TV-Local routing on Hansen
- ◆ Updated schedules for commuters

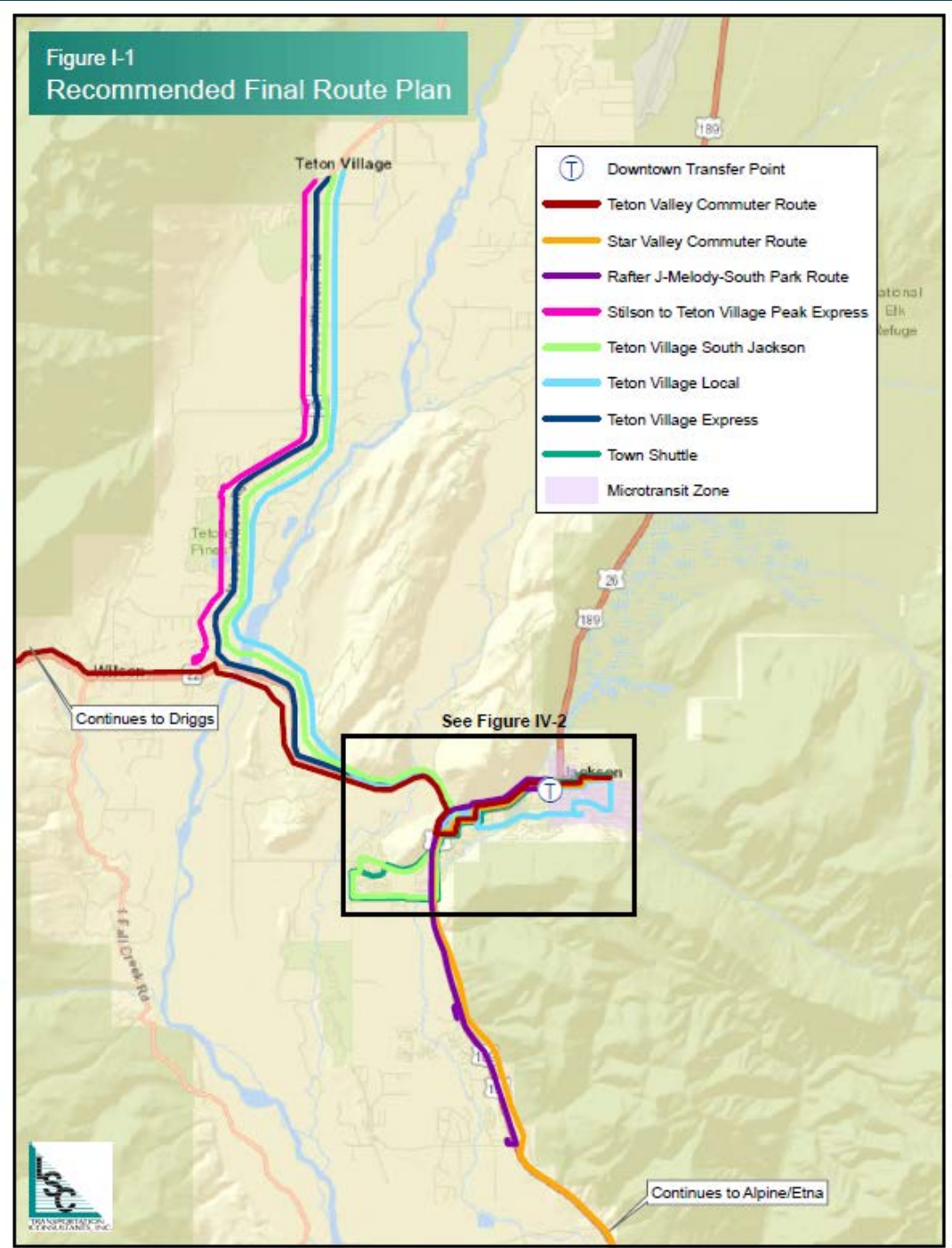
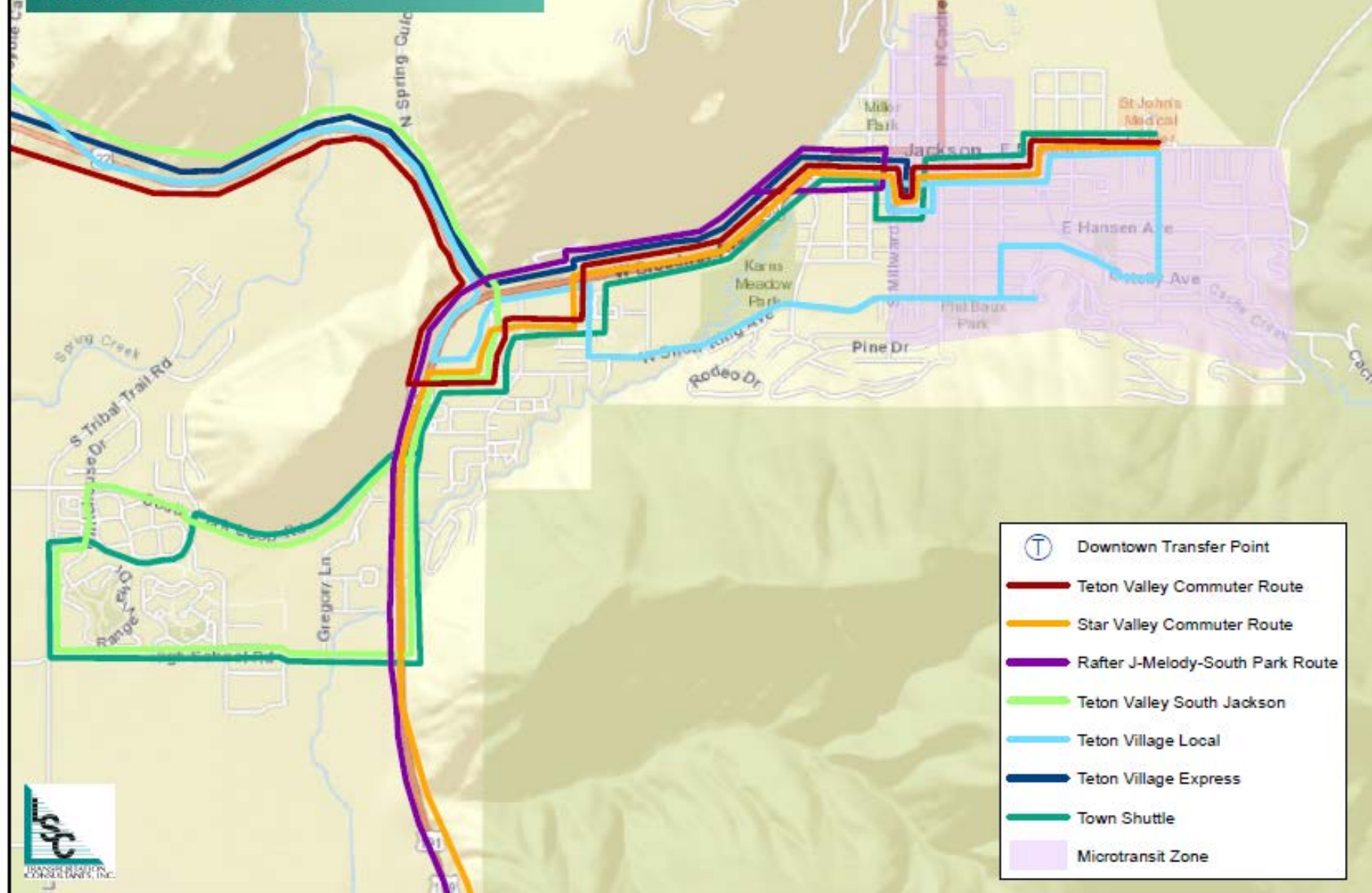
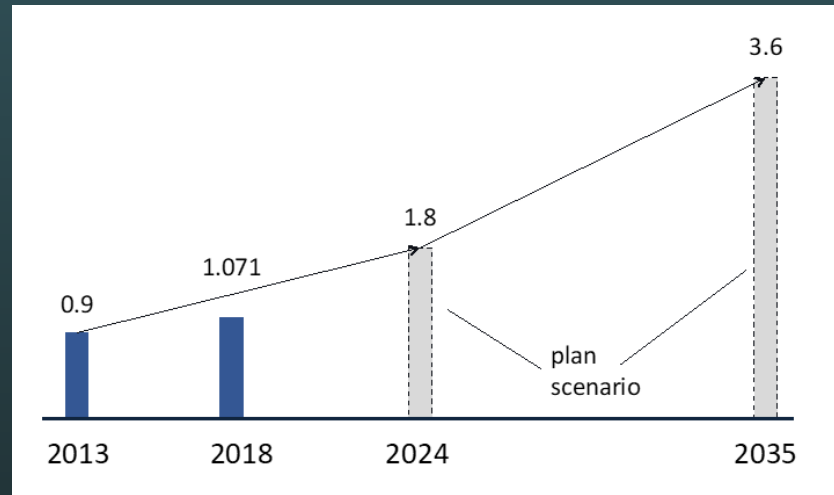


Figure I-2
Recommended Final Route Plan
Town of Jackson Detail



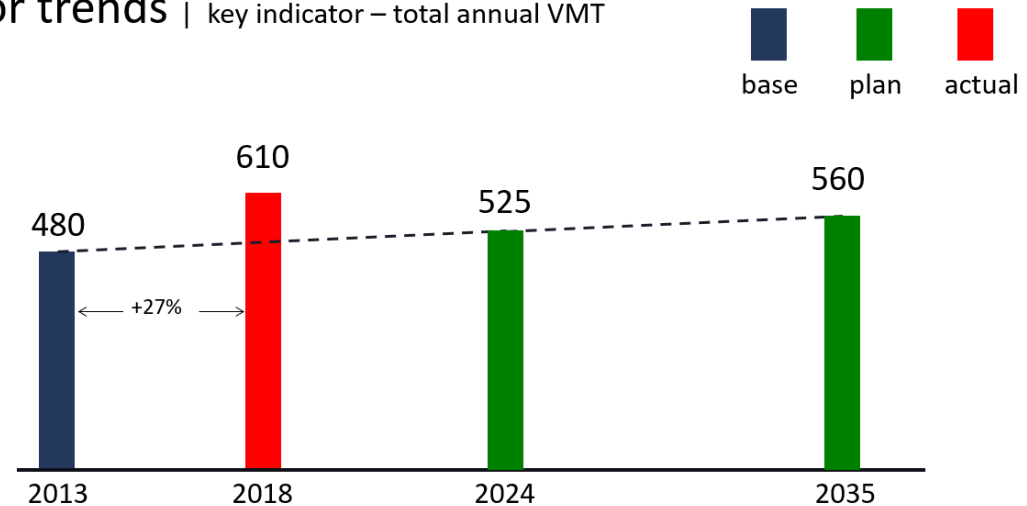
Context

- ◆ ITP technical update
 - ◆ Ridership growing but not fast enough
 - ◆ VMT already exceeding plan
- ◆ Emerging mobility trends
 - ◆ Microtransit
 - ◆ BRT
 - ◆ Mobility hubs, integrated modes



Ridership growth goals

major trends | key indicator – total annual VMT

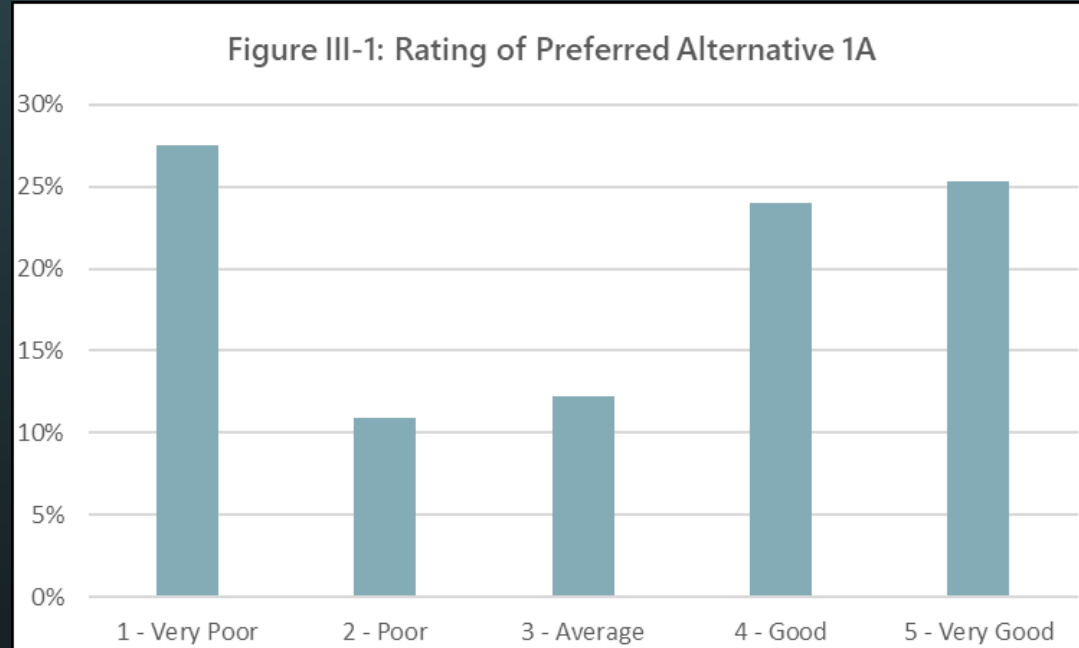


annual vehicle miles of travel – Jackson Hole – millions

VMT trends

Public outreach

- ◆ Open houses week of Feb. 3rd
 - ◆ Positive dialogue and good input
- ◆ Community survey
 - ◆ 255 responses compared to almost 700 for initial survey
- ◆ Work to be done
 - ◆ More outreach and education ahead of implementation



Final route plan details

Table IV-1: Final Service Plan Summary													
Service Description		# of Vehicles Required	Total Daily			Total Annual			Annual Operating Days	Annual Operating Cost	Annual Ridership	Cost per Passenger	Passengers per Rev Hour
			Revenue - Miles	Revenue - Hours	Roundtrips	Revenue - Miles	Revenue - Hours	Total Hours					
Town Shuttles													
Status Quo	FY 2019 - Town Shuttle 1 and 2 with seasonal service changes.	4	606 (Spring/Fall) 691 (Summer/Winter)	46 (Spring) 49 (Summer) 46 (Fall) 48 (Winter)	57 (Spring/Fall) 65 (Summer/Winter)	243,031	17,408	24,757	365	\$1,808,959	482,655	\$3.75	27.7
Final Plan	Route operates on a 20-minute frequency, year-round from 6am-10pm daily.	2	432	32	48	157,680	11,680	14,016	365	\$1,109,000	530,921	\$2.09	45.5
Difference between Current and Final Plan		-2	-174 (Spring/Fall) -259 (Summer/Winter)	-14 (Spring), -17 (Summer), -14 (Fall), -16 (Winter)	-9 (Spring/Fall) -17 (Summer/Winter)	-85,351	-5,728	-10,741	No Change	-\$699,959	48,266	-\$1.66	17.7
Teton Village Routes													
Status Quo	FY 2019 - Teton Village with seasonal service changes (Blue, Red, Yellow, and Green variations).	16 (peak)	279 (Spring/Fall) 528 (Summer) 2,716 (Winter)	10 (Spring/Fall) 24 (Summer) 106 (Winter)	9 (Spring/Fall) 17 (Summer) 98 (Winter)	463,674	18,110	28,499	365	\$2,386,665	533,997	\$4.47	29.5
Final Plan													
Winter Service	Teton Village Local Route (daily, 5am-6am 60-minute frequency, 6am-6pm 30-minute frequency, 8pm-midnight 60-minute frequency) Teton Village Express Route (daily, 7am-8am 20-minute frequency, 8am-5pm 10-minute frequency, 5pm-7pm 20-minute frequency) Teton Village South Jackson (daily, 7am-6pm with 45-minute frequency) Stilson to Teton Village Peak Express (daily from mid-December to end of Feb. only, 7:30am-10am and 2:30pm-4pm with 15-minute frequency)	11	3,080	136	124	405,664	18,263	22,280	136	\$1,763,000	716,529	\$2.46	39.2
Summer Service	Teton Village Local Route (daily, 5am-6am 60-minute frequency, 6am-9pm 30-minute frequency, 9pm-midnight 60-minute frequency)	3	976	48	32	119,072	5,856	7,027	122	\$556,000	172,752	\$3.22	29.5
Off-Season (Spring and Fall Combined)	Teton Village Local Route (daily, 6am-9pm with 30-minute frequency)	3	793	39	26	84,851	4,173	5,008	107	\$396,000	92,328	\$4.29	22.1
Annual Total:		11	4,849	223	182	609,587	28,292	34,315	365	\$2,715,000	981,609	\$2.77	35
Difference between Current and Final Plan		-5	+514 (Spring/Fall) +448 (Summer) +692 (Winter)	+29 (Spring/Fall) +24 (Summer) +30 (Winter)	+17 (Spring/Fall) +15 (Summer) +26 (Winter)	145,913	10,182	5,816	No Change	\$328,335	447,612	-\$1.70	5.2

Final route plan details

Table IV-1: Final Service Plan Summary													
Service Description		# of Vehicles Required	Total Daily			Total Annual			Annual Operating Days	Annual Operating Cost	Annual Ridership	Cost per Passenger	Passengers per Rev Hour
			Revenue - Miles	Revenue - Hours	Roundtrips	Revenue - Miles	Revenue - Hours	Total Hours					
Rafters J-Melody-South Park Route													
Final Plan	New route operates year-round, weekdays only on 30-minute frequency during commute times (6:00-10:00 a.m. and 2:00-6:00 p.m).	1	203	8	16	52,832	2,080	2,496	260	\$198,000	29,120	\$6.80	14.0
Microtransit													
Final Plan	New service operates daily year-round from 7am-8pm.	1-4	213	27	n/a	77,880	9,735	10,709	365	\$633,000	77,880	\$8.13	8.0
Star Valley Commuter													
Status Quo	FY 2019 - Star Valley Route operates on weekdays with 3 roundtrips per day.	3	292	6	3	76,202	2,183	3,414	261	\$254,439	32,054	\$7.94	14.7
Final Plan	8 roundtrips per weekday with focused departures morning and evening commute hours plus additional midday and evening trips	4	768	16	8	200,448	4,176	5,095	261	\$419,000	64,108	\$6.54	15.4
Difference between Current and Final Plan		1	476	10	5	124,246	1,993	1,681	No Change	\$164,561	32,054	-\$1.40	0.7
Teton Valley Commuter													
Status Quo	FY 2019 - Based on second half of year, with Teton Valley Route operating on weekdays with 4 roundtrips per day.	4	288	9	4	66,510	2,297	2,946	261	\$267,702	33,383	\$8.02	14.5
Final Plan	8 roundtrips per weekday with focused departures morning and evening commute hours plus additional midday and evening trips	5	544	18	8	141,984	4,594	5,604	261	\$460,000	66,766	\$6.89	14.5
Difference between Current and Final Plan		1	256.00	9	4	75,474	2,297	2,658	No Change	\$192,298	33,383	-\$1.13	0.0
SUMMARY													
TOTAL OF CURRENT START ROUTES (FY2019)						849,416	39,998	59,616	365	\$4,717,765	1,082,089	\$4.36	27.1
TOTAL OF FINAL ROUTE PLAN						1,163,000	61,000	72,000	365	\$5,530,000	1,750,000	\$3.16	28.7
Difference between Current and Recommended Plan						313,584	21,002	12,384	No Change	\$812,235	667,911	-\$1.20	1.6

Notes:

- Star Valley and Teton Valley operating costs were combined, so the table shows an approximate cost per hour based on revenue hours.

- For FY 2019 status quo revenue and non-revenue hours are shown. For preferred alternatives, total hours are 20% higher than revenue hours, based on reasonable goal for efficient operations and better, more consistent driver shifts with less non-revenue time.

- Operating costs are based on a cost of \$79.14 per total hour (total cost/total hours) for fixed routes and \$82.20 per total hour for commuter routes. Microtransit is based on \$65 per revenue hour, which is industry competitive for turn-key operations.

- Ridership numbers are estimated for mature service, usually at year 3 of operations.

Source: LSC 2020.

Financial Plan

Table V-1: Final Route Plan - Operating and Capital Plan					
	Year 1	Year 2	Year 3	Year 4	Year 5
Operating Expenses					
Town Shuttles	\$1,109,000	\$1,148,000	\$1,188,000	\$1,230,000	\$1,273,000
Teton Village Routes	\$2,715,000	\$2,810,000	\$2,908,000	\$3,010,000	\$3,115,000
Rafter J-Melody-South Park Route	\$198,000	\$205,000	\$212,000	\$219,000	\$227,000
Microtransit	\$633,000	\$655,000	\$678,000	\$702,000	\$727,000
Star Valley Commuter	\$419,000	\$434,000	\$449,000	\$465,000	\$481,000
Teton Valley Commuter	\$460,000	\$476,000	\$493,000	\$510,000	\$528,000
ADA*	\$300,000	\$311,000	\$322,000	\$333,000	\$345,000
Bikeshare	\$75,000	\$78,000	\$81,000	\$84,000	\$87,000
Grand Targhee	\$122,000	\$126,000	\$130,000	\$135,000	\$140,000
Operating Expenses Subtotal	\$6,031,000	\$6,243,000	\$6,461,000	\$6,688,000	\$6,923,000
Implementation Capital Expenses (excludes ongoing capital projects and fleet replacements)					
Downtown Transfer Point	\$10,000	\$10,000			
Bus stop improvements for new stops	\$10,000	\$10,000			
Stilson improvements	\$100,000	\$75,000			
Park and ride lot improvements	\$25,000	\$25,000	\$25,000		
Microtransit start-up costs	\$40,000				
Capital Expenses Subtotal	\$185,000	\$120,000	\$25,000	\$0	\$0
Startup Expenses (for accelerated implementation in 6-9 months after plan adoption)					
Years 1-2 inefficiencies	\$225,000	\$100,000			
Additional marketing, education, outreach	\$50,000	\$20,000			
Consulting support, staff capacity building	\$65,000	\$25,000	\$25,875	\$26,781	\$27,718
Startup Expenses Subtotal	\$340,000	\$145,000	\$25,875	\$26,781	\$27,718
Total Expenses	\$6,556,000	\$6,508,000	\$6,511,875	\$6,714,781	\$6,950,718

Note: Assumes 3.5% annual inflation rate.

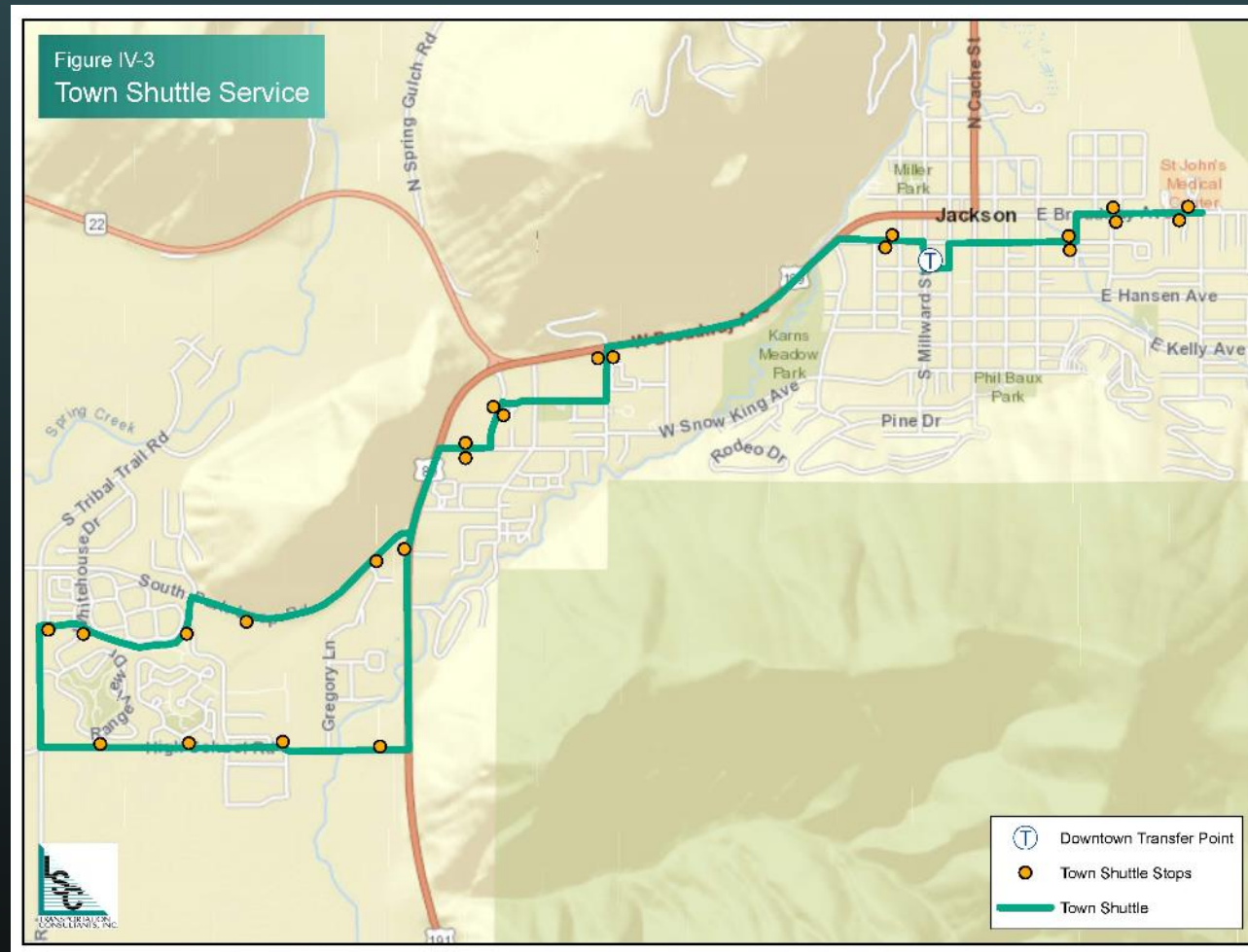
* ADA estimate includes \$275,000 from FY2020 plus \$25,000 for Rafter J

Source: LSC, 2020.

Town Shuttle

◆ Changes

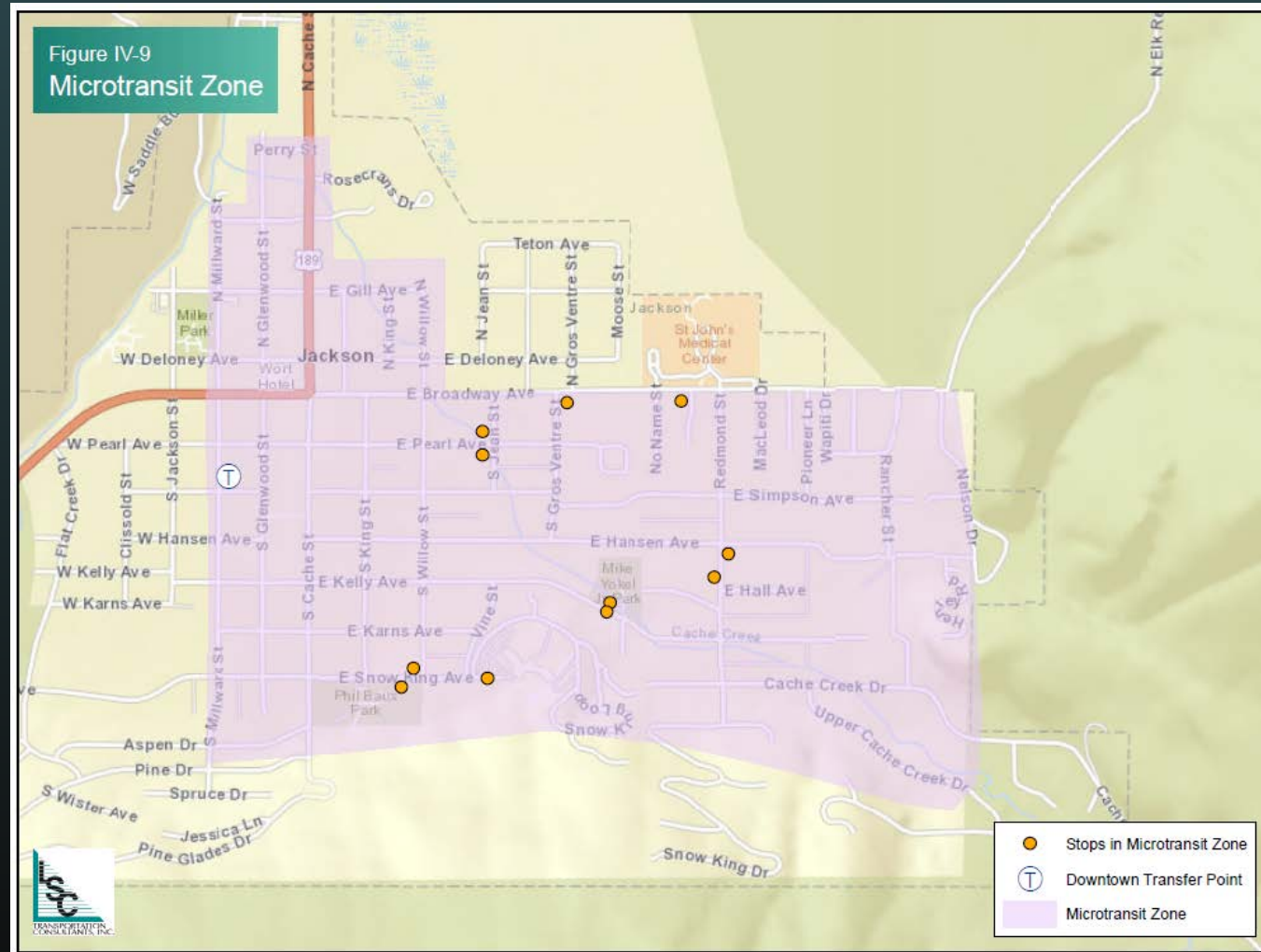
- ◆ Adjusted routing for S. Park Loop
- ◆ 2 buses
- ◆ 20 min freq.
- ◆ 6a – 10p year-round



Microtransit

Changes

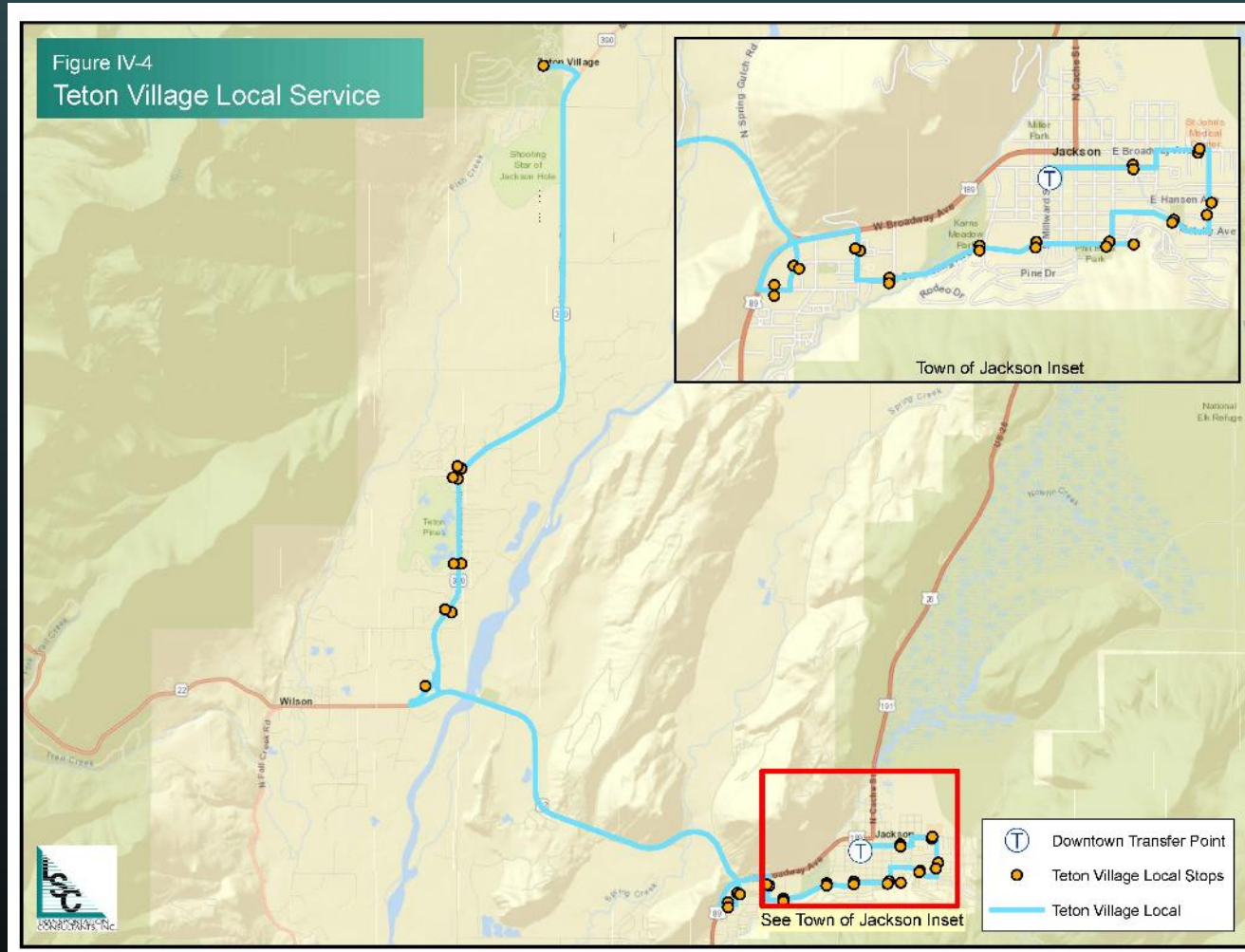
- ◇ Larger area to the north
- ◇ 1 – 4 vans
- ◇ 10 min. response
- ◇ 7a – 8p year-round



Teton Village Local

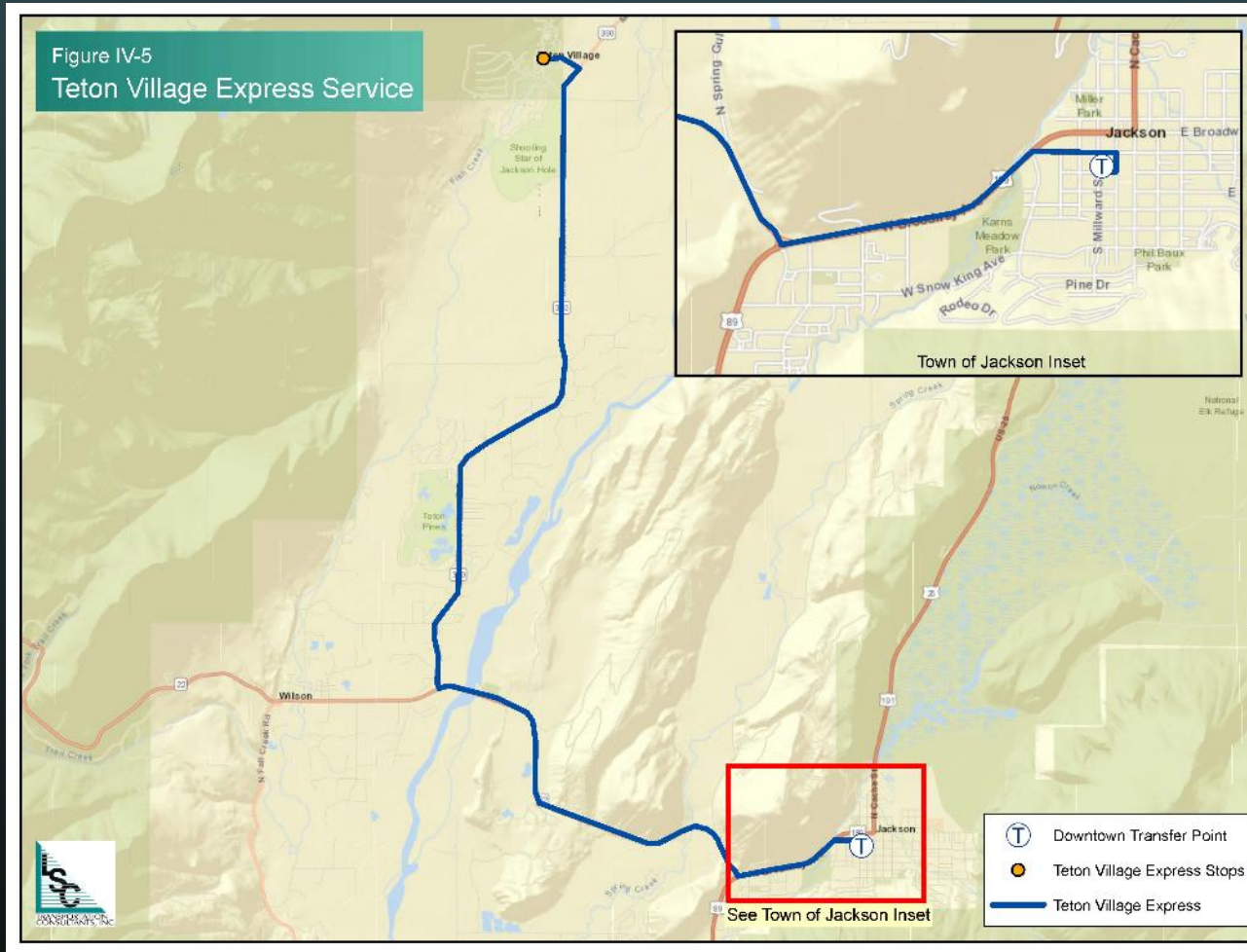
◆ Changes

- ◆ Extended further east to Hansen
- ◆ 30 min. freq.
- ◆ 6a – 9p year-round plus addt'l. early and late service



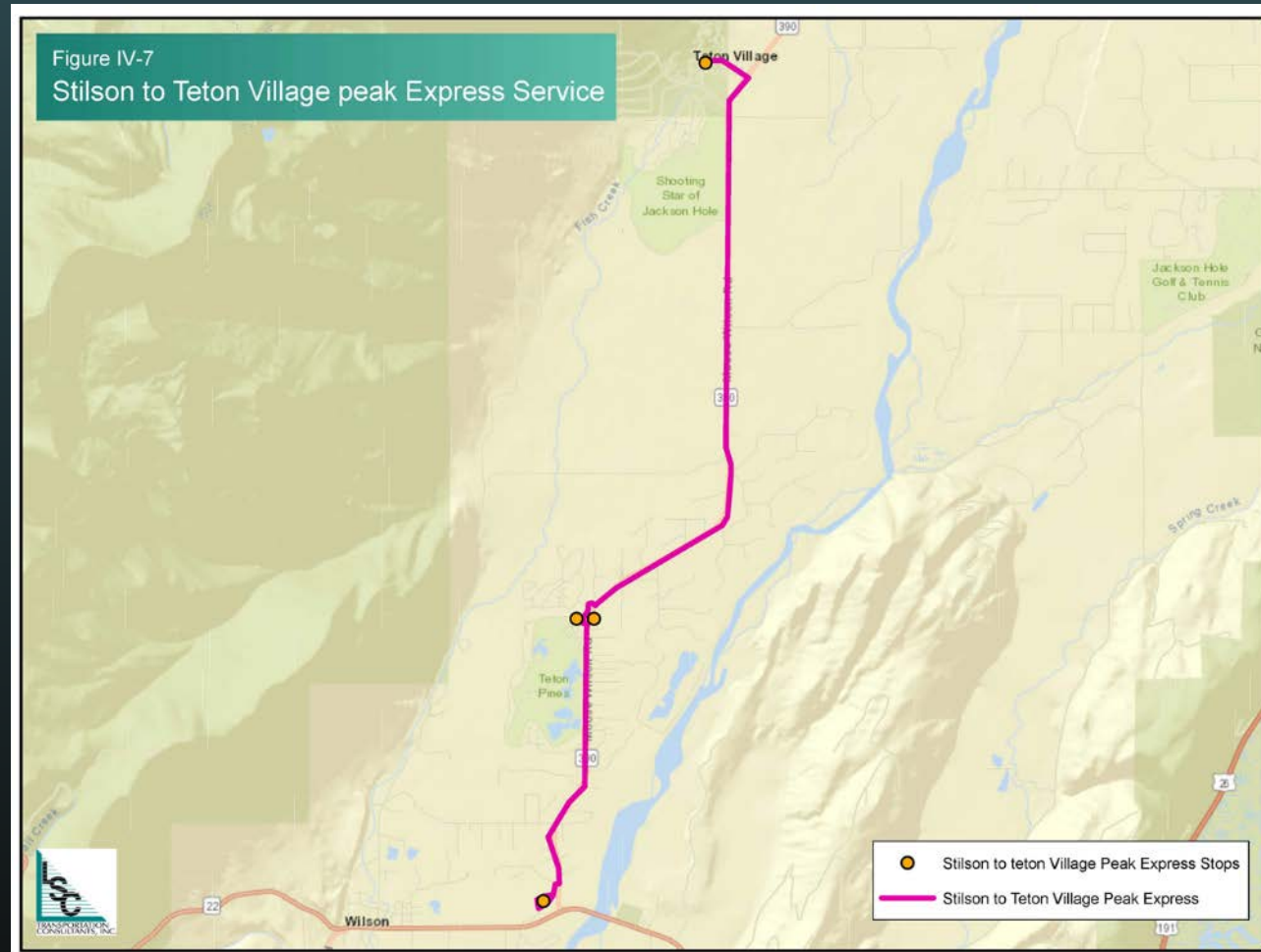
TV Express (downtown to Village)

- ◆ Changes
 - ◆ Fully express with only 2 stops
 - ◆ 10 min. peak freq.
 - ◆ Winter only



Stilson to TV Express

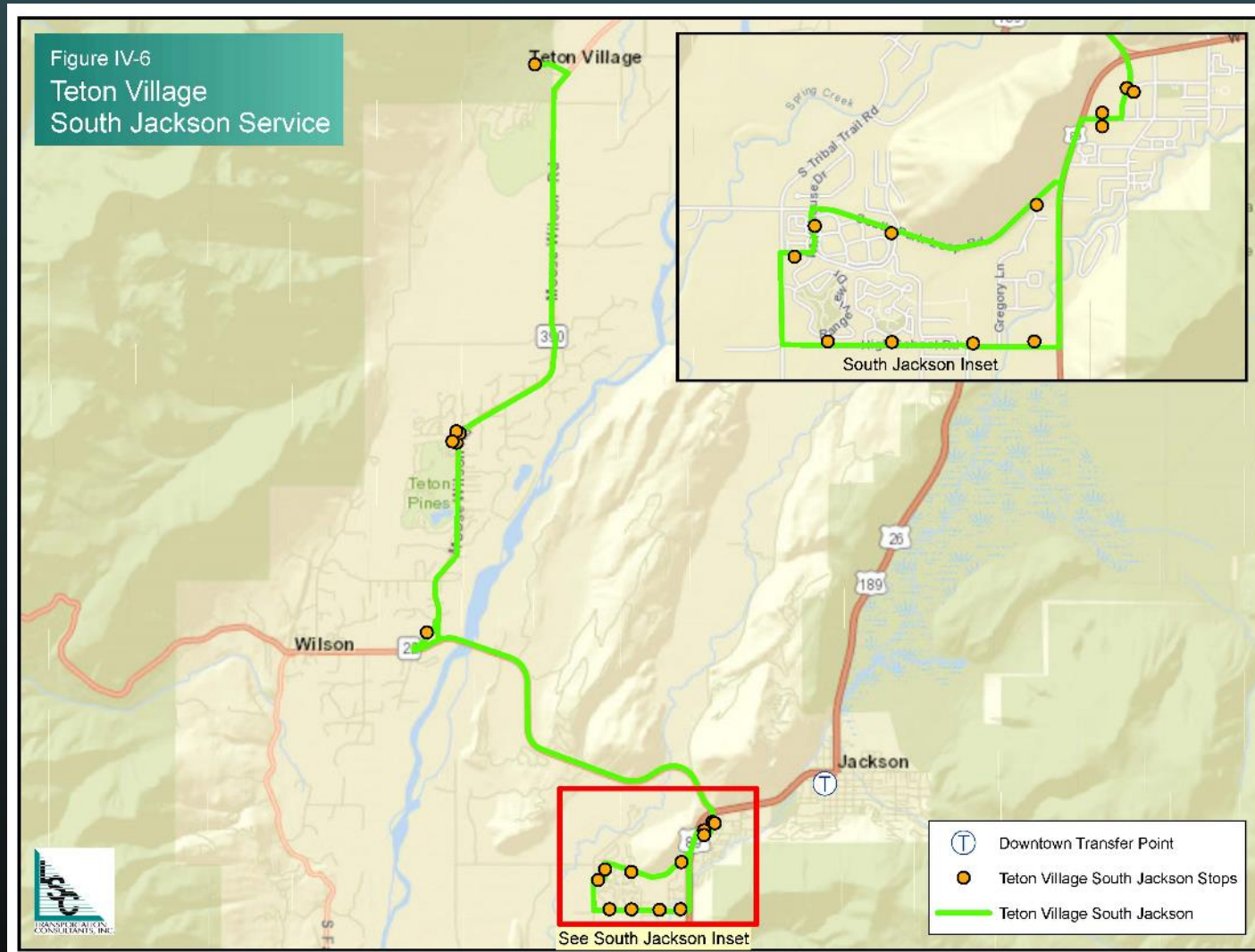
- ◆ Changes
 - ◆ None
- ◆ 15 min. freq.
- ◆ Morning and afternoon peak service
- ◆ Mid-Dec to end of Feb.



Teton Village – South Jackson

◆ Changes

- ◆ Extended to serve S. Park Loop
- ◆ 45 min. freq.
- ◆ 7a – 6p winter only



Star Valley commuter



Table IV-8: Schedule for Star Valley Commuter Route

Bus Stop		Eight roundtrips per weekday							
Towards Jackson (AM)	98 Etna / Star Valley Community Center	5:30 AM	6:15 AM	6:45 AM	7:15 AM	8:15 AM	X	X	X
	96 County Road 106 & Highway 89	5:35 AM	6:20 AM	6:50 AM	7:20 AM	8:20 AM	X	X	X
	94 Alpine / KJ's Super Store	5:45 AM	6:30 AM	7:00 AM	7:30 AM	8:30 AM	9:30 AM	10:30 AM	11:30 AM
	92 Hoback Market	6:10 AM	6:55 AM	7:25 AM	7:55 AM	8:55 AM	9:55 AM	10:55 AM	11:55 AM
	58 Broadway & Huff	6:25 AM	7:10 AM	7:40 AM	8:10 AM	9:10 AM	10:10 AM	11:10 AM	12:10 PM
	56 Kmart	6:27 AM	7:12 AM	7:42 AM	8:12 AM	9:12 AM	10:12 AM	11:12 AM	12:12 PM
	54 Buffalo Way & Alpine	6:28 AM	7:13 AM	7:43 AM	8:13 AM	9:13 AM	10:13 AM	11:13 AM	12:13 PM
	49 Lodge	6:30 AM	7:15 AM	7:45 AM	8:15 AM	9:15 AM	10:15 AM	11:15 AM	12:15 PM
	36 49er	6:33 AM	7:18 AM	7:48 AM	8:18 AM	9:18 AM	10:18 AM	11:18 AM	12:18 PM
	New Downtown Transfer Point	6:34 AM	7:19 AM	7:49 AM	8:19 AM	9:19 AM	10:19 AM	11:19 AM	12:19 PM
	18 Pearl & Jean	6:35 AM	7:20 AM	7:50 AM	8:20 AM	9:20 AM	10:20 AM	11:20 AM	12:20 PM
	14 Broadway & Gros Ventre	6:37 AM	7:22 AM	7:52 AM	8:22 AM	9:22 AM	10:22 AM	11:22 AM	12:22 PM
	10 Broadway & Stormy Cr. (Hospital)	6:38 AM	7:23 AM	7:53 AM	8:23 AM	9:23 AM	10:23 AM	11:23 AM	12:23 PM
Towards Alpine/Etna (PM)	11 St. John's Hospital	3:35 PM	4:35 PM	5:05 PM	5:35 PM	6:35 PM	7:35 PM	8:35 PM	9:35 PM
	15 Broadway & Gros Ventre	3:36 PM	4:36 PM	5:06 PM	5:36 PM	6:36 PM	7:36 PM	8:36 PM	9:36 PM
	19 Pearl & Jean	3:38 PM	4:38 PM	5:08 PM	5:38 PM	6:38 PM	7:38 PM	8:38 PM	9:38 PM
	New Downtown Transfer Point	3:39 PM	4:39 PM	5:09 PM	5:39 PM	6:39 PM	7:39 PM	8:39 PM	9:39 PM
	35 Pearl & Jackson	3:40 PM	4:40 PM	5:10 PM	5:40 PM	6:40 PM	7:40 PM	8:40 PM	9:40 PM
	50 Scott & Broadway	3:43 PM	4:43 PM	5:13 PM	5:43 PM	6:43 PM	7:43 PM	8:43 PM	9:43 PM
	53 Albertsons	3:45 PM	4:45 PM	5:15 PM	5:45 PM	6:45 PM	7:45 PM	8:45 PM	9:45 PM
	55 Hampton Inn	3:46 PM	4:46 PM	5:16 PM	5:46 PM	6:46 PM	7:46 PM	8:46 PM	9:46 PM
	57 Maverick	3:48 PM	4:48 PM	5:18 PM	5:48 PM	6:48 PM	7:48 PM	8:48 PM	9:48 PM
	92 Hoback Market	4:03 PM	5:03 PM	5:33 PM	6:03 PM	7:03 PM	8:03 PM	9:03 PM	10:03 PM
	94 Alpine / KJ's Super Store	4:28 PM	5:28 PM	5:58 PM	6:28 PM	7:28 PM	8:28 PM	9:28 PM	10:28 PM
	96 County Road 106 & Highway 89	4:38 PM	5:38 PM	6:23 PM	6:38 PM	7:38 PM	8:38 PM	9:38 PM	10:38 PM
	98 Etna / Star Valley Community Center	4:43 PM	5:43 PM	6:28 PM	6:43 PM	7:43 PM	8:43 PM	9:43 PM	10:43 PM

X = stop not served at this time

Source: LSC, 2020.

Teton Valley commuter

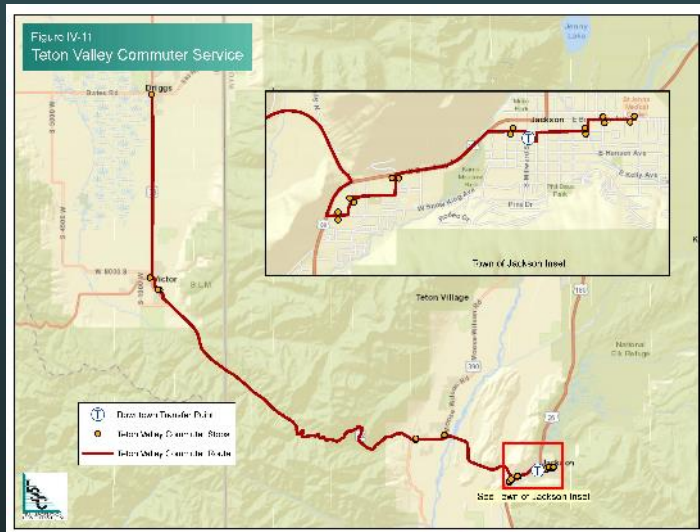


Table IV-9: Schedule for Teton Valley Commuter Route

Bus Stop		Eight roundtrips per weekday								
Towards Jackson (AM)	78	Driggs Community Center	5:30 AM	6:15 AM	6:45 AM	7:15 AM	7:45 AM	8:45 AM	X	X
	76	Victor Depot	5:42 AM	6:27 AM	6:57 AM	7:27 AM	7:57 AM	8:57 AM	X	X
	74	Victor Transit Center	5:46 AM	6:31 AM	7:01 AM	7:31 AM	8:01 AM	9:01 AM	10:01 AM	11:01 AM
	72	Wilson / Nora's	6:12 AM	6:57 AM	7:27 AM	7:57 AM	8:27 AM	9:27 AM	10:27 AM	11:27 AM
	70	Village Rd. Transit Center	6:15 AM	7:00 AM	7:30 AM	8:00 AM	8:30 AM	9:30 AM	10:30 AM	11:30 AM
	56	Kmart	6:25 AM	7:10 AM	7:40 AM	8:10 AM	8:40 AM	9:40 AM	10:40 AM	11:40 AM
	54	Buffalo Way & Alpine	6:26 AM	7:11 AM	7:41 AM	8:11 AM	8:41 AM	9:41 AM	10:41 AM	11:41 AM
	49	Lodge	6:28 AM	7:13 AM	7:43 AM	8:13 AM	8:43 AM	9:43 AM	10:43 AM	11:43 AM
	36	49er	6:31 AM	7:16 AM	7:46 AM	8:16 AM	8:46 AM	9:46 AM	10:46 AM	11:46 AM
	New	Downtown Transfer Point	6:32 AM	7:17 AM	7:47 AM	8:17 AM	8:47 AM	9:47 AM	10:47 AM	11:47 AM
	18	Pearl & Jean	6:33 AM	7:18 AM	7:48 AM	8:18 AM	8:48 AM	9:48 AM	10:48 AM	11:48 AM
	14	Broadway & Gros Ventre	6:34 AM	7:19 AM	7:49 AM	8:19 AM	8:49 AM	9:49 AM	10:49 AM	11:49 AM
	10	Broadway & Stormy Cr. (Hospital)	6:35 AM	7:20 AM	7:50 AM	8:20 AM	8:50 AM	9:50 AM	10:50 AM	11:50 AM
Towards Driggs (PM)	11	St. John's Hospital	3:35 PM	4:35 PM	5:05 PM	5:35 PM	6:35 PM	7:35 PM	8:35 PM	9:35 PM
	15	Broadway & Gros Ventre	3:36 PM	4:36 PM	5:06 PM	5:36 PM	6:36 PM	7:36 PM	8:36 PM	9:36 PM
	19	Pearl & Jean	3:37 PM	4:37 PM	5:07 PM	5:37 PM	6:37 PM	7:37 PM	8:37 PM	9:37 PM
	New	Downtown Transfer Point	3:38 PM	4:38 PM	5:08 PM	5:38 PM	6:38 PM	7:38 PM	8:38 PM	9:38 PM
	35	Pearl & Jackson	3:39 PM	4:39 PM	5:09 PM	5:39 PM	6:39 PM	7:39 PM	8:39 PM	9:39 PM
	50	Scott & Broadway	3:42 PM	4:42 PM	5:12 PM	5:42 PM	6:42 PM	7:42 PM	8:42 PM	9:42 PM
	53	Albertsons	3:44 PM	4:44 PM	5:14 PM	5:44 PM	6:44 PM	7:44 PM	8:44 PM	9:44 PM
	55	Hampton Inn	3:45 PM	4:45 PM	5:15 PM	5:45 PM	6:45 PM	7:45 PM	8:45 PM	9:45 PM
	70	Village Rd. Transit Center	3:55 PM	4:55 PM	5:25 PM	5:55 PM	6:55 PM	7:55 PM	8:55 PM	9:55 PM
	71	Wilson / Hungry Jack's	3:58 PM	4:58 PM	5:28 PM	5:58 PM	6:58 PM	7:58 PM	8:58 PM	9:58 PM
	74	Victor Transit Center	4:24 PM	5:24 PM	5:54 PM	6:24 PM	7:24 PM	8:24 PM	9:24 PM	10:24 PM
	76	Victor Depot	4:28 PM	5:28 PM	5:58 PM	6:28 PM	7:28 PM	8:28 PM	9:28 PM	10:28 PM
	78	Driggs Community Center	4:40 PM	5:40 PM	6:10 PM	6:40 PM	7:40 PM	8:40 PM	9:40 PM	10:40 PM

X = stop not served at this time

Source: LSC, 2020.

Future investments

Table IV-11: Future Service Investments

Service Description	Additional Peak Vehicles Required	Total Annual			Annual Operating Days	Annual Operating Cost	Annual Ridership	Cost per Passenger	Passengers per Rev Hour	
		Revenue - Miles	Revenue - Hours	Total Hours						
INVESTMENTS IN IMPROVEMENTS TO FINAL ROUTE PLAN										
Teton Village Express - Add Summer Service	Operate Teton Village Express during the summer, 8am-4pm 20-minute frequency	0	73,200	2,928	3,514	122	\$278,000	73,200	\$3.80	25.0
Stilson to Teton Village Peak Express - Expanded Hours	Operate Stilson to Teton Village Express all day 7:30am - 4:30p, filling in midday gap, with 15-minute frequency (mid-Dec to end of Feb)	0	38,808	693	832	77	\$66,000	20,790	\$3.17	30.0
Teton Village South Jackson - Add Summer Service	Operate the new route connecting Smiths in South Jackson to the Village during the summer, daily from 7am-6pm with 45-minute frequency.	0	46,116	2,562	3,074	122	\$243,000	56,364	\$4.31	22.0
Rafter J-Melody-South Park Route - Add Midday Service	Operate the new route connecting Melody Ranch and Rafter J with Jackson all day, filling in the midday gap so that 30-minute frequency runs from 6am to 6pm weekdays.	0	37,084	1,460	1,752	365	\$139,000	17,520	\$7.93	12.0
Commuter Routes - Add More Weekday Service	Add two more weekday roundtrips to both commuter routes.	2-4	85,608	1,305	1,566	261	\$129,000	15,660	\$8.24	12.0
Commuter Routes - Add Weekend Service	Add two roundtrips on Saturday and one roundtrip on Sunday to both commuter routes.	0	25,584	343	412	52	\$34,000	3,432	\$9.91	10.0
INVESTMENTS IN NEW SERVICES										
Airport Service	New route connecting the airport to Jackson with six roundtrips per day during the summer and winter seasons.	1	4,644	903	1,084	258	\$86,000	9,030	\$9.52	10.0
Grand Teton National Park Service	New route connecting the airport to Jackson with Moose and Jenny Lake in GTNP with five roundtrips per day in the summer only	2	5,124	915	1,098	122	\$87,000	7,320	\$11.89	8.0

Plan benefits

- ◆ Increased overall ridership by an estimated 60%
- ◆ More efficient and direct routing overall
- ◆ Higher frequency to maximize ridership
- ◆ Increased commuter and regional services
- ◆ Connections between key destinations with transit travel times that are competitive with personal auto travel time
- ◆ Reduced Vehicle Miles Traveled (VMT) within Teton County, WY
- ◆ Smaller vehicles with lower neighborhood impact for East Jackson

Thank you!

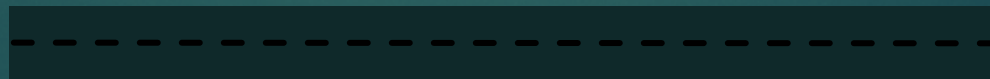
◆ Final report will be posted on the project website:

lsctrans.com/start

◆ JIM presentation May 4th

February 2020 Vehicle Occupancy Survey

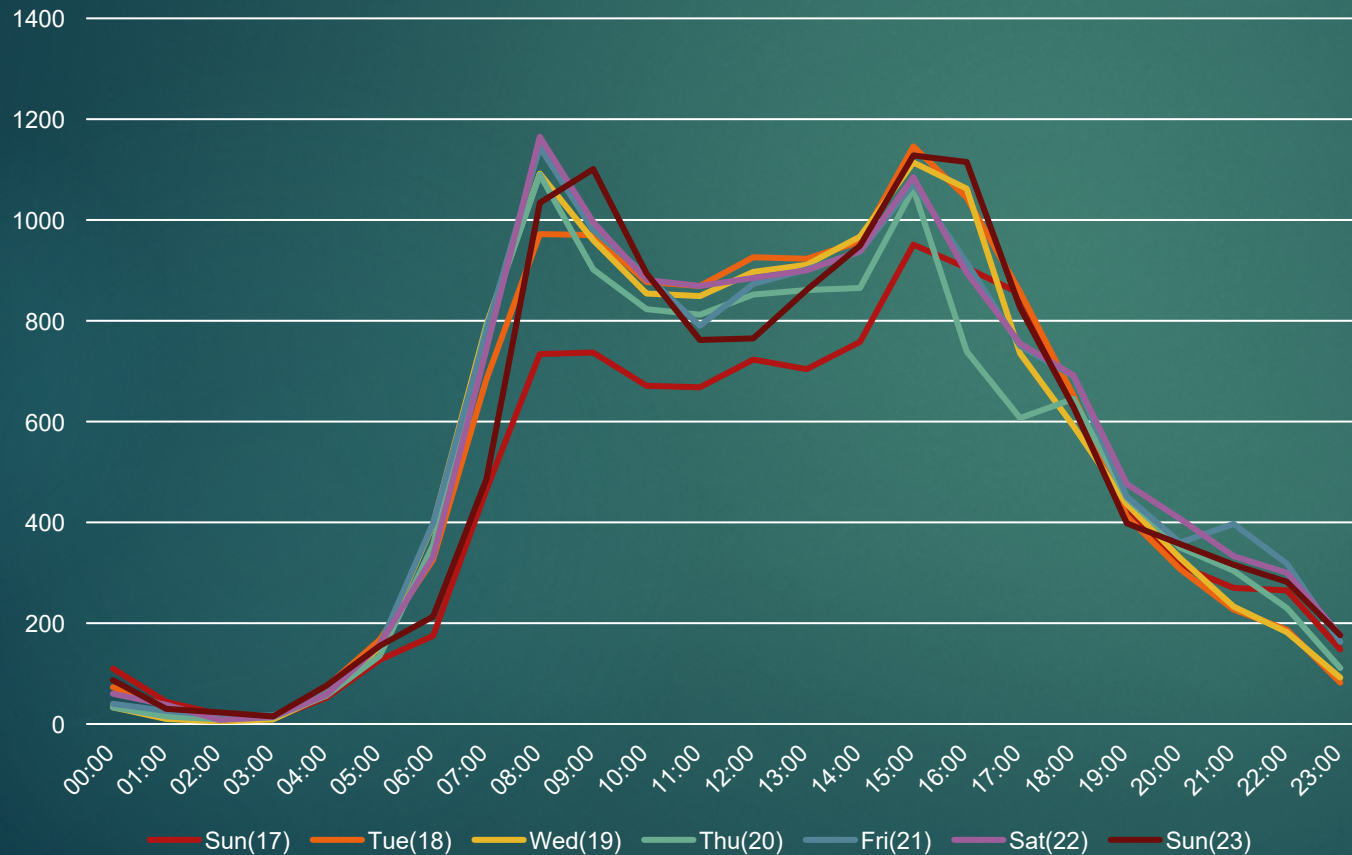
- ◆ Vehicle occupancy survey is a priority for implementing next steps in the Integrated Transportation Plan (ITP)
- ◆ Peak season survey needed in February and July
- ◆ Coordinated with WYDOT, Teton County, Town of Jackson & START
- ◆ Survey design help from Darin Kaufman (WYDOT) and Sean McAtee (Cambridge Systematics)
- ◆ Survey on Wednesday 2/26, Thursday 2/27 and Saturday 2/29
- ◆ Three locations – Hwy 22 at the “Y”, Hwy 390 North of Hwy 22, Hwy 22 West of Hwy 390
- ◆ 38 Volunteers!



- 
- ◆ Data helps inform Bus Rapid Transit (BRT) and High Occupancy Vehicle Lane (HOV) analysis for Hwy 22
 - ◆ Focus on Hwy 22 between the “Y” and Hwy 390
 - ◆ Coordinated with 2019 transit priority study by Kimley Horn for WYDOT Hwy 390/22 and Snake River Bridge Project
 - ◆ BRT/HOV Lane concept identified in the adopted 2015 Integrated Transportation Plan
 - ◆ Focus on ‘people moving capacity’ vs. vehicle capacity = reduced VMT and carbon footprint

Good Data = Informed Decisions

WY 22 West of 390
Feb 17-23, 2019
Hourly Counts



Page 1 of 1

Location: Y 16th & 390 Date: 2/16/2019 Direction of Travel: WY 22 West Start Time: 7:00 AM End Time: 6:00 PM Counting every 5th car Recorder Name: Alex Guevara 693-4509

Person Per Vehicle	Counts	Totals
1 (Driver only)		Vehicles
		People
2		Vehicles
		People
3		Vehicles
		People
4		Vehicles
		People
5		Vehicles
		People
6		Vehicles
		People
7		Vehicles
		People
8 + Van/Shuttle		Vehicles
		People
Bus		Vehicles

Total Vehicles Including Vans: Total Buses: Total Occupants: Average Persons per Vehicle:

Page 1 of 1

Location: Y 16th & 390 Date: 2/16/2019 Direction of Travel: WY 22 West Start Time: 7:00 AM End Time: 6:00 PM Counting every 5th car Recorder Name: Alex Guevara 693-4509

Person Per Vehicle	Counts	Totals
1 (Driver only)		Vehicles
		People
2		Vehicles
		People
3		Vehicles
		People
4		Vehicles
		People
5		Vehicles
		People
6		Vehicles
		People
7		Vehicles
		People
8 + Van/Shuttle		Vehicles
		People
Bus		Vehicles

Total Vehicles Including Vans: Total Buses: Total Occupants: Average Persons per Vehicle:

Date:	Wednesday, February 26, 2020					
Time Period:	7:00 am to 10:00 am					
Location:	Hwy 22 West of Broadway		Hwy 390 north of Hwy 22		Hwy 22 West of Hwy 390	
Expanded Counts	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound
1 Occupant	1,760	1,720	1,275	585	580	1,125
2 Occupant	590	395	465	235	355	455
3 Occupant	70	60	75	10	60	100
4 Occupant	10	25	10	0	25	40
5 Occupant	0	0	5	0	0	5
6 Occupant	0	0	0	0	0	5
7 Occupant	0	0	0	0	0	0
8+ Van	9	12	17	15	8	0
Bus	40	44	28	36	14	4
Total Autos [a]	2,430	2,200	1,830	830	1,020	1,730
Total Vehicles [b]	2,479	2,256	1,875	881	1,042	1,734
Total vehicles from WYDOT counters	2,178	2,061	No Data	No Data	832	1,889
People in Autos [a]	3,190	2,790	2,495	1,085	1,570	2,550
Total People [b]	5,222	3,414	4,003	1,637	2,320	2,746
Avg Auto Occ [a]	1.31	1.27	1.36	1.31	1.54	1.47
Total SOV	1,760	1,720	1,275	585	580	1,125
Total HOV (2+) [a]	670	480	555	245	440	605
Total HOV (3+) [a]	80	85	90	10	85	150
% HOV (2+) [a]	28%	22%	30%	30%	43%	35%
% HOV (3+) [a]	3%	4%	5%	1%	8%	9%
% of people in Transit	39%	18%	38%	34%	32%	7%
[a] Includes estimated occupancy for busses, shuttlese, and vans						

Date:	Thursday, February 27, 2020					
Time Period:	2:00 pm to 5:00 pm					
Location:	Hwy 22 West of Broadway		Hwy 390 north of Hwy 22		Hwy 22 West of Hwy 390	
Expanded Counts	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound
1 Occupant	1,725	1,820	920	1,300	1,025	755
2 Occupant	360	630	350	440	350	240
3 Occupant	90	115	25	115	60	35
4 Occupant	30	5	10	85	10	5
5 Occupant	10	10	0	10	5	0
6 Occupant	10	0	0	20	0	0
7 Occupant	0	0	0	0	0	0
8+ Van	3	1	2	3	0	2
Bus	52	39	21	34	22	7
Total Autos [a]	2,225	2,580	1,305	1,970	1,450	1,035
Total Vehicles [b]	2,280	2,620	1,328	2,007	1,472	1,044
Total vehicles from WYDOT counters	2,145	2,450	No Data	No Data	1,580	1,061
People in Autos [a]	2,945	3,495	1,735	3,035	1,970	1,360
Total People [b]	3,593	5,414	2,003	4,725	3,048	1,719
Avg Auto Occ [a]	1.32	1.35	1.33	1.54	1.36	1.31
Total SOV	1,725	1,820	920	1,300	1,025	755
Total HOV (2+) [a]	500	760	385	670	425	280
Total HOV (3+) [a]	140	130	35	230	75	40
% HOV (2+) [a]	22%	29%	30%	34%	29%	27%
% HOV (3+) [a]	6%	5%	3%	12%	5%	4%
% of people in Transit	18%	35%	13%	36%	35%	21%

Date:	Saturday, February 29, 2020					
Time Period:	2:00 pm to 5:00 pm					
Location:	Hwy 22 West of Broadway		Hwy 390 north of Hwy 22		Hwy 22 West of Hwy 390	
Expanded Counts	Westbound	Eastbound	Northbound	Southbound	Westbound	Eastbound
1 Occupant	970	1,125	755	860	675	605
2 Occupant	665	900	480	780	370	265
3 Occupant	75	240	25	190	55	30
4 Occupant	40	85	20	90	5	15
5 Occupant	5	5	0	5	5	5
6 Occupant	0	0	0	0	0	5
7 Occupant	0	0	0	0	0	0
8+ Van	6	13	13	5	0	0
Bus	37	32	24	33	15	0
Total Autos [a]	1,755	2,355	1,280	1,925	1,110	925
Total Vehicles [b]	1,798	2,400	1,317	1,963	1,125	925
Total vehicles from WYDOT counters	1,867	2,324	1,288	1,888	1,222	893
People in Autos [a]	2,710	4,010	1,870	3,375	1,625	1,340
Total People [b]	3,202	5,682	2,262	5,032	1,805	1,340
Avg Auto Occ [a]	1.54	1.70	1.46	1.75	1.46	1.45
Total SOV	970	1,125	755	860	675	605
Total HOV (2+) [a]	785	1,230	525	1,065	435	320
Total HOV (3+) [a]	120	330	45	285	65	55
% HOV (2+) [a]	45%	52%	41%	55%	39%	35%
% HOV (3+) [a]	7%	14%	4%	15%	6%	6%
% of people in Transit	15%	29%	17%	33%	10%	0%
[a] Excludes busses, shuttles, and vans						
[a] Includes estimated occupancy for busses, shuttlese, and vans						

BRT and HOV Examples



Next Steps...

- Merge data into county traffic model and ITP Update
- Transmit to WYDOT to help inform future Hwy. 22 NEPA Alternative Planning
- Present to START, Town and County Leaders
- “HOV and BRT 101” Workshop?
- Expedite WYDOT Highway 22 NEPA Planning?
- BUILD Grant supporting data
- Perform summer survey in July – Volunteers needed



STAFF Report

Meeting Date:	November 21, 2024	Meeting Title:	Regular meeting
Submitting Department:	START	Presenter:	Bruce Abel, Transit Director
Agenda Item:	Agreement with TMD	Public Comment:	Yes

Purpose & Policy Consideration

The purpose of this item is to request START Board approval of the attached agreement with Transportation Management and Design (TMD) for the preparation of a Five (5) Year Strategic Transit Development Plan (TDP) and Comprehensive Fare Study for START.

Requested Action:

Staff requests that the START Board of Directors authorize the START Chair to execute the attached agreement with TMD for the preparation of a Five (5) Year Strategic Transit Development Plan (TDP) and Comprehensive Fare Study for START.

Recommendation:

START staff recommends that the START Board authorize The START Chair to execute the attached agreement between START and TMD for the preparation of a Five (5) Year Strategic Transit Development Plan (TDP) and Comprehensive Fare Study for START.

Background:

The START Board previously approved the staff recommendation to enter into contract negotiations with TMD for TMD to prepare a Five (5) Year Strategic Transit Development Plan (TDP) and Comprehensive Fare Study for START. This approval was given at the October 24, 2024 START Board meeting and was the result of START's issuance of RFP # 2024-1 on September 3, 2024. START staff and legal counsel have negotiated the attached Agreement for Professional Services between Transportation Management and Design (TMD) and START for Board consideration.

Financial Impact:

The approved FY 2025 START Budget includes funding in the amount of \$120,00 for the preparation of a five year transit development plan (TDP) to update the 2020-2025 START Route Plan that was prepared in 2019. The approved FY 25 budget also includes \$20,000 for the conduct of a customer survey and \$20,00 for the preparation of a comprehensive analysis of START's fare policy and rates. This total budget of \$160,000 for all tasks is being supplemented by a \$25,000 contribution from the Regional Transportation Planning Administrator's budget for total project budget of \$185,000 to address all tasks. The proposed fee of \$174,220 to address all tasks listed above is within the budget established for the conduct of the TDP and Comprehensive Fare Study.

SUGGESTED MOTION:

I move that the START Board of Directors authorize the START Board Chair to execute the attached agreement between START and Transportation Management and Design (TMD) for the preparation of a Five (5) Year Strategic Transit Development Plan (TDP) and Comprehensive Fare Study for START.

Prepared by: Bruce Abel, Transit Director

**AGREEMENT FOR PROFESSIONAL SERVICES BETWEEN
SOUTHERN TETON AREA RAPID TRANSIT
AND
TRANSPORTATION MANAGEMENT AND DESIGN, INC.**

The Agreement For Professional Services Between Southern Teton Area Rapid Transit and Transportation Management and Design, Inc. ("Agreement"), made this _____ day of _____, 2024 (Effective Date"), by Southern Teton Area Rapid Transit ("START") and Transportation Management and Design, Inc. ("TMD or Contractor"), for the purpose of providing service related to the START Strategic 5-Year Transit Development Plan and Comprehensive Fare Study to be conducted by TMD for START.

1. Employment of Contractor

TMD warrants and represents that it has the necessary skill, qualifications, licenses and resources to perform the services requested and required. START hereby agrees to engage TMD and TMD hereby agrees to perform the services hereinafter set forth.

2. Preliminary Dispute Resolution

In the event of a dispute arising out of or relating to this Agreement or the services to be rendered hereunder, START and TMD (the "parties") agree that within 60 days of an incident giving rise to a dispute, they first shall attempt to resolve the dispute through informal negotiations directly between the appropriate representatives of each party.

3. Scope of Service

TMD shall perform and carry out in a quality professional manner the services described in the Scope of Work set forth in Exhibit A, attached hereto and made a part hereof by this reference.

4. Estimated Cost, Fixed Fee and Payments

The maximum fee under this Agreement is \$174,220.54 which amount shall not be exceeded without prior written approval of START, in the form of a duly executed amendment or change order to this Agreement. TMD will submit billings to START monthly pursuant to Exhibit A. Billings shall include actual itemized costs incurred directly attributable to TMD's work for START. Subject to the terms of this Agreement and TMD's compliance with its terms, START will pay undisputed invoiced amounts within thirty (30) days of receipt. The parties agree that all invoices must be submitted by TMD to START within ninety (90) days of the date costs are incurred. Additional costs for items not anticipated or included in Exhibit A of this Agreement will be paid for by START only if TMD acquired START's written consent prior to incurring the costs.

5. Service and Materials to be furnished by START.

START shall furnish TMD with all available information, date, and material necessary and pertinent to the execution of the Agreement.

6. General Provisions

- A. Non-collusion - TMD guarantees that the Proposal submitted is not a product of collusion with any other Proposer and no effort has been made to fix the Proposal price of any Proposer or to fix any overhead, profit or cost element of any Proposal price.
- B. Noncompliance - In the event of TMD's noncompliance with the nondiscrimination/DBE provisions of any resultant contract, START shall impose such contract sanctions as it may determine to be appropriate, including, but not limited to:

- 1) withholding of payments under the Agreement until TMD complies, and/or cancellation, termination, or suspension of the Agreement, in whole or in part.
- C. Omissions - Notwithstanding the provision of technical specifications, or other data by START, TMD shall have the responsibility of supplying all material and data required to make the service complete, even though such details may not be specifically mentioned in the scope of work and/or specifications.
- D. Modifications - START may at any time, by written order, make changes within the general scope of this Agreement. If any such change causes an increase or decrease in TMD's cost or time required to perform any part of the work under this Agreement, any adjustment shall be made in the price or schedule, or both, through a formal written amendment provided.
- E. Unavoidable Delays - If the completion of service under this Agreement should be unavoidably delayed, START may, but is not required, to extend the time for completion of the Agreement for the determined number of days of excusable delay. A delay is unavoidable only if the delay was not reasonably expected to occur in connection with or during TMD's performance, and was not caused directly or substantially by acts, omissions, negligence, or mistakes of TMD, TMD's suppliers, or their agents, and was substantial and in fact caused TMD to miss delivery dates, and could not adequately have been guarded against by contractual or legal means.
- F. Notification of Delays - TMD shall notify START within 5 calendar days when TMD has, or should have knowledge, of an event which will delay service. The notice shall be in writing and shall furnish as much detail as is available. START shall examine the request and any documents supplied by TMD and determine if TMD is entitled to an extension and duration of such extension. START shall notify TMD of the decision in writing.
- G. Disputes - In any dispute concerning a question of fact arising under this Agreement, the decision of START shall be final.
- H. Communications - Communications in connection with this Agreement shall be in writing and shall be delivered personally; by email, or by registered or certified mail, addressed to the officer(s) or employee(s) of START and of TMD personnel designated to receive such communications. Telephone calls may be used to expedite communications, but shall not be the official means of communication unless confirmed in writing.
- I. Media Releases - All publicity releases or releases of reports, papers, articles, maps, or other documents in any way concerning this Agreement or the work here under, which TMD or any of its subcontractors' desires to make for purposes of publication in whole or in part, shall be subject to approval by START prior to release.
- J. Taxes - Unless otherwise indicated, the prices shown shall not include taxes of any kind.
- K. Entire Agreement – The parties agree that this Agreement, including all Exhibits hereto, reflects the entire agreement between the parties as to the subject matter hereof, and no amendment of such Agreement shall be effective unless in writing and signed by both parties.
- L. Binding Effect – This Agreement shall be binding upon and inure to the benefit of the parties hereto, their heirs, legal representatives, successors, and permitted assigns unless voluntarily terminated upon written agreement by the parties, or their heirs, legal representatives, successors, and permitted assigns'.
- M. Additional Documents and Acts – Each party agrees to execute and deliver such additional documents and instruments and to perform such additional acts as may be necessary or appropriate to effectuate, carry out, and perform all of the terms, provisions, and conditions of this Agreement and the transactions contemplated hereby.
- N. Counterparts; Electronic Signatures – This Agreement may be executed simultaneously in two or more

counterparts, each of which shall be deemed an original and all of which, when taken together, constitute one and the same document. The signature of any party to any counterpart shall be deemed a signature to, and may be appended to, any other counterpart. Counterparts may be delivered via electronic mail (including pdf or any electronic signature complying with the federal ESIGN Act of 2000, e.g., www.docusign.com) or other transmission method, and any counterpart so delivered shall be deemed to have been duly and validly delivered and be valid and effective for all purposes. At the request of either party, each party agrees to execute an original of this Agreement as well as any facsimile or other reproduction hereof.

- O. **Governing Law** – This Agreement shall be construed, performed, and enforced in accordance with, and governed by, the laws of the State of Wyoming, without giving effect to the principles of conflict of laws thereof. The parties hereto irrevocably elect as the sole judicial forum for the adjudication of any matters arising under or in connection with this Agreement, and consent to the jurisdiction of, the courts of the County of Teton, State of Wyoming, or the United States of America for the District of Wyoming. This Agreement was negotiated by both parties hereto. As such, it shall not be construed against or in favor of any party by virtue of which party drafted it or any portion thereof.
- P. **Governmental Immunity** – START and the Town of Jackson, Wyoming do not waive their governmental immunity by entering into or seeking to enforce this Agreement, and both fully retain all immunities and defenses provided by law with respect to any action based on or occurring as a result of this Agreement.

7. Limitation of Cost

- A. Except as required by other provisions of this Agreement specifically citing and stated to be an exception from this clause, START shall not be obligated to reimburse TMD for costs incurred in excess of the maximum cost set forth in Section 4 unless and until START shall have notified TMD in writing that such cost has been increase and shall have specified in such notice a revised cost which shall thereupon constitute the maximum cost of performance of this Agreement. In the absence of the specified notice, START shall not be obligated to reimburse TMD for any costs in excess of the cost set forth in Section 4, whether those excess costs were incurred during the course of the Agreement or as a result of termination. When and to the extent that the cost set forth in Section 4 has been increased, any costs incurred by TMD in excess of the cost prior to such increase shall be allowable to the same extent as if such costs had been incurred after the increase; unless START issues a termination or other notice and directs that the increase is solely for the purpose of covering termination or other specific expenses.
- B. Change orders issued pursuant to the Changes clause of this Agreement shall not be considered an authorization to TMD to exceed the estimated cost set forth in Section 4 in the absence of a statement in the change order, or other Agreement modification, increasing the estimated cost.

8. Changes

- A. The parties hereto agree that any modification or change in any aspect of this Agreement must be accomplished in writing and signed by both parties before it binds the parties.
- B. Schedule extensions that do not increase cost supported by appropriate documentation submitted by TMD may be granted by START to TMD through unilateral written action which fully specifies the revised Period of Performance and report delivery dates.

9. Insurance and Indemnity

- A. TMD shall acquire and keep in force workers' compensation insurance coverage, employer's liability, professional liability and comprehensive general liability insurance coverage in at least the following amounts:
 - 1) Workers' Compensation, in accordance with the Compensation Laws of the state where any of

TMD's employees may be found

- 2) General Liability, \$1,000,000 including coverage for bodily injury and property damage
- 3) Automobile Liability
 - a. Bodily Injury or Death, \$1,000,000 each occurrence and aggregate.
 - b. Property Damage, \$1,000,000 each occurrence and aggregate.

- B. Such insurance shall be occurrence based and shall include contractual liability coverage applicable to the indemnity provisions of this Agreement.

START shall be named an additional insured on TMD's policies of insurance for the duration of this Agreement and TMD shall provide START a copy of the endorsement as evidence of additional insured status. Such insurance shall be primary and non-contributory with any insurance maintained by START; not contain a "cross liability" or any exclusion that would bar coverage for claims between or among insureds; and contain a waiver of subrogation against START.

- C. TMD and any and all of its Subcontractors shall hold harmless, indemnify and defend START and the Town of Jackson, Wyoming and each of their officers, agents, and employees from any and all expenses, claims, losses or damages to any person, including TMD's employees, arising out of or related to TMD's or its Subcontractor's obligations or performance under this Agreement.

10. Termination

- A. Termination shall be as set forth in Exhibit B.

11. Attorney Fees

In the event it becomes necessary for either party to this Agreement to retain an attorney to enforce any of the terms or conditions of this Agreement, prevailing party shall be entitled to reasonable attorney's fees and costs.

12. Ownership of Documents

TMD agrees that all data and materials produced by it under this Agreement shall be the property of START and in no way be deemed the property of TMD, but TMD shall have full rights to use any of the data and materials produced under this agreement.

13. Contacts

Unless otherwise herein specified, all written notices, amendments and official correspondence concerning this Agreement shall be made between START and TMD at the following addresses:

For the Southern Teton Area Rapid Transit:

Southern Teton Area Rapid Transit (START)
Attn: Clerk
clerk@jacksonwy.gov
PO Box 1687
55 Karns Meadow Drive
Jackson, WY 83001

For Transportation Management and Design, Inc.

China Langer President
Transportation Management & Design, Inc.
clanger@tmdimc.net
2701 Loker Ave. West Ste. 110
Carlsbad, CA 92010

14. FTA Required Clauses

Federal Transit Authority required federal clauses are set forth in Exhibit B of this Agreement, attached hereto and made a part hereof by this reference.

SOUTHERN TETON AREA RAPID TRANSIT

BY: _____

Title: START Board Chair _____

DATE: _____

ATTEST:

BY: _____

Title: START Board Secretary

Date: _____

TRANSPORTATION MANAGEMENT & DESIGN, INC

BY: _____

Title: _____

DATE: _____

Scope of Work

The details of the task follow the task list and content from the Request for Proposals. These tasks present a flow of the Transit Development Plan (TDP) that supports collection of data, development of alternatives, evaluation of alternatives, and creating a final plan for the Southern Teton Area Rapid Transit (START).

Task 1: Kickoff Meeting & Ongoing Project Management

TMD will begin the project by holding a virtual kick-off meeting with START staff to help inform the overall project goals and expectations. TMD will submit an initial data request list prior to the meeting along with the meeting agenda. The meeting will address the following key topics:

- Project expectations, goals, objectives, and outcomes to reach agreement and understanding of these important overarching project elements.
- Coordination and communication protocols and data needs, including discussion of TMD's proposed data share site which is Microsoft Teams. This tool will allow the START and TMD to seamlessly communicate, transfer files, and review project deliverables.
- The project schedule includes a month-by-month outlook detailing key milestone dates for deliverable submission and task completion.
- Plans for regular bi-weekly team meetings, including scheduling, attendees, and agenda and minutes development.
- Formation of the Project Advisory Committee (PAC).
- Identification of key project stakeholders and develop a draft strategy for stakeholder engagement.

TMD will use bi-weekly check-in calls to document the project progress and resolve any issues that develop. A draft agenda will be sent to the START ahead of the meeting, and minutes will be provided within five business days following the meeting. TMD proposes to host these meetings using Microsoft Teams. The TMD project manager is of course always available via call or email between these emails as needed.

Each month, TMD will submit an invoice and progress report that documents work performed for the specified period.

Overall, TMD understands that clear communication is integral to the success of any project. The project manager will ensure that both internal and external communication is of the highest priority throughout the project. We work hard to identify any potential issues early on so the study process is not impacted and can be completed on time and on budget.

Deliverables: Data request list, updated project schedule, final work plan, draft stakeholder engagement strategy, PAC membership, bi-weekly check-in meeting agendas and minutes; and monthly invoices and progress reports.

Task 2: Identify Project Goals and Objectives

During the kickoff meeting a discussion of project goals and objectives will occur. This will be further discussed with the PAC for approval and documentation as part of the TDP process. The goals and objectives need to be concise, meaningful, and measurable statements that will be used in evaluating service alternatives. Goals and objectives could be along the lines of an increase in service coverage, increase in service frequency, or route directness for example. Other goals and objectives would deal with overarching goals such as equity and/or environmental goals. The goals and objectives should also be inclusive of all aspects of START's operation including fares and administration.

In order to collaborate with the PAC, the discussion of goals and objectives will include a presentation of draft goals and objectives. This will facilitate discussion of goals and objectives by giving the PAC potential goals and objectives to react to. This will be the first contact point between the study and the PAC and the PAC's input will provide guidance, through the framing of the goals and objectives, to the direction of the study.

Deliverables: Goals and objective PowerPoint presentation and any other presentation materials developed, draft goals and objectives statement, and final goals and objectives statement.

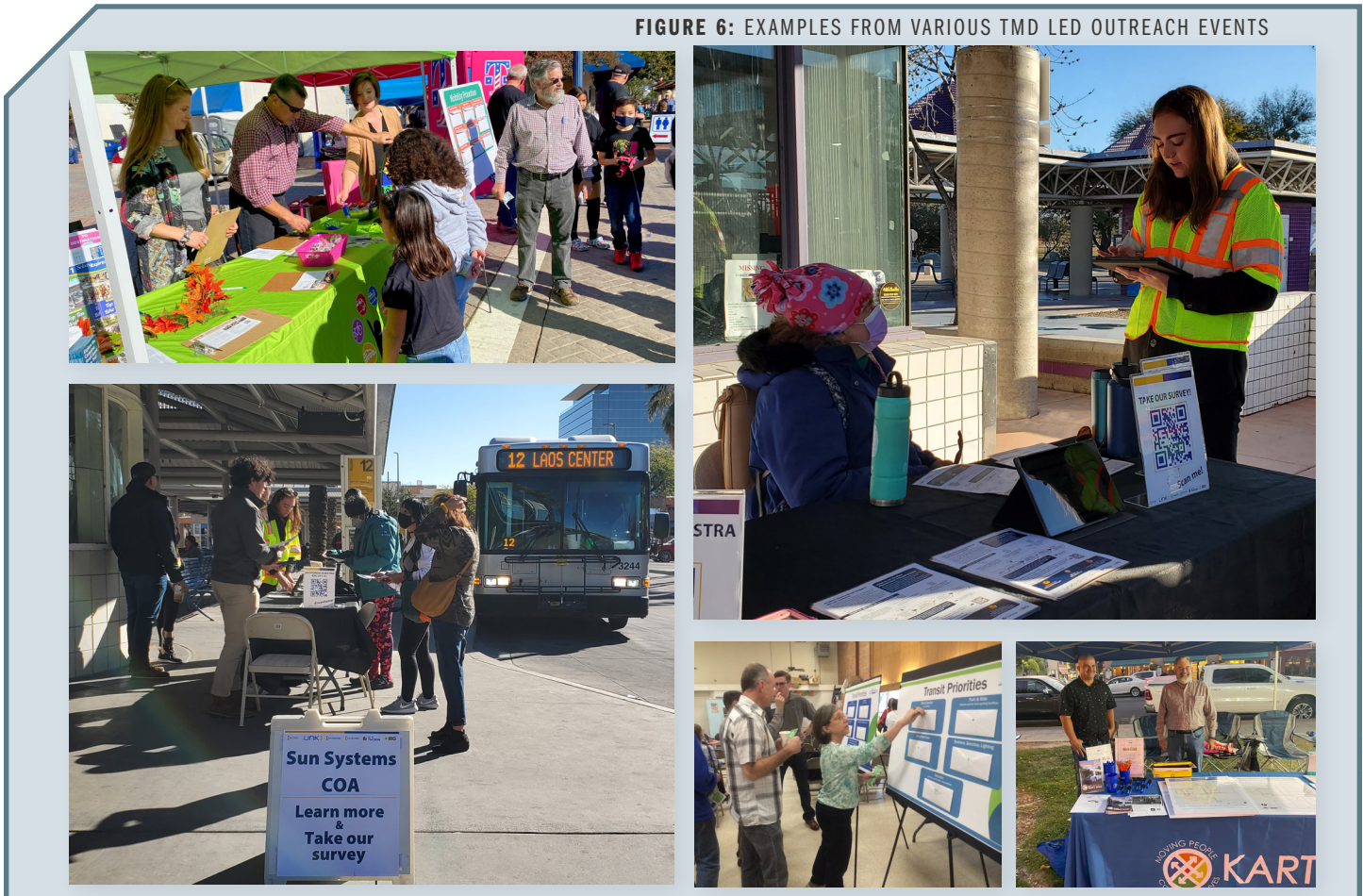
Task 3: Public Engagement and Community Outreach

TMD recognizes that a strong public involvement process is critical to a successful project outcome. This includes community and stakeholder-based data gathering and interaction early in the process to ensure that the ultimate plan is oriented around existing conditions, aligns with community needs, and has community support. Overall, the community engagement strategies executed will strive to generate strong public and stakeholder support and buy-in. Key information to be collected through these efforts includes barriers to use, travel patterns and behaviors, and inform recommendations for an improved transit network from the community and user perspective. It is also critical that stakeholders and the community at large have opportunities to review and comment once recommendations are developed to assure that they meet community needs.

TMD will develop a targeted Public and Stakeholder Involvement Plan containing proposed stakeholders, groups, outreach formats, and proposed meeting dates in alignment with project goals, objectives, and milestones within the study. The Public Involvement Plan will be finalized once input has been received from project team staff. In addition to outreach strategies that will be used, the Involvement Plan will include a meeting schedule, details regarding the project website (including proposed technology and additions), and how the outreach will be documented. Most importantly, the developed Public and Stakeholder Involvement Plan will provide stakeholders and the public with multiple ways to participate and ensure everyone knows how and when they will be engaged.

TMD's toolbox of outreach strategies proven to be successful include regular interaction with staff and PAC, stakeholder interviews, "meeting in a box", "pop-up" events, open house community workshops, and a variety of online tools. We propose to use a combination of the following elements, which can be narrowed down based on input from the project team during the kick-off meeting. Each of these elements can be employed throughout Teton County, as appropriate.

FIGURE 6: EXAMPLES FROM VARIOUS TMD LED OUTREACH EVENTS



Stakeholder Interviews

Key stakeholders will be interviewed on transit concerns and issues. Insight gleaned from interviews will be used to establish existing community conditions and will serve as a foundation to the alternatives developed. The project team would work with the START during the kick-off meeting to identify the full list of potential stakeholders. These potentially include representatives of local city and county governments, resort operators, medical centers, senior centers, major employers, law enforcement bodies, low-income housing organizations, school districts and other stakeholders as identified. It has been our experience that meeting with like groups together (e.g., healthcare providers or social and supportive organizations) is particularly effective as the participants feed off of each other's comments providing a much fuller picture of needs and concerns.

Open House Community Meetings

Traditional in-person Open House meetings provide great opportunities for the community to learn about the project and interact directly with the project team, but it is often difficult for people to take time to participate. TMD proposes that this may be the best approach to reaching out to neighborhoods or other target communities. If possible, these meetings should be hybrid providing an online opportunity for those who can't or choose not to attend in person. These meetings could utilize a come-and-go type format, allowing people to drop by any time during the meeting, view project information, participate in surveys or other interactive engagement tools, and speak to project and consultant team staff on a one-on-one basis.

Virtual Meetings

To expand the reach of the public engagement efforts, TMD could also host a series of virtual open houses to coincide with the timing of the community meetings. Alternatively, if deemed possible and feasible, meetings could be hybrid allowing individuals to attend in person or virtually. A presentation would be developed that highlights key concepts and findings (based on the timing of the meeting within the project schedule) and would allow for interaction between the project team and participants to discuss issues and ideas, similar to what would occur during the in-person event. TMD would work with START staff to provide access links on agency websites, as well as alternative advertising methodology.

"Transit Talks" or "Pop Up" Sessions

Because attendance at general public meetings can be sparse, TMD proposes to set up "transit talks" or "pop-up" sessions at significant ridership or key community locations or festivals/events. These sessions help to extend the "reach" of the project, as they do not require special meetings and are not limited to specific groups of people. These pre-scheduled and advertised "go to them" sessions are especially useful at the beginning of the project, when the focus is on assessing the transit needs and goals of the community and "getting the word out" for the project.

Project StoryMap

New online tools have made it easier for people to view project information than ever before. TMD can build an online ArcGIS StoryMap that will function as a project website and include project information and other relevant data. Rather than posting static maps, StoryMap provides an interactive experience, allowing the community to zoom in and out of maps and click on stops, routes, and census tracts, to learn about underlying data. This provides much greater transparency into the planning process and helps people better understand the ultimate project recommendations. The StoryMap will be updated throughout the course of the project with new relevant information, ultimately sharing the draft plan. The StoryMap will also be a tool used to "close the loop" and demonstrate how the feedback collected from the public through the "Transit Talks," public meetings, and online meetings informed the development of the draft plan.

**FIGURE 7:
EXAMPLE
STORYMAP**



“Meeting in a Box”

For other local groups which may be difficult to schedule interviews with, TMD can prepare a “meeting in a box.” A “meeting in a box” is a set of documents that enable START staff to run a meeting without external facilitation from TMD and send the results of the meeting back to the project team. These meetings can serve to educate the public about the project, collect feedback about preferences, issues, and opportunities, and allow the public to offer their input on the TDP.

Meetings Promotion and Event Materials

The web and social media provide a cost-effective and very useful tool in spreading the word about a project and various project-related activities. Our team proposes to use existing social media tools like agency websites, Facebook, Instagram, and Twitter to disseminate information about the TDP project and to promote all public meetings and events. TMD will also develop an interior bus card that can be placed inside all START operated vehicles, and a version that can be posted at the Miller Park Transfer Hub and other major stops notifying riders about the project and upcoming meetings and including a QR code to access the Project StoryMap and Customer Survey.

TMD will also design and develop a project fact sheet that will include relevant project information in a graphic, easy-to-understand display. The project fact sheet and all meeting notices will be made available in English and in Spanish.

Documentation

TMD will provide notes from each meeting we attend and/or lead, and will compile and report all comments received. Our team will continually demonstrate how public input shapes the direction of the TDP. We will pay special attention to potential sources of opposition to recommendations, and will ensure an open, thorough, and well-documented process that continually seeks to address community concerns without compromising the key missions of TDP.

Deliverables: Public Involvement Plan; documentation of all stakeholder and public meetings and events; content for project websites. A memorandum that contains an overall summary highlighting key themes received from public input will be provided.

Task 4: Analysis of Existing Conditions

The analysis of existing conditions consists of two analyses: a market assessment and a service assessment. The market assessment will look at the Jackson and Teton County in terms of population, employment, and potential transit markets. The service assessment is an assessment of START’s transit services in terms of ridership and operations, including assessing the performance of the services. These two analyses provide an understanding of how START performs and serves the community and where there are issues, service gaps, and areas to be enhanced.

Market Assessment

TMD recognizes the fundamental role that people and places have in shaping transit. Key characteristics of the built environment and local population, such as the diversity of neighborhoods, locations of jobs and housing, and street networks, significantly affect travel demand and strongly influence where transit can be both effective and efficient. The Market Assessment will examine the “**Four Ds**” that impact transit’s ability to be successful: density, diversity, design and demand.

The **Density** analysis will summarize the existing population, employment, and demographic characteristics in the START service area – all of which influence the local demand for transit use. TMD will use ArcGIS and available data from the 2020 US Census and/or recent American Community Survey estimates to map population and employment densities, with individual maps for seniors, youth, college-aged residents, persons with disabilities, zero-vehicle households, low-income households, and minority households. These demographics will then be compiled into a “Transit Demand Potential” map which incorporates all the demographic factors into one index. The existing START services will also be mapped to identify underlying market conditions, opportunities for increased transit service, and any unmet mobility needs.

The **Destinations** analysis will examine the diversity of destinations riders seek to access through transit. It will review existing land uses, zoning, and major activity generators to provide an understanding of activity demand and generation throughout the region. TMD will identify the major activity generators throughout the Teton County, including essential service employers, education centers, supermarkets, healthcare facilities, cultural destinations, and tourist attractions. TMD will also review current development plans to better understand where transit may be needed to support future development.

The **Design** analysis will assess how the design of the built environment influences people's ability to conveniently use transit. The purpose of this analysis is two-fold. First, a qualitative assessment of street patterns (e.g., grid vs. cul-de-sacs), neighborhood penetration, and street widths provide a context for where transit can be most successful. Places with a high-quality pedestrian environment are also places where transit tends to thrive. Second, understanding any physical constraints such as bridge heights, railroad crossings, and street widths is vital in ensuring that proposed route alignments are actually implementable.

The **Demand** analysis will examine how people travel in the region as a whole and how those travel patterns compare to travel on transit. TMD has a partnership with Replica, a location-based data platform specifically designed to guide urban planning decisions by providing weekly summaries of local travel demand data. For this project, TMD will use Replica data to gain insight into how people travel throughout Teton County and neighboring areas, understanding the pattern of trips being made by time of day and major origin-destination patterns. TMD will be able to compare the trip activity data with observed transit ridership patterns to determine if there are opportunities to increase transit use at different times of day or in new parts of the service area.

TMD will compile all the analysis from the "Four Ds" into a Transit Market Analysis that will synthesize the overlap of these factors across the region to determine the locations of communities that have the highest likelihood of using transit. The team will present our findings using charts, infographics, and GIS maps. The result will be a clear overview of the existing transit setting, potential transit service gaps and needs, and current drivers for market demand.

All material reviewed in this task, in addition to public and stakeholder input, will help support remaining task work and the development of service recommendations.

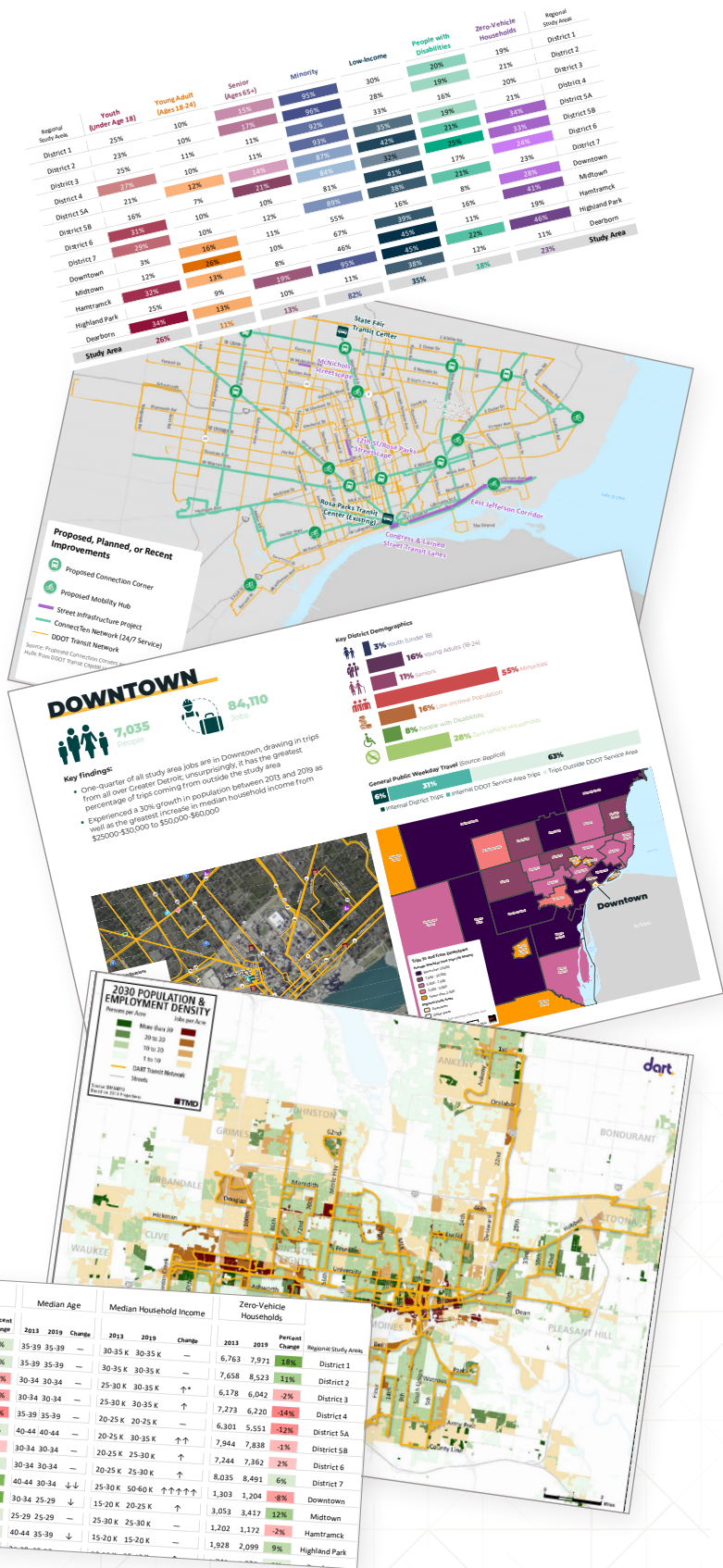


FIGURE 8: SAMPLE MARKET ASSESSMENT MATERIALS

Service Assessment

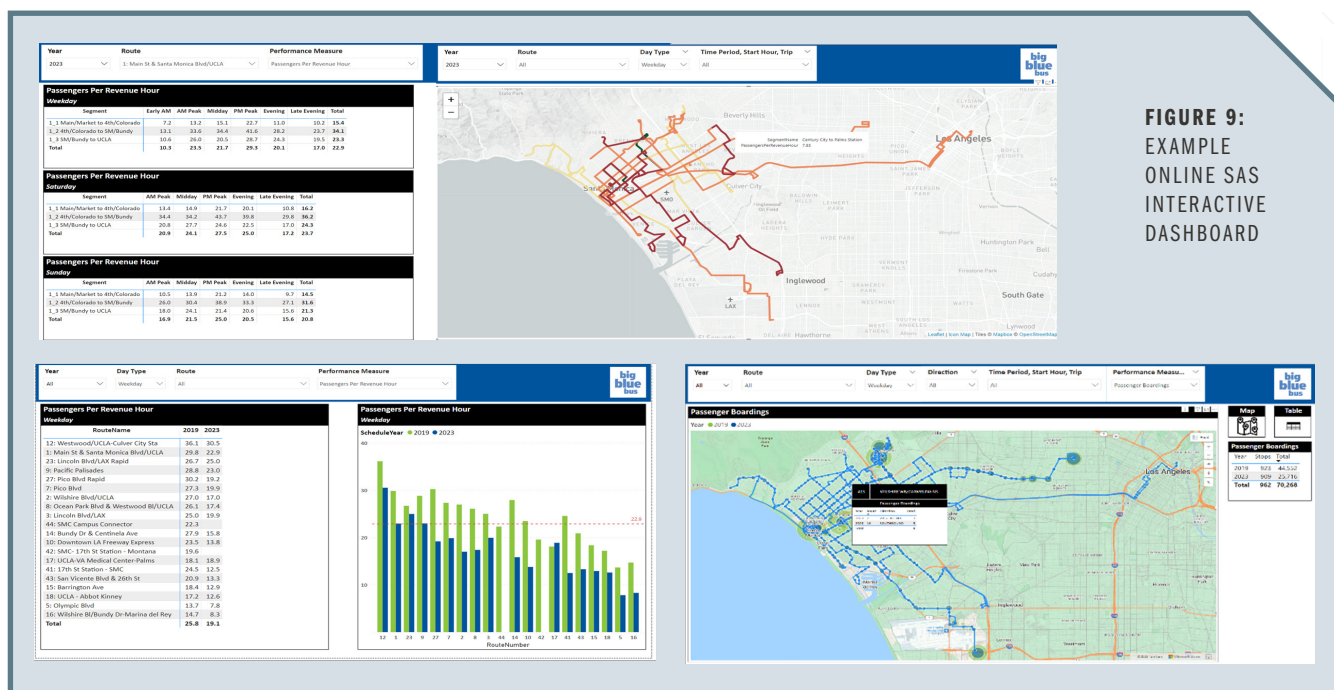
To establish a framework for evaluating the existing conditions of START's transit services, TMD will compile available information to develop a comprehensive overview of the network and mobility offerings. Compiled data will include:

- Current routes, service types, description of operating days/ hours
- Fare structure
- Funding sources (existing and planned)
- Capital program, including fleet, facilities, current technologies in use, and other relevant infrastructure
- Current service classification, service standards, and service planning process
- Relevant transit plans and studies
- Recent customer surveys
- Unmet Transit Needs Reports
- Triennial Review Findings

The Existing Service Evaluation will focus on developing a comprehensive understanding of START's services, identifying opportunities to improve the customer experience and service performance. The basis of the service performance evaluation will be based on taking scans of START's stop level ridership counts and Automatic Vehicle Location (AVL) data exports and importing them into TMD's Service Analysis System (SAS) PowerBI dashboards.

The SAS is a proprietary program developed in-house by TMD staff for detailed analysis of service ridership and operating performance. The SAS uses multiple weeks of data to create a composite picture of ridership at the stop and trip level. The SAS also allows for efficient analysis at the route segment level, which is unique to TMD's approach and helps to develop a stronger understanding of how the system works. Understanding changes in performance across individual route segments will help ensure that frequency is being invested in the right parts of the network and that solutions are being right sized to demand. The segment analysis also allows us to efficiently compare performance on multiple routes that operate on the same corridor. By breaking segments in the same place on overlapping routes we can generate system- wide productivity and frequency segment maps that show network performance rather than route performance.

TMD's SAS uses online platforms (PowerBI and ArcGIS Online) to visualize the results. Users are able to drill down from the system level summaries to day type, to route-level, to trip-level, and to stop level detail. TMD's SAS will produce a key set of service and operating data for each route that will be used to inform the service evaluation as well as the development of the draft alternatives and recommended plan. TMD will complement the quantitative SAS reports with qualitative efforts described above as well as interviews with staff and field observations. In addition, TMD will use ArcGIS to create maps that visualize system and route-level performance. At a minimum, TMD will create maps illustrating ridership by service day and time of day, network-level frequency by time of day and day of week, and service productivity.



The evaluation of START's service will seek to answer the following questions:

- **Service Ridership:** What are the key routes that attract the majority of the system's ridership? Which stops generate the most passenger activity? How does ridership vary by day of week?
- **Service Efficiency and Effectiveness:** Which routes have the highest productivity and farebox recovery ratios and lowest subsidies per passenger boarding? What is the return on investment from today's resources?
- **Service Quality:** Is the service easy for potential customers to understand? Are there any load or overcrowding issues on certain trips? Is the service on time? How well does the current service meet customer expectations?
- **Service Availability:** Does the current service frequency meet market needs? Will expansion of service hours, days, and frequency create a more attractive transit network that better meets the needs of residents?
- **Network Connectivity/Transfers:** How does the service structure and frequency affect the way passengers navigate the system? Are there public and/or private first or last-mile connectivity issues or timed-transfer opportunities? Are current routes ideal from a customer travel pattern perspective?
- **Service Access:** Does bus stop spacing optimize speed and access? Do current bus stop amenities meet customer needs? What first/last mile connections are available, including pedestrian and bicycle connections?
- **Capital Asset Review:** Are transit facilities optimally located? Does START have the right fleet to deliver service?
- **Microtransit:** How do riders use the current microtransit service? Where are the major ridership generators? How far do riders typically travel? How do costs and productivity measures compare to fixed-route service? Is the service well integrated within the overall network?
- **ADA Bus Service:** Where are the major ADA Bus Service origins and destinations and how do they differ from those on fixed route? How do costs and productivity measures compare to fixed-route service? How is the regular service augmented?

Deliverables: Draft and final Technical Memorandum #1 Market Assessment and draft and final Technical Memorandum #2 Service Assessment.

Task 5: Customer Survey

Surveys are one of the most important tools at the disposal of transit agencies to generate the data needed for informed decision-making. TMD has developed numerous surveys over the years, and brings the expertise to design robust surveys, strategies to successfully implement and collect meaningful results, and a deep understanding of how to interpret and utilize the results in the planning process. Our approach leverages technology wherever possible, while respecting the barriers to technology that exist among many members of the public.

At the start of the project, and as part of the initial round of community engagement, TMD will administer a household survey aimed at current riders, former riders, and non-riders. The survey will seek to better understand:

- **Riders:** Who is currently riding? Where do riders start and end their trip? How do they access START's services? When and how often are they riding? What do they like about START's service? What could be improved? What service changes would encourage them to use START's service more often?
- **Former Riders:** Why did they stop riding? What service changes would encourage them to try START's service again?
- **Non-Riders:** Are they aware of the service START provides? What service changes would encourage them to try START's service?



SURVEY INSTRUMENT

TMD will work collaboratively with START to develop the survey instrument. The survey instrument will be as brief as possible in order to minimize time completing the survey and ensure each question gets answered. The survey will include multiple-choice questions to gather data such as demographics and satisfaction, as well as open-ended questions for key areas like origin-destinations and general comments. The survey will be available in English and Spanish.

FORMAT & DISTRIBUTION

The survey will mainly be administered online with a paper version available at all community events for individuals without computer access or who prefer to complete it manually. Additional paper copies can be made available at START's facilities.

The RFP does state that the survey should be conducted both during the summer months and the winter months. The TDP timeline does not allow for two survey periods at opposite ends of the year since we will be at different stages of the TDP. An advantage of the electronic version of the survey is that the survey can be distributed during each season depending on the needs and desires of START. Assuming the survey is conducted during the peak winter season, a question can be included that asks if the survey taker uses START buses during other seasons. Also, if there are any known populations that use START buses during the summer season and not the winter season then direct outreach can be conducted to non-winter rider groups.

Our team will work with the START team to confirm the survey distribution approach but understand staff can support distribution of survey flyers on buses. We will ensure the survey tool is accessible for most users (typically we use SurveyMonkey or ArcGIS Survey 123) and will reach out to stakeholders to encourage participation.

PROMOTION

TMD will develop a poster and social media posts to promote the survey. The posters can be placed inside START's vehicles and at major locations throughout the city. Our team recommends including an incentive such as a monthly pass, Visa Gift Card or iPad to encourage rider participation.

ANALYSIS

TMD will analyze the results of the survey and develop a survey summary. The survey summary will include an overview of the survey data collection process and the results.

Deliverables: Draft and final survey, survey marketing and distribution plan. A draft and final technical memorandum will be produced presenting the survey process and findings. The survey database will be provided to START.

Task 6: Identification of Alternatives

TMD develops service alternatives through a two-step process: "top-down" (region and network) and "bottom-up" (individual route). Top-down analysis provides a big-picture, holistic look at the network, how it connects with neighboring regions, and how the area will grow and develop in the future. A successful plan will build a transit network, not just a compilation of individual routes. Bottom-up analysis allows TMD to understand the details of the system's design and recommend changes to improve efficiency or everyday operations. Both processes come together to create alternative service concepts that work well for both the transit provider and the community.

One of the key strategies TMD uses when developing recommendations is to identify a suite of potential transit products and then match them to the different market typologies and opportunities throughout the region. Establishing different service tiers allows solutions to be "right-sized," whether that means traditional fixed-route transit or alternative new mobility options, such as on-demand service, shared-ride services, or car/vanpools. This "Transit Toolkit" is developed in tandem with the service recommendations and is designed to create an integrated, effective network that minimizes duplication and maximizes the efficient use of limited resources.

The toolkit will not just focus on fixed-route options. Over the past decade, new mobility options have emerged that provide more flexible and cost-effective alternatives to fixed-route transit. Our team has significant experience integrating TNCs, microtransit, and other innovative transportation solutions into every step of the transit planning process.

Using the "Transit Toolkit," the TMD team will develop a range of network alternatives. The network alternatives will be developed around a core network of services and will include alternatives with varying degrees on how to serve specific market groups. While we will develop two (or more) distinctive network alternatives, our experience is that the interplay between different services impacts network performance.

For example, the project team will explore to what extent high frequency routes depend on riders from lower frequency routes that connect with them compared to ridership generated on the corridor itself. For this reason, we approach each project individually, working closely with the client to incorporate the nuances of the service area in developing service alternatives.

Our approach is based on leveraging what we have learned from the analyses we have conducted at the onset of the study and what we have heard from public outreach. This is a data drive approach using travel patterns and transit propensity from the market analysis, an understanding where transit is being utilized today, and informed by where the area will grow. The two networks that we will develop will provide the community with opportunities to see how different network concepts will affect travel, and what trips will be easier or more difficult to make. These two networks are intended to stimulate discussion in order to get to the optimal network.

Leveraging our field observations, data collected and analyzed, and staff and community input, TMD recommends that the two draft network plans consider and/or evaluate:

- Recent land use/development changes in the Jackson Hole region that will impact where new or improved services should operate;
- Areas where services should be reduced;
- Potential improvements in service frequencies;
- Different levels of service by time of day;
- Adequacy of current spans of service on weekdays, Saturdays, Sundays;
- Connections to adjacent/connecting bus services;
- Opportunities for schedule efficiency;
- Consideration of connectivity to reduce significant origin-destination pairs that require multiple transfers; and
- If there additional markets for commuter bus service.

TMD will use our in-house **Remix** license to develop the draft Service Alternatives. The service alternatives will be resource-neutral or reflect projected funding levels based on START's existing service levels and will include the following information:

- **Routing and Service Level by Route** – Service parameters will be developed for each route or service by day of the week, including:
 - » Service type and attributes, ranging from BRT to microtransit;
 - » Proposed route alignments, including long-short route patterns, where necessary;

- » Proposed service frequencies and spans;
- » Estimated revenue miles and revenue hours;
- » Estimated vehicle requirements by type;
- » Transfer opportunities.

- **Individual recommended route profiles** summarizing the information noted above. Examples are included below as **Figure 11**.
- **Overall proposed network maps** (alignments, frequencies) and **operating statistics** (miles, hours, fleet) by day type will also be provided.
- **Capital Needs** – including fleet requirements (including electric vehicles), passenger facilities and amenities, Mobility Hub and Park and Ride locations, electric vehicle charging station locations, and transit priority corridors enhancements will be identified along with associated costs.
- **Operating Facilities** – Any additional or re-assignment of major operating/ maintenance facilities will be identified.

Deliverables: Service plans that include a range of alternatives. The service plans will consider existing services, potential new services, new microtransit services, implementation of carpool/vanpool programs, the role of TNCs in the transit strategy, micromobility, and Mobility as a Service (MaaS) wallet. These alternatives will be put into a presentation format for PAC and public review.

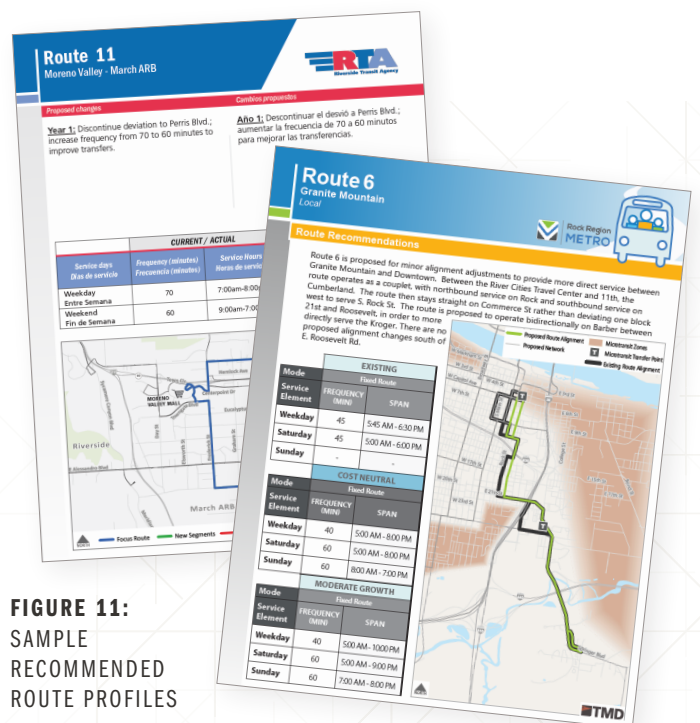


FIGURE 11:
SAMPLE
RECOMMENDED
ROUTE PROFILES

Task 7: Evaluation of Alternatives

Once the Draft Service Plans have been developed, TMD will quantify impacts to current and potential riders, considering both fixed route and ADA Bus Service riders with improved access, reduced service, or loss of access to service. The analysis will include a matrix comparison tool to compare service modes and alternatives with the matrix being aligned with the study goals and objectives. The analyses will include impacts on services, riders, and the capital and operational costs.



Value Added: Remix

With Remix, our team has access to over 65 data layers that can be pulled to evaluate each alternative.

The evaluation of alternatives will include the development of a service monitoring tool that will allow START to continue to monitor service after the conclusion of the TDP. The service monitoring tool will include performance measures and projected benchmarks will be provided.

Deliverables: Draft and Final Technical Memorandum #3 will present the alternative service plans along with the service impacts for each alternative such as miles, hours, costs, capital needs and capital improvements. A presentation for the PAC will be a part of the deliverables. The service performance measurement tool will also be delivered as part of this task.

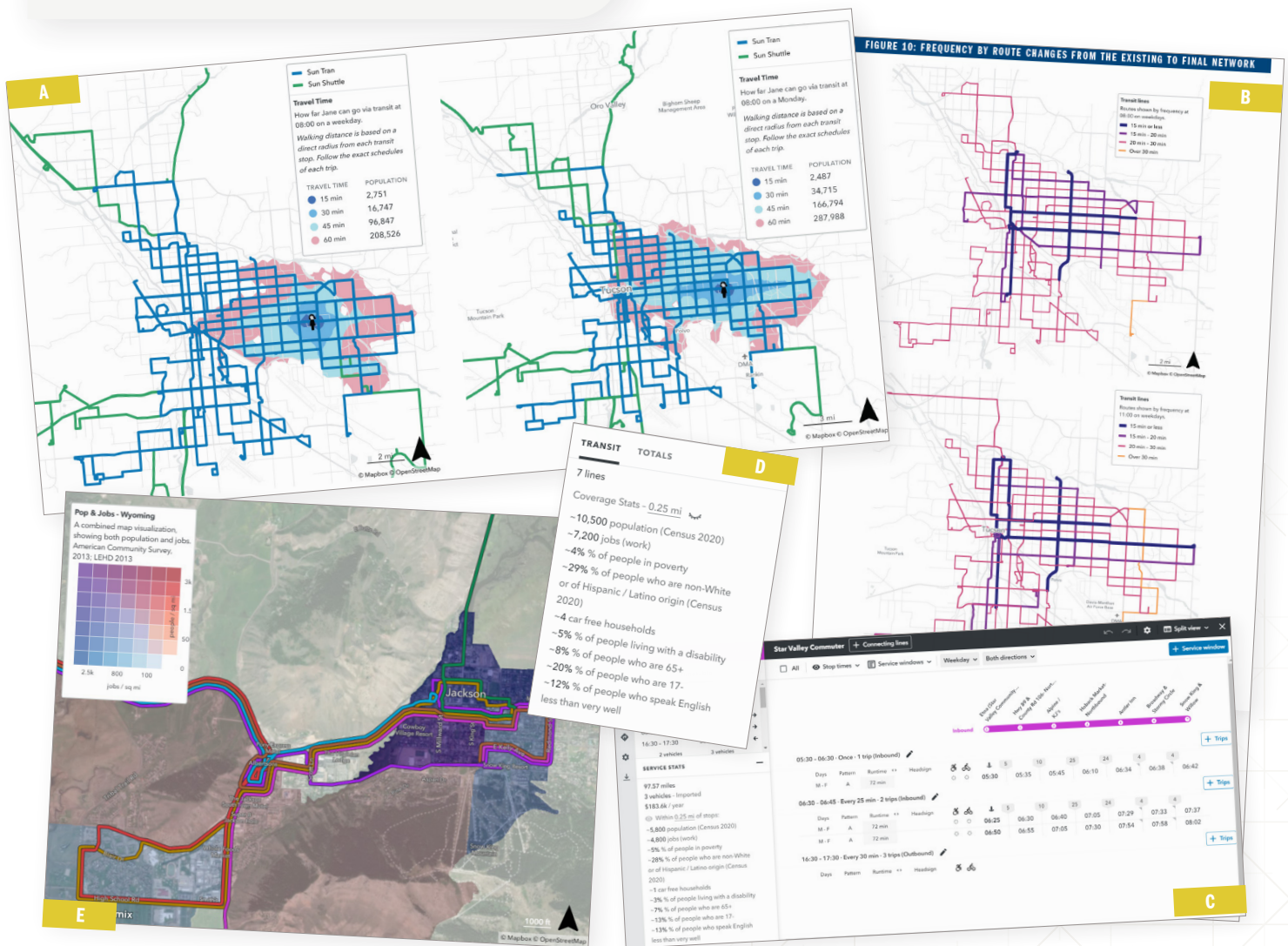


FIGURE 12: EXAMPLES OF HOW TMD CAN LEVERAGE REMIX FOR THIS PROJECT (CLOCKWISE): A. USE THE JANE TOOL TO COMPARE TRAVEL TIMES, B. TO ILLUSTRATE BEFORE AND AFTER FREQUENCY IMPROVEMENTS, C. USE AS A TOOL TO DEVELOP PRELIMINARY SCHEDULES, D. TO IDENTIFY BEFORE AND AFTER COVERAGE ACCESS ACROSS A VARIETY OF DEMOGRAPHICS, E. TO VISUALIZE SERVICE ACCESS.

Task 8: Selection of a Preferred Alternative

TMD will review all feedback collected through the identification and evaluation of alternatives process and incorporate key findings into the recommendations to create a preferred alternative. The preferred alternative will include route recommendation details, network maps, rider impact analysis, and include a detailed implementation plan. The final network plan will most likely be a hybrid of the draft network plans that incorporates the strengths of each of the networks developed.

TMD is one of the only firms in the country that provides a full suite of transit planning, scheduling, and implementation services. Our unique combination of expertise and skills translates into service plans that provide realistic implementation solutions that are street-ready and economically-sound. Our scheduling team brings both expert scheduling software skills and, perhaps more importantly, the operating experience and savvy necessary for consistent outcomes for our clients which include optimal efficiency and reliability.

After the network plan is finalized, TMD will work with START staff to develop an implementation strategy. A network plan can look good on paper, meeting the goals established, fitting within budget constraints and have support from the community, yet when it comes time to actually implement there are flaws not obvious at a high level. TMD will work with staff to make sure common flaws are avoided. These include but are not limited to:

- Efficient round-trip cycles or interlining that assure efficient blocking of vehicles.
- Schedules are designed to minimize wait times for transferring customers. Pulsing or timed connections can indeed happen as envisioned.
- If there are segments where multiple routes are intended to provide staggered headways, that it is possible while meeting other scheduling goals (connectivity, efficient blocking).
- Where transferring is to occur to make sure it can work on an operations, safety and customer experience level. This includes at transit centers that there is sufficient capacity and at other locations, the distance between stops and customer experience transferring.
- On new route segments that bus stops can be located to provide food access from the walkshed of the route and identify improvements needed for ADA accessibility.
- Assuring fleet requirements for each service type can be met.
- Potential longer running time impacts that may result with the transition to ZEBs.

The implementation plan will also include:

- Year by year implementation of services for all services.
- Changes to the ADA Bus Service area.
- A capital program that includes vehicle replacements, expansion, fleet and facility needs, and any items needed to implement the new service network.
- The financial plan that balances the cost of service with projected revenues.
- Organization plan to ensure that START is properly staffed to support the new transit services.
- Performance metrics and the tools to evaluate.

Deliverables: Draft and Final Transit Mobility Plan that will present the final service plan along with the service impacts for each alternative such as miles, hours, costs, capital needs and capital improvements. A presentation for the PAC will be a part of the deliverables.

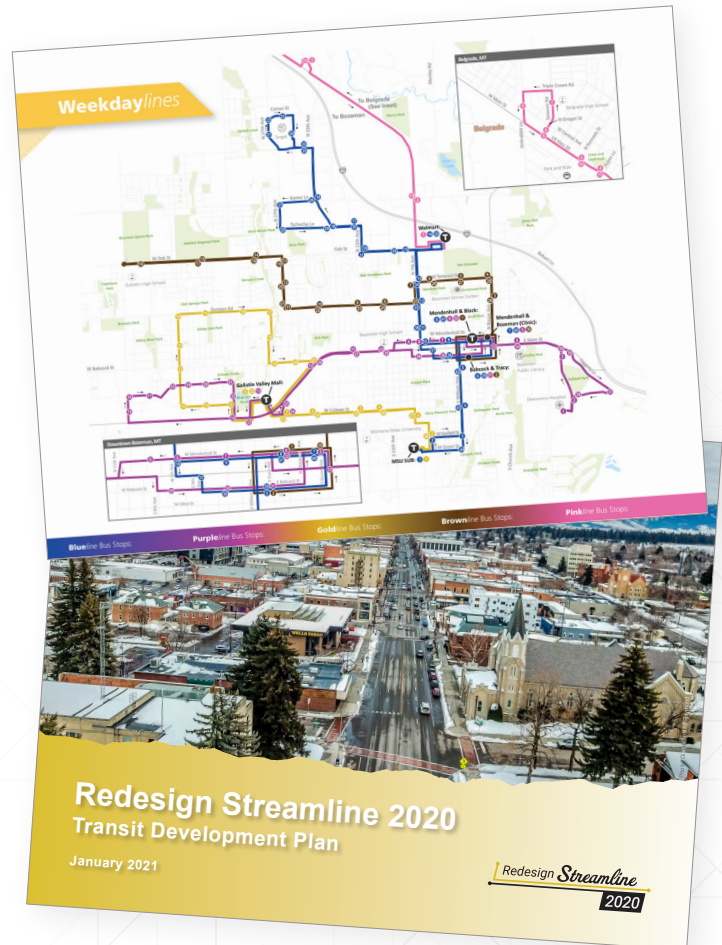


FIGURE 13: SAMPLE FINAL PLAN & SYSTEM MAP

Optional Task 9: Fare Study

In this task TMD will undertake a comprehensive look at START's fare policy and structure. We will evaluate the fare policy and structure in terms of balancing the customer experience, ensuring equity, and in terms of providing sufficient revenue to offset the cost of providing service. We will also analyze the cost of collecting fares as compared to revenue levels, and we will identify if the current fare policy is ideal for START or what changes are needed.

At the start of this task, a baseline understanding of START's fare policy and fare payment characteristics will be developed. TMD will create an inventory of the current fare policy and fare schedule. We will conduct an analysis of rider fare payment characteristics by looking at boardings per fare type and fare information questions from the survey. We will include the fare collection and technology systems in terms of the capability of supporting various fare policies as part of the inventory. Since many of START's routes are fare free, we will evaluate the funding mechanisms that support the fare-free services. This analysis will also evaluate how ridership has reacted to fare changes historically.

As part of the public outreach process we will discuss fare policy with stakeholders regarding fare policy. These discussions will focus on thoughts on the current fare policy and opportunities for improvements. Opinions on fare levels, whether they are too low or too high, will be an important part of the discussion as well as methods to improve access to discounted fare products to segments that have historically been underserved. Public outreach will serve to help shape the goals and objectives of fare policy that will be used to evaluate fare policy changes.

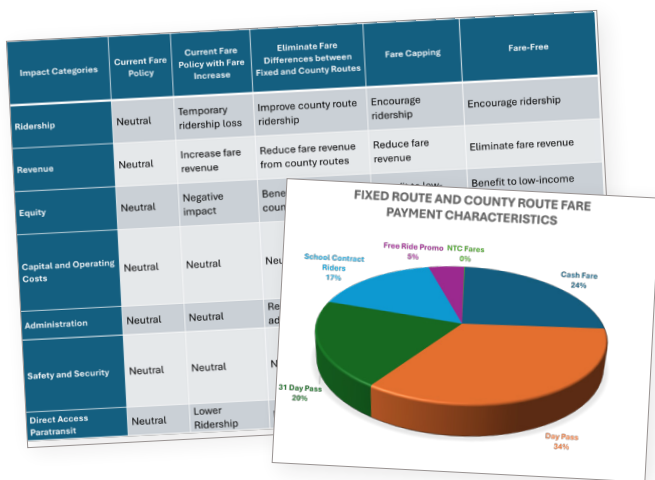


FIGURE 14: AS PART OF OUR WORK ON THE VVTA COA, TMD COMPLETED A COMPREHENSIVE ANALYSIS OF VVTA'S CURRENT FARE STRUCTURE AND FARE COLLECTION SYSTEM. BASED ON THE ANALYSIS, TMD DEVELOPED RECOMMENDATIONS THAT BOTH IMPROVED THE CUSTOMER EXPERIENCE AND SERVICE EFFECTIVENESS.

TMD and START's staff will work together to develop goals and objectives for potential fare policies. The goals and objectives will determine a good balance between revenue generation, equity, funding, and findings from public outreach.

After the development of goal and objectives, TMD will develop potential fare options for analysis. These options will include a menu of options that can be grouped into individual fare policies. The menu would have items that range from eliminating fares on all services, to fare increases, to new pass types. Included in the fare options would be fare capping programs and the potential to work with employers for direct distribution of passes, all of which would be compatible with the new passes. TMD will provide the estimated benefits and costs of any changes to the fare system.

With the information that we learn from previous fare changes, the rider surveys, and ridership by fare type we will develop an elasticity-based model to calculate the impact of fare changes to ridership and revenue. The model could be used to evaluate the impact of large and small changes to the fare policy to best balance the needs of START. This tool will be a major component of the analysis of fare options.

The fare options will be analyzed based on these goals and objectives in a matrix format that compares the impact of each fare policy. A matrix evaluation of each fare policy will be conducted that shows the strengths and weaknesses of each fare policy. A quantitative and qualitative scoring mechanism will be developed to allow for each fare policy alternative to be evaluated.

We will develop a recommendation for a potential new fare policy and potentially new pass types that maximize the use of the fare collection platforms that START has or plans on implementing, along with fare levels. While the fare policy may be primarily based on the scoring, elements could be included that may be a benefit to riders or START as a whole. The recommended fare policy will be presented directly to the PAC for comments before being finalized.

Deliverables: Draft and Final fare structure report that evaluates current fare collection, evaluates different fare strategies. The fare strategies include different fare media, use of technology and options associated with fare technology, different payment options, and different pricing levels.

On-Call Consulting Services

The on-call consulting services task is designed to provide planning support to START for additional tasks not mentioned in this work plan for up to five years after the completion of the project. To support START, the TMD team would operate as an extension of START staff to support implementation and planning of the START system. As part of the on-call services task, START would issue individual work orders for individual services. The TMD team has the depth of expertise to support START for any transit planning, engineering, and/or environmental task required as part of the on-call. Beyond the items listed on the scope, TMD is ready and able to support START in:

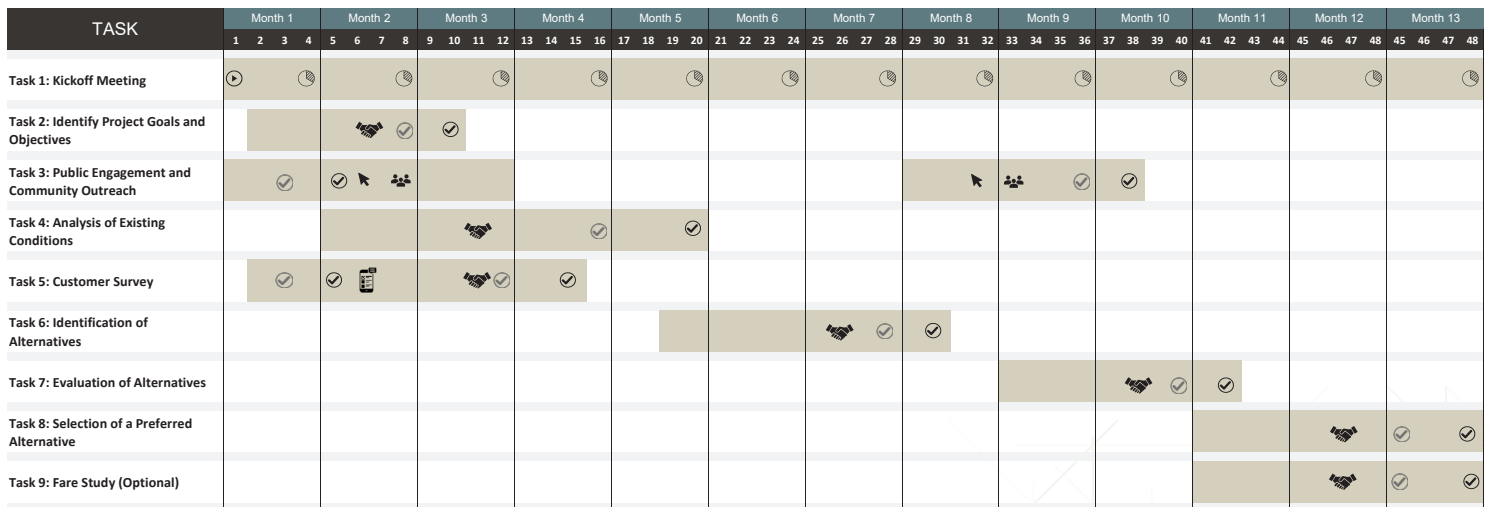
- First and foremost, implementation of the TDP including providing scheduling services, routing, and performance monitoring.
- Planning and engineering studies including Zero-Emission Bus Planning, special event plans, employee/operator retention plans, and management and staffing studies.
- Supporting START in National Transit Database reporting.
- Help define methodologies to improve reporting relationships with various stakeholders, funding partners, and the general public.
- Assist START's staff in programming and contracts.
- Service and system planning functions.
- Capital planning including preliminary design of transfer points and maintenance facilities.
- Support in development of grant applications.
- Identification of capital needs including updating vehicle replacement and expansion schedules.
- Assisting in START's budget process, including allocation of costs amongst the JPA members.
- Compliance with FTA, Title VI, and other state and federal standards.
- Triennial and TDA audits/reviews.
- Other projects deemed necessary by START staff.

Proposed Timeline

As directed in the RFP, TMD has included a proposed schedule to complete both START's TDP and Fare Study below. We've incorporated all tasks and milestones as defined in the scope of services and presented in our proposal. Our firm's team-based approach allows for multiple tasks to be completed concurrently, making best use of time and resources. Should START select our team, we would review this timeline with staff and make any adjustments needed, as part of the project management and coordination work noted in Task 1: Kickoff Meeting & Ongoing Project Management listed in the Project Approach.

Our team proposes a **13-month** time frame to complete this effort, with proposed staff available to begin work in **November 2024**. Upon the Notice to Proceed, we would meet with START staff to confirm expectations, management and administrative protocols, and a mutually acceptable schedule of milestones and meetings. There are no unusual conditions or events that would impede our ability to complete START's TDP and Fare Study within the proposed 13-month time frame.

FIGURE 15: PROPOSED SCHEDULE FOR START'S TDP AND FARE STUDY



TMD Milestones	🕒	Project Kick-Off Meeting	🖱️	Project Website Updates
	📊	Monthly Progress Reports	🤝	PAC Presentation
	👥	Community & Stakeholder Engagement	✅	Draft Deliverable
	📱	Customer Survey Launch	✅	Deliverable Completed

Overview of Price Proposal for TDP and Fare Study

TMD has included an estimated total budget based on each task of the proposed scope of services for both the TDP and Comprehensive Fare Study. Our fee schedule includes rates for our staff members, which will apply to any additional services performed for START, if requested. Our total proposed budget of **\$174,220.54** represents our best estimate of the labor and fees, materials and supplies, travel, printing, and related administrative expenses required to successfully complete Tasks 1 through 9, as described in our proposal. A breakdown of the cost for the required tasks and the optional tasks is included below:

Strategic Five Year TDP (Tasks 1 thru 8).....	\$149,519.02
Comprehensive Fare Study (Optional Task 9).....	\$24,701.52
TOTAL FOR ALL TASKS.....	\$174,220.54

We believe our proposed budget represents the most cost-effective allocation of consultant resources to produce a creative and actionable plan for START to meet the evolving mobility needs of its community.

TMD has the necessary management structure, financial capacity, and accounting systems in place to meet any and all budget requirements of this project. In addition, our collaborative project management approach ensures regular communication with START staff to monitor adherence to project costs. We remain open to negotiations regarding our proposal should START select our team through this competitive bidding process. The proposed pricing included in this cost proposal will be valid for one hundred and twenty (120) days after submittal.

We have included our detailed budget proposal on the following page.



PHOTO: COOLWORKS.COM

Detailed Price Proposal for TDP and Fare Study

TRANSPORTATION MANAGEMENT & DESIGN, INC.	Labor/Tasks	Task 1 Kickoff Meeting	Task 2 Identify Project Goals and Objectives	Task 3 Public Engagement and Community Outreach	Task 4 Analysis of Existing Conditions	Task 5 Customer Survey	Task 6 Identification of Alternatives	Task 7 Evaluation of Alternatives	Task 8 Selection of a Preferred Alternative	Task 9 Fare Study (Optional)	Labor Hours	Labor Rate	Total Cost
	Stuart Geltman, Project Manager	24	8	56	40	8	40	24	20	80	300	\$167.23	\$50,169.00
	Melissa Sather, QA/QC Manger	2	2	4	4	4	4	4	4	4	32	\$253.00	\$8,096.00
	Anna Joos, Lead Associate	16	16	64	80	32	40	40	48	48	384	\$116.38	\$44,689.92
	Ron Kilcoyne, Senior Advisor		12		8		24	10	6	4	64	\$169.00	\$10,816.00
	Bobbi Duley, Graphic Designer			24	12	8			16		60	\$124.98	\$7,498.80
	Associate Planner/GIS			40	88	40	40	40	40	40	328	\$101.22	\$33,200.82
	Contract Manager	24									24	\$200.00	\$4,800.00
	LABOR HOURS	66	38	188	232	92	148	118	134	176	1,192		
	LABOR COST	\$11,181.60	\$5,733.92	\$24,873.60	\$28,770.90	\$11,122.72	\$20,461.28	\$15,419.60	\$17,005	\$24,702			\$159,271
	OTHER DIRECT COSTS	Task 1	Task 2	Task 3	Task 4	Task 5	Task 6	Task 7	Task 8	Task 9	Total Cost		
	Travel	\$1,000		\$3,100			\$1,000		\$1,000				\$6,100.00
	Lodging	\$500		\$2,000			\$500		\$500				\$3,500.00
	Per Diem	\$150		\$900			\$150		\$150				\$1,350.00
	Communications												\$0.00
	Printing			\$1,000		\$500							\$1,500.00
	Software Fees												\$0.00
	Materials & Supplies				\$2,500								\$2,500.00
	Miscellaneous												\$0.00
	OTHER DIRECT COSTS	\$1,650.00	\$0.00	\$7,000.00	\$2,500.00	\$500.00	\$1,650.00	\$0.00	\$1,650	\$0			\$14,950.00
TOTAL	TOTAL TMD	\$12,831.60	\$5,733.92	\$31,873.60	\$31,270.90	\$11,622.72	\$22,111.28	\$15,419.60	\$18,655	\$24,702	1,192		\$174,220.54
TOTAL		Task 1	Task 2	Task 3	Task 4	Task 5	Task 6	Task 7	Task 8	Task 9	Total Hours	Total Cost	
		\$12,831.60	\$5,733.92	\$31,873.60	\$31,270.90	\$11,622.72	\$22,111.28	\$15,419.60	\$18,655.40	\$24,701.52	1,192	\$174,220.54	

Exhibit B
Federal Transit Authority required federal clauses

A. INCORPORATION OF FEDERAL TRANSIT ADMINISTRATION (FTA) TERMS

The provisions within include, in part, certain Standard Terms and Conditions required under the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR § 200), whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, detailed in 2 CFR § 200 or as amended by 2 CFR § 1201, or the most recent version of FTA Circular 4220.1 are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. TMD shall not perform any act, fail to perform any act, or refuse to comply with any request which would cause a violation of the FTA terms and conditions.

B. ACCESS TO RECORDS AND REPORTS

Record Retention. The Contractor will retain, and will require its subcontractors of all tiers to retain, complete and readily accessible records related in whole or in part to this Agreement, including, but not limited to, data, documents, reports, statistics, leases, subcontracts, arrangements, other third-party contracts of any type, and supporting materials related to those records.

Retention Period. The Contractor agrees to comply with the record retention requirements in accordance with 2 C.F.R. § 200.334. The Contractor shall maintain all books, records, accounts and reports required under this Agreement for a period of at not less than three (3) years after the date of termination or expiration of this Agreement, except in the event of litigation or settlement of claims arising from the performance of this Agreement, in which case records shall be maintained until the disposition of all such litigation, appeals, claims or exceptions related thereto. Access to Records. The Contractor agrees to provide sufficient access to FTA and its contractors to inspect and audit records and information related to performance of this Agreement in accordance with 2 CFR § 200.337.

Access to the Sites of Performance. The Contractor agrees to permit FTA and its contractor's access to the sites of performance under this Agreement in accordance with 2 CFR § 200.337.

C. AMERICANS WITH DISABILITIES ACT (ADA)

The contractor agrees to comply with all applicable requirements of section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, which prohibits discrimination on the basis of handicaps, with the Americans with Disabilities Act of 1990 (ADA), as amended, 42 U.S.C. §§ 12101 et seq., which requires that accessible facilities and services be made available to persons with disabilities, including any subsequent amendments to that Act, and with the Architectural Barriers act of 1968, as amended, 42 U.S.C. §§ 4151 et seq., which requires that buildings and public accommodations be accessible to persons with disabilities, including any subsequent amendments to that Act. In addition, the contractor agrees to comply with any and all applicable requirements issued by the FTA, DOT, DOJ, U.S. GSA, U.S. EEOC, U.S. FCC, any subsequent amendments thereto and any other nondiscrimination statute(s) that may apply to the Project.

D. RESTRICTIONS ON LOBBYING

Conditions on use of funds.

No appropriated funds may be expended by the recipient of a Federal contract, grant, loan, or cooperative

agreement to pay any person for influencing or attempting to influence an officer or employee of any a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any of the following covered Federal actions: the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

Each person who requests or receives from an START a Federal contract, grant, loan, or cooperative agreement shall file with that START a certification, that the person has not made, and will not make, any payment prohibited by paragraph (a) of this section.

Each person who requests or receives from an START a Federal contract, grant, loan, or a cooperative agreement shall file with that START a disclosure form if such person has made or has agreed to make any payment using nonappropriated funds (to include profits from any covered Federal action), which would be prohibited under paragraph (a) of this section if paid for with appropriated funds.

Each person who requests or receives from an START a commitment providing for the United States to insure or guarantee a loan shall file with that START a statement, whether that person has made or has agreed to make any payment to influence or attempt to influence an officer or employee of any START, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with that loan insurance or guarantee.

Each person who requests or receives from an START a commitment providing for the United States to insure or guarantee a loan shall file with that START a disclosure form if that person has made or has agreed to make any payment to influence or attempt to influence an officer or employee of any START, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with that loan insurance or guarantee.

Certification and disclosure.

Each person shall file a certification, and a disclosure form, if required, with each submission that initiates START consideration of such person for:

Award of a Federal contract, grant, or cooperative agreement exceeding \$100,000; or

An award of a Federal loan or a commitment providing for the United States to insure or guarantee a loan exceeding \$150,000.

Each person shall file a certification, and a disclosure form, if required, upon receipt by such person of: A

Federal contract, grant, or cooperative agreement exceeding \$100,000; or

A Federal loan or a commitment providing for the United States to insure or guarantee a loan exceeding \$150,000,

Unless such person previously filed a certification, and a disclosure form, if required, under paragraph (a) of this section.

Each person shall file a disclosure form at the end of each calendar quarter in which there occurs any event that requires disclosure or that materially affects the accuracy of the information contained in any disclosure form previously filed by such person under paragraphs

(a) or (b) of this section. An event that materially affects the accuracy of the information reported includes:

A cumulative increase of \$25,000 or more in the amount paid or expected to be paid for influencing or

attempting to influence a covered Federal action; or

A change in the person(s) or individual(s) influencing or attempting to influence a covered Federal action; or,

A change in the officer(s), employee(s), or Member(s) contacted to influence or attempt to influence a covered Federal action.

Any person who requests or receives from a person referred to in paragraphs (a) or (b) of this section: A subcontract exceeding \$100,000 at any tier under a Federal contract;

A subgrant, contract, or subcontract exceeding \$100,000 at any tier under a Federal grant;

A contract or subcontract exceeding \$100,000 at any tier under a Federal loan exceeding \$150,000; or,

A contract or subcontract exceeding \$100,000 at any tier under a Federal cooperative agreement, Shall file a certification, and a disclosure form, if required, to the next tier above.

All disclosure forms, but not certifications, shall be forwarded from tier to tier until received by the person referred to in paragraphs (a) or (b) of this section. That person shall forward all disclosure forms to the START.

Any certification or disclosure form filed under paragraph (e) of this section shall be treated as a material representation of fact upon which all receiving tiers shall rely. All liability arising from an erroneous representation shall be borne solely by the tier filing that representation and shall not be shared by any tier to which the erroneous representation is forwarded. Submitting an erroneous certification or disclosure constitutes a failure to file the required certification or disclosure, respectively. If a person fails to file a required certification or disclosure, the United States may pursue all available remedies, including those authorized by section 1352, title 31, U.S. Code.

For awards and commitments in process prior to December 23, 1989, but not made before that date, certifications shall be required at award or commitment, covering activities occurring between December 23, 1989, and the date of award or commitment. However, for awards and commitments in process prior to the December 23, 1989 effective date of these provisions, but not made before December 23, 1989, disclosure forms shall not be required at time of award or commitment but shall be filed within 30 days.

No reporting is required for an activity paid for with appropriated funds if that activity is allowable under either subpart B or C.

E. CIVIL RIGHTS LAWS AND REGULATIONS

The following Federal Civil Rights laws and regulations apply to all contracts.

Federal Equal Employment Opportunity (EEO) Requirements. These include, but are not limited to:

Nondiscrimination in Federal Public Transportation Programs. 49 U.S.C. § 5332, covering projects, programs, and activities financed under 49 U.S.C. Chapter 53, prohibits discrimination on the basis of race, color, religion, national origin, sex (including sexual orientation and gender identity), disability, or age, and prohibits discrimination in employment or business opportunity.

Prohibition against Employment Discrimination. Title VII of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000e, and Executive Order No. 11246, "Equal Employment Opportunity," September 24, 1965, as amended, prohibit discrimination in employment on the basis of race, color, religion, sex, or national origin.

Nondiscrimination on the Basis of Sex. Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. § 1681 et seq. and implementing Federal regulations, "Nondiscrimination on the Basis of Sex in Education Programs

or Activities Receiving Federal Financial Assistance,” 49 C.F.R. part 25 prohibit discrimination on the basis of sex.

Nondiscrimination on the Basis of Age. The “Age Discrimination Act of 1975,” as amended, 42 U.S.C. § 6101 et seq., and Department of Health and Human Services implementing regulations, “Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance,” 45 C.F.R. part 90, prohibit discrimination by participants in federally assisted programs against individuals on the basis of age. The Age Discrimination in Employment Act (ADEA), 29 U.S.C. § 621 et seq., and Equal Employment Opportunity Commission (EEOC) implementing regulations, “Age Discrimination in Employment Act,” 29 C.F.R. part 1625, also prohibit employment discrimination against individuals age 40 and over on the basis of age.

Federal Protections for Individuals with Disabilities. The Americans with Disabilities Act of 1990, as amended (ADA), 42 U.S.C. § 12101 et seq., prohibits discrimination against qualified individuals with disabilities in programs, activities, and services, and imposes specific requirements on public and private entities. Third party contractors must comply with their responsibilities under Titles I, II, III, IV, and V of the ADA in employment, public services, public accommodations, telecommunications, and other provisions, many of which are subject to regulations issued by other Federal agencies.

Civil Rights and Equal Opportunity

The START is an Equal Opportunity Employer. As such, the START agrees to comply with all applicable Federal civil rights laws and implementing regulations. Apart from inconsistent requirements imposed by Federal laws or regulations, the START agrees to comply with the requirements of 49 U.S.C. § 5323(h) (3) by not using any Federal assistance awarded by FTA to support procurements using exclusionary or discriminatory specifications.

Under this Contract, the Contractor shall at all times comply with the following requirements and shall include these requirements in each subcontract entered into as part thereof.

Nondiscrimination. In accordance with Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, religion, national origin, sex, disability, or age. In addition, the Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

Race, Color, Religion, National Origin, Sex. In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e et seq., and Federal transit laws at 49 U.S.C. § 5332, the Contractor agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, “Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor,” 41 C.F.R. chapter 60, and Executive Order No. 11246, “Equal Employment Opportunity in Federal Employment,” September 24, 1965, 42 U.S.C. § 2000e note, as amended by any later Executive Order that amends or supersedes it, referenced in 42 U.S.C. § 2000e note. The Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, national origin, or sex (including sexual orientation and gender identity). Such action shall include, but not be limited to, the following: employment, promotion, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

Age. In accordance with the Age Discrimination in Employment Act, 29 U.S.C. §§ 621- 634, U.S. Equal Employment Opportunity Commission (U.S. EEOC) regulations, “Age Discrimination in Employment Act,” 29 C.F.R. part 1625, the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6101 et seq., U.S. Health and Human Services

regulations, "Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance," 45 C.F.R. part 90, and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

Disabilities. In accordance with section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794, the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. § 12101 et seq., the Architectural Barriers Act of 1968, as amended, 42 U.S.C. § 4151 et seq., and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against individuals on the basis of disability. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.

Promoting Free Speech and Religious Liberty. The Contractor shall ensure that Federal funding is expended in full accordance with the U.S. Constitution, Federal Law, and statutory and public policy requirements: including, but not limited to, those protecting free speech, religious liberty, public welfare, the environment, and prohibiting discrimination.

F. CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

The Contractor agrees to comply with all applicable standards, orders, or regulations issued pursuant to the Clean Air Act (42 U.S.C. § 7401-7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. § 1251-1387). Violations must be reported to FTA and the Regional Office of the Environmental Protection START. The following applies for contracts of amounts in excess of \$150,000:

Clean Air Act

The contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. § 7401 et seq.

The contractor agrees to report each violation to the START and understands and agrees that the START will, in turn, report each violation as required to assure notification to the START, Federal Emergency Management START, and the appropriate Environmental Protection START Regional Office.

The contractor agrees to include these requirements in each subcontract exceeding \$150,000 financed in whole or in part with Federal assistance provided by FTA.

Federal Water Pollution Control Act

The contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq.

The contractor agrees to report each violation to the START and understands and agrees that the START will, in turn, report each violation as required to assure notification to the START, Federal Emergency Management START, and the appropriate Environmental Protection START Regional Office.

The contractor agrees to include these requirements in each subcontract exceeding \$150,000 financed in whole or in part with Federal assistance provided by FTA."

G. DEBARMENT AND SUSPENSION

The Contractor shall comply and facilitate compliance with U.S. DOT regulations, "Nonprocurement Suspension and Debarment," 2 C.F.R. part 1200, which adopts and supplements the U.S. Office of Management and Budget

(U.S. OMB) "Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," 2 C.F.R. part 180. These provisions apply to each contract at any tier of \$25,000 or more, and to each contract at any tier for a federally required audit (irrespective of the contract amount), and to each contract at any tier that must be approved by an FTA official irrespective of the contract amount. As such, the Contractor shall verify that its principals, affiliates, and subcontractors are eligible to participate in this federally funded contract and are not presently declared by any Federal department or START to be:

- Debarred from participation in any federally assisted Award;
- Suspended from participation in any federally assisted Award;
- Proposed for debarment from participation in any federally assisted Award;
- Declared ineligible to participate in any federally assisted Award;
- Voluntarily excluded from participation in any federally assisted Award; or
- Disqualified from participation in any federally assisted Award.

By signing and submitting its bid or proposal, the bidder or proposer certifies as follows:

The certification in this clause is a material representation of fact relied upon by the START. If it is later determined by the START that the bidder or proposer knowingly rendered an erroneous certification, in addition to remedies available to the START, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The bidder or proposer agrees to comply with the requirements of 2 C.F.R. part 180, subpart C, as supplemented by 2 C.F.R. part 1200, while this offer is valid and throughout the period of any contract that may arise from this offer. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

H. DISADVANTAGED BUSINESS ENTERPRISE (DBE)

It is the policy of the START and the United States Department of Transportation ("DOT") that Disadvantaged Business Enterprises ("DBE's"), as defined herein and in the Federal regulations published at 49 C.F.R. part 26, shall have an equal opportunity to participate in DOT-assisted contracts.

The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 C.F.R. part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the START deems appropriate, which may include, but is not limited to:

- Withholding monthly progress payments;
- Assessing sanctions;
- Liquidated damages; and/or
- Disqualifying the contractor from future bidding as non-responsible. 49 C.F.R. § 26.13(b).

Prime contractors are required to pay subcontractors for satisfactory performance of their contracts no later than 30 days from receipt of each payment the START makes to the prime contractor. 49 C.F.R. § 26.29(a).

Finally, for contracts with defined DBE contract goals, each FTA Recipient must include in each prime contract a provision stating that the contractor shall utilize the specific DBEs listed unless the contractor obtains the START's written consent; and that, unless the START's consent is provided, the contractor shall not be entitled to any payment for work or material unless it is performed or supplied by the listed DBE. 49 C.F.R. § 26.53(f) (1).

I. ENERGY CONSERVATION

The contractor agrees to comply with mandatory standards and policies relating to energy efficiency, which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 U.S.C. § 6201).

J. EQUAL EMPLOYMENT OPPORTUNITY

During the performance of this contract, the contractor agrees as follows:

The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, gender identity, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, sexual orientation, gender identity, or national origin. Such action shall include, but not be limited to the following: Employment, upgrading, demotion, or transfer, recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, sexual orientation, gender identity, or national origin.

The contractor will not discharge or in any other manner discriminate against any employee or applicant for employment because such employee or applicant has inquired about, discussed, or disclosed the compensation of the employee or applicant or another employee or applicant. This provision shall not apply to instances in which an employee who has access to the compensation information of other employees or applicants as a part of such employee's essential job functions discloses the compensation of such other employees or applicants to individuals who do not otherwise have access to such information, unless such disclosure is in response to a formal complaint or charge, in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or is consistent with the contractor's legal duty to furnish information.

The contractor will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice to be provided by the START contracting officer, advising the labor union or workers' representative of the contractor's commitments under section 202 of Executive Order 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting START and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

In the event of the contractor's non-compliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and

remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

The contractor will include the provisions of paragraphs (1) through (8) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as may be directed by the Secretary of Labor as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

K. NOTICE TO THIRD PARTY PARTICIPANTS

Federal requirements that apply to the Recipient or the Award, the accompanying Underlying Agreement, and any Amendments thereto may change due to changes in federal law, regulation, other requirements, or guidance, or changes in the Recipient's Underlying Agreement including any information incorporated by reference and made part of that Underlying Agreement; and Applicable changes to those federal requirements will apply to each Third-Party Agreement and parties thereto at any tier.

FLY AMERICA

Definitions. As used in this clause—

“International air transportation” means transportation by air between a place in the United States and a place outside the United States or between two places both of which are outside the United States.

“United States” means the 50 States, the District of Columbia, and outlying areas.

“U.S.-flag air carrier” means an air carrier holding a certificate under 49 U.S.C. Chapter 411.

When Federal funds are used to fund travel, Section 5 of the International Air Transportation Fair Competitive Practices Act of 1974 (49 U.S.C. 40118) (Fly America Act) requires contractors, STARTs, and others use U.S.-flag air carriers for U.S. Government-financed international air transportation of personnel (and their personal effects) or property, to the extent that service by those carriers is available. It requires the Comptroller General of the United States, in the absence of satisfactory proof of the necessity for foreign-flag air transportation, to disallow expenditures from funds, appropriated or otherwise established for the account of the United States, for international air transportation secured aboard a foreign-flag air carrier if a U.S.-flag air carrier is available to provide such services.

If available, the Contractor, in performing work under this contract, shall use U.S.-flag carriers for international air transportation of personnel (and their personal effects) or property.

In the event that the Contractor selects a carrier other than a U.S.-flag air carrier for international air transportation, the Contractor shall include a statement on vouchers involving such transportation essentially as follows:

Statement of Unavailability of U.S.-Flag Air Carriers

International air transportation of persons (and their personal effects) or property by U.S.-flag air carrier was not available or it was necessary to use foreign-flag air carrier service for the following reasons. See FAR § 47.403. [State reasons if use of international air transportation]:

Contractor shall include the substance of this clause, including this paragraph (e), in each subcontract or

purchase under this contract that may involve international air transportation.

L. NO GOVERNMENT OBLIGATION TO THIRD PARTIES

The Recipient and Contractor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying Contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this Contract and shall not be subject to any obligations or liabilities to the Recipient, Contractor or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying Contract. The Contractor agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by the FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

M. NOTIFICATION TO FTA

If a current or prospective legal matter that may affect the Federal Government emerges, the Recipient must promptly notify the FTA Chief Counsel and FTA Regional Counsel for the Region in which the Recipient is located. The Recipient must include a similar notification requirement in its Third Party Agreements and must require each Third Party Participant to include an equivalent provision in its subagreements at every tier, for any agreement that is a "covered transaction" according to 2 C.F.R. §§ 180.220 and 1200.220.

The types of legal matters that require notification include, but are not limited to, a major dispute, breach, default, litigation, or naming the Federal Government as a party to litigation or a legal disagreement in any forum for any reason.

Matters that may affect the Federal Government include, but are not limited to, the Federal Government's interests in the Award, the accompanying Underlying Agreement, and any Amendments thereto, or the Federal Government's administration or enforcement of federal laws, regulations, and requirements.

The Recipient must promptly notify the U.S. DOT Inspector General in addition to the FTA Chief Counsel or Regional Counsel for the Region in which the Recipient is located, if the Recipient has knowledge of potential fraud, waste, or abuse occurring on a Project receiving assistance from FTA. The notification provision applies if a person has or may have submitted a false claim under the False Claims Act, 31 U.S.C. § 3729 et seq., or has or may have committed a criminal or civil violation of law pertaining to such matters as fraud, conflict of interest, bribery, gratuity, or similar misconduct. This responsibility occurs whether the Project is subject to this Agreement or another agreement between the Recipient and FTA, or an agreement involving a principal, officer, employee, agent, or Third Party Participant of the Recipient. It also applies to subcontractors at any tier. Knowledge, as used in this paragraph, includes, but is not limited to, knowledge of a criminal or civil investigation by a Federal, state, or local law enforcement or other investigative START, a criminal indictment or civil complaint, or probable cause that could support a criminal indictment, or any other credible information in the possession of the Recipient.

N. PATENT RIGHTS AND RIGHTS IN DATA

Intellectual Property Rights

If this Project is funded through a Federal award with FTA for experimental, developmental, or research work purposes. As such, certain Patent Rights and Data Rights apply to all subject data first produced in the performance of this Contract. The Contractor shall grant the START intellectual property access and licenses deemed necessary for the work performed under this Contract and in accordance with the requirements of 37 C.F.R. part 401, "Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements," and any implementing regulations issued by FTA or U.S. DOT.

The terms of an intellectual property agreement and software license rights will be finalized prior to execution of

this Contract and shall, at a minimum, include the following restrictions:

Except for its own internal use, the Contractor may not publish or reproduce subject data in whole or in part, or in any manner or form, nor may the Contractor authorize others to do so, without the written consent of FTA, until such time as FTA may have either released or approved the release of such data to the public. This restriction on publication, however, does not apply to any contract with an academic institution.

For purposes of this Contract, the term "subject data" means recorded information whether or not copyrighted, and that is delivered or specified to be delivered as required by the Contract. Examples of "subject data" include, but are not limited to computer software, standards, specifications, engineering drawings and associated lists, process sheets, manuals, technical reports, catalog item identifications, and related information, but do not include financial reports, cost analyses, or other similar information used for performance or administration of the Contract.

The Federal Government reserves a royalty-free, non-exclusive and irrevocable license to reproduce, publish, or otherwise use, and to authorize others to use for "Federal Government Purposes," any subject data or copyright described below.

For "Federal Government Purposes," means use only for the direct purposes of the Federal Government. Without the copyright owner's consent, the Federal Government may not extend its Federal license to any other party.

Any subject data developed under the Contract, whether or not a copyright has been obtained; and

Any rights of copyright purchased by the Contractor using Federal assistance in whole or in part by the FTA.

Unless FTA determines otherwise, the Contractor performing experimental, developmental, or research work required as part of this Contract agrees to permit FTA to make available to the public, either FTA's license in the copyright to any subject data developed in the course of the Contract, or a copy of the subject data first produced under the Contract for which a copyright has not been obtained. If the experimental, developmental, or research work, which is the subject of this Contract, is not completed for any reason whatsoever, all data developed under the Contract shall become subject data as defined herein and shall be delivered as the Federal Government may direct.

Unless prohibited by state law, upon request by the Federal Government, the Contractor agrees to indemnify, save, and hold harmless the Federal Government, its officers, agents, and employees acting within the scope of their official duties against any liability, including costs and expenses, resulting from any willful or intentional violation by the Contractor of proprietary rights, copyrights, or right of privacy, arising out of the publication, translation, reproduction, delivery, use, or disposition of any data furnished under that contract. The Contractor shall not be required to indemnify the Federal Government for any such liability arising out of the wrongful act of any employee, official, or agents of the Federal Government.

Nothing contained in this clause on rights in data shall imply a license to the Federal Government under any patent or be construed as affecting the scope of any license or other right otherwise granted to the Federal Government under any patent.

Data developed by the Contractor and financed entirely without using Federal assistance provided by the Federal Government that has been incorporated into work required by the underlying Contract is exempt from the requirements herein, provided that the Contractor identifies those data in writing at the time of delivery of the Contract work.

The Contractor agrees to include these requirements in each subcontract for experimental, developmental, or research work financed in whole or in part with Federal assistance.

O. PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS AND RELATED ACTS

The Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § 3801 et seq. and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. part 31, apply to its actions pertaining to this Project. Upon execution of the underlying contract, the Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, the Contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Contractor to the extent the Federal Government deems appropriate.

The Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. chapter 53, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5323(l) on the Contractor, to the extent the Federal Government deems appropriate.

The Contractor agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

P. PROMPT PAYMENT

The contractor is required to pay its subcontractors performing work related to this contract for satisfactory performance of that work no later than 30 days after the contractor's receipt of payment for that work. In addition, the contractor is required to return any retainage payments to those subcontractors within 30 days after the subcontractor's work related to this contract is satisfactorily completed.

The contractor must promptly notify START, whenever a DBE subcontractor performing work related to this contract is terminated or fails to complete its work and must make good faith efforts to engage another DBE subcontractor to perform at least the same amount of work. The contractor may not terminate any DBE subcontractor and perform that work through its own forces or those of an affiliate without prior written consent of the START.

TERMINATION

Termination for Convenience (General Provision)

START may terminate this contract, in whole or in part, at any time by written notice to the Contractor when it is in START's best interest. The Contractor shall be paid its costs, including contract close-out costs, and profit on work performed up to the time of termination.

The Contractor shall promptly submit its termination claim to START to be paid the Contractor. If the Contractor has any property in its possession belonging to START, the Contractor will account for the same, and dispose of it in the manner START directs.

Termination for Default [Breach or Cause] (General Provision)

If the Contractor does not deliver supplies in accordance with the contract delivery schedule, or if the contract is for services, the Contractor fails to perform in the manner called for in the contract, or if the Contractor fails to comply with any other provisions of the contract, the START may terminate this contract for default. Termination shall be effected by serving a Notice of Termination on the Contractor setting forth the manner in which the Contractor is in default. The Contractor will be paid only the contract price for supplies delivered and accepted, or services performed in accordance with the manner of performance set forth in the contract. If it is later determined by the START that the Contractor had an excusable reason for not performing, such as a strike, fire, or flood, events which are not the fault of or are beyond the control of the Contractor, the START, after

setting up a new delivery of performance schedule, may allow the Contractor to continue work, or treat the termination as a Termination for Convenience.

Opportunity to Cure (General Provision)

The START, in its sole discretion may, in the case of a termination for breach or default, allow the Contractor [an appropriately short period of time] in which to cure the defect. In such case, the Notice of Termination will state the time period in which cure is permitted and other appropriate conditions.

If Contractor fails to remedy to START's satisfaction the breach or default of any of the terms, covenants, or conditions of this Contract within [10 days] after receipt by Contractor of written notice from START setting forth the nature of said breach or default, START shall have the right to terminate the contract without any further obligation to Contractor. Any such termination for default shall not in any way operate to preclude START from also pursuing all available remedies against Contractor and its sureties for said breach or default.

Waiver of Remedies for any Breach

In the event that START elects to waive its remedies for any breach by Contractor of any covenant, term or condition of this contract, such waiver by START shall not limit START's remedies for any succeeding breach of that or of any other covenant, term, or condition of this contract.

Termination for Convenience (Professional or Transit Service Contracts)

START, by written notice, may terminate this contract, in whole or in part, when it is in the START's interest. If this contract is terminated, the START shall be liable only for payment under the payment provisions of this contract for services rendered before the effective date of termination.

Termination for Convenience or Default (Cost-Type Contracts)

START may terminate this contract, or any portion of it, by serving a Notice of Termination on the Contractor. The notice shall state whether the termination is for the convenience of START or for the default of the Contractor. If the termination is for default, the notice shall state the manner in which the Contractor has failed to perform the requirements of the contract. The Contractor shall account for any property in its possession paid for from funds received from the START, or property supplied to the Contractor by the START. If the termination is for default, the START may fix the fee, if the contract provides for a fee, to be paid the Contractor in proportion to the value, if any, of work performed up to the time of termination. The Contractor shall promptly submit its termination claim to the START and the parties shall negotiate the termination settlement to be paid the Contractor.

If the termination is for the convenience of START, the Contractor shall be paid its contract close-out

costs, and a fee, if the contract provided for payment of a fee, in proportion to the work performed up to the time of termination.

If, after serving a Notice of Termination for Default, the START determines that the Contractor has an excusable reason for not performing, the START, after setting up a new work schedule, may allow the Contractor to continue work, or treat the termination as a Termination for Convenience.

Q. VIOLATION AND BREACH OF CONTRACT

Disputes:

Disputes arising in the performance of this Contract that are not resolved by agreement of the parties shall be decided in writing by the authorized representative of the START. This decision shall be final and conclusive unless within [10] days from the date of receipt of its copy, the Contractor mails or otherwise furnishes a written appeal to the agencies authorized representative. In connection with any such appeal, the Contractor shall be afforded an opportunity to be heard and to offer evidence in support of its position. The decision of the agencies

authorized representative shall be binding upon the Contractor and the Contractor shall abide by the decision.

Rights and Remedies:

Duties and obligations imposed by the contract documents and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law. No action or failure to act by the START or contractor shall constitute a waiver of any right or duty afforded any of them under the contract, nor shall any such action or failure to act constitute an approval of or acquiescence in any breach thereunder, except as may be specifically agreed in writing.

R. TRAFFICKING IN PERSONS

The contractor agrees that it and its employees that participate in the Recipient's Award, may not:

Engage in severe forms of trafficking in persons during the period of time that the Recipient's Award is in effect;

Procure a commercial sex act during the period of time that the Recipient's Award is in effect; or

Use forced labor in the performance of the Recipient's Award or subagreements thereunder.

S. FEDERAL TAX LIABILITY AND RECENT FELONY CONVICTIONS

The contractor certifies that it:

Does not have any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability; and was not convicted of the felony criminal violation under any Federal law within the preceding 24 months.

If the contractor cannot so certify, the Recipient will refer the matter to FTA and not enter into any Third Party Agreement with the Third Party Participant without FTA's written approval.

Flow-Down. The Recipient agrees to require the contractor to flow this requirement down to participants at all lower tiers, without regard to the value of any sub agreement.

T. SEVERABILITY

The Contractor agrees that if any provision of this agreement or any amendment thereto is determined to be invalid, then the remaining provisions thereof that conform to federal laws, regulations, requirements, and guidance will continue in effect.

U. SAFE OPERATION OF MOTOR VEHICLES

Seat Belt Use

The Contractor is encouraged to adopt and promote on-the-job seat belt use policies and programs for its employees and other personnel that operate company-owned vehicles, company rented vehicles, or personally operated vehicles. The terms "company-owned" and "company-leased" refer to vehicles owned or leased either by the Contractor or START.

Distracted Driving

The Contractor agrees to adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers, including policies to ban text messaging while using an electronic device supplied by an employer, and driving a vehicle the driver owns or rents, a vehicle Contractor owns, leases, or rents, or a privately-owned vehicle when on official business in connection with the work performed under this Contract.

V. PROHIBITION ON CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT.

1. Recipients and subrecipients are prohibited from obligating or expending loan or grant funds to:
 - a. Procure or obtain;
 - b. Extend or renew a contract to procure or obtain; or
 - c. Enter into a contract (or extend or renew a contract) to procure or obtain equipment, services, or systems that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. As described in Public Law 115-232, section 889, covered telecommunications equipment is telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities).
2. For the purpose of public safety, security of government facilities, physical security surveillance of critical infrastructure, and other national security purposes, video surveillance and telecommunications equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities).
3. Telecommunications or video surveillance services provided by such entities or using such equipment.
4. Telecommunications or video surveillance equipment or services produced or provided by an entity that the Secretary of Defense, in consultation with the Director of the National Intelligence or the Director of the Federal Bureau of Investigation, reasonably believes to be an entity owned or controlled by, or otherwise connected to, the government of a covered foreign country.
5. In implementing the prohibition under Public Law 115-232, section 889, subsection (f), paragraph (1), heads of executive agencies administering loan, grant, or subsidy programs shall prioritize available funding and technical support to assist affected businesses, institutions and organizations as is reasonably necessary for those affected entities to transition from covered communications equipment and services, to procure replacement equipment and services, and to ensure that communications service to users and customers is sustained.
 - a) See Public Law 115-232, section 889 for additional information.
 - b) See also § 200.471.

For the Southern Teton Area Rapid Transit:

Southern Teton Area Rapid Transit (START)
Attn: Transit Director
clerk@jacksonwy.gov
PO Box 1687
55 Karns Meadow Drive
Jackson, WY 83001

For Transportation Management and Design, Inc.

China Langer
President
Transportation Management & Design, Inc.
clanger@tmdimc.net
2701 Loker Ave. West Ste. 110
Carlsbad, CA 92010



STAFF Report

Meeting Date:	November 21, 2024	Meeting Title:	Regular meeting
Submitting Department:	START	Presenter:	Bruce Abel, Transit Director
Agenda Item:	Requested START FY 25 Budget Amendment	Public Comment:	Yes

Purpose & Policy Consideration

The purpose of this item is to request START Board authorization to enter into the attached Contracted Transit Bus Services Agreement ("Agreement") with Teton Village Association (TVA) for TVA's purchase of bus service during the winter of 2024-2025. The purpose is also to authorize the Transit Director to submit a request to the Town of Jackson and Teton County to amend the adopted FY 25 Southern Teton Area Rapid Transit (START) Operations Plan and Budget as described below to accommodate TVA's purchase of bus service during the winter of 2024-2025.

Requested Action:

Staff requests that the START Board of Directors authorize the START Chair to execute the attached Agreement with TVA and further to authorize the Transit Director to submit a request to Town Council and the Teton County Board of County Commissioners to amend the adopted FY 25 START Operations Plan and Budget. The purpose of the amendment is to allow for the reinstatement of certain START bus services between Town and Teton Village, as described below, that were not included in the adopted FY 25 START Operations Plan and Budget.

Recommendation:

The START Finance and Executive Committees recommend that the START Board authorize the START Chair to execute the attached Agreement between START and TVA and also authorize the Transit Director to submit the requested amendment to the adopted FY 25 START Operations Plan and Budget to the Jackson Town Council and the Teton County Board of County Commissioners for consideration.

Background:

START's original FY25 budget request anticipated the provision of all of START's fixed-route and on-demand bus service as was provided during the winter 2023-24 season, including the provision of the same level of winter season service from Town to Teton Village as was provided last winter (winter 2023-2024). During the course of budget deliberations, TVA advised START/the Town of TVA's intent to withdraw from the Transit Funding Agreement that had been entered into between TVA and the Town in June of 2022. As a result of this loss of TVA funding, the Town Manager and County Administrator's recommended START budget was reduced by \$80,000 and the START Operations Plan was changed to eliminate two (2) mid-day trips on the Teton Village South Express route and five (5) peak hour supplemental trips on the Teton Village Express route. The provision of these services was not in the Town or County's recommended FY 25 budget proposal, nor was it included in the START FY 25 budget adopted by the Town or County.

In August of 2024, the TVA Board of Directors voted to provide \$80,000 in funding to START in order to reinstate the two (2) mid-day trips on the Teton Village South Express route and the five (5) peak hour supplemental trips on the Teton Village Express route that had been eliminated during budget deliberations. This was done in order to provide funding to START to allow START to provide a level of START service to Teton Village similar to that which was provided during winter 2023-24 season. The purpose of this requested action is to approve the attached Agreement between TVA and START and, further, to amend the FY 25 START Operations Plan to reinstate the two (2) mid-day trips on the Teton Village South Express route and the five (5) peak hour supplemental trips on the Village Express routes that were removed during FY 25 Budget deliberations. This requested action is also to increase the approved FY 25 START expense budget by \$80,000 to cover the cost of providing these services, and to increase the approved START FY 25 revenue projections by \$80,000 to reflect the increased revenue anticipated to be received from TVA for the reinstatement of these services.

Financial Impact:

The approved FY 25 START Operations Plan and Budget did not include the operation of all START services to Teton Village that were provided during the winter 2023-24 season. This requested amendment to the approved FY 25 START Operations Plan and Budget is to reinstate the provision of particular START trips between Town and Teton Village into the adopted FY 25 START Operations Plan and to increase the approved START expense budget by \$80,000 and the approved revenue projections by \$80,000 to account for the increase in TVA funding to reinstate those services that had been eliminated during the FY25 budget deliberations. The provision of these particular trips on the Teton Village South Express route and the Teton Village Express route requires approximately 2.0 FTE winter seasonal drivers and associated winter season housing. Staff anticipated this Agreement with TVA, and incorporated these staffing requirements into START's recent hiring and training activities.

The attached Agreement includes TVA's current practice of purchasing START bus passes in lieu of TVA's participation in the terminated 2022 Transit Funding Agreement, incorporating those payments. This Agreement meets or exceeds the revenue forecasts included in the FY 25 budget.

SUGGESTED MOTION:

I move to approve the Contracted Transit Bus Services Agreement attached to this staff report, authorize the START Board Chair to execute the Agreement, and direct the Transit Director to submit a request to the Town of Jackson Town Council and the Teton County Board of County Commissioners to amend both the adopted FY 25 START Operations Plan the START FY 25 Budget in accordance with this staff report.

Prepared by: Bruce Abel, Transit Director

CONTRACTED TRANSIT BUS SERVICES AGREEMENT

This Contracted Transit Bus Services Agreement (**Contract**) is made and entered into, effective as of _____, 2024, (**Effective Date**), by and between the Southern Teton Area Rapid Transit, whose address is P.O. Box 1687 Jackson, Wyoming 83001 (**START**), and the Teton Village Association, a Wyoming improvement and service district, whose address is P.O. Box 866, Teton Village, WY 83025 ("**TVA**") as follows:

- A. **Contract Period.** START shall provide the services set forth herein beginning on July 1, 2024 and concluding on June 30, 2025.
- B. **Description of Services.**
1. **Summer Service.** START shall provide the Teton Village Local Route, as detailed in the adopted START Fiscal Year 2025 Operations Plan, beginning on July 1, 2024 and concluding on June 30, 2025.
 2. **Winter Service.** START shall provide the Teton Village Local, Teton Village Express, and Teton Village South Express routes, as detailed in the adopted START Fiscal Year 2025 Operations Plan from November 30, 2024 to April 13, 2025.
 3. **Supplemental Winter Service.** In addition to the Winter Service routes described in the adopted START FY25 Operations Plan and START's adopted FY25 Budget, START will provide 2 additional mid-day roundtrips on the Teton Village South Express route and 5 additional peak hour roundtrips on the Teton Village Express route beginning on November 30, 2024 and concluding on April 13, 2025.
- C. **Cost of Services and Payment Schedule.** TVA shall pay for the services set forth herein as follows:
1. **Summer Services.** By December 13, 2024, TVA shall pay for Summer Service, which payment shall be equal to:

The per pass cost, in accordance with START FY2025 budget	\$125/ per pass
MULTIPLIED BY	
The total number of all summer mountain village employees, excluding i) Jackson Hole Mountain Resort Employees and those otherwise excluded pursuant to the Jackson Hole Mountain Resort Transit Demand Management Plan, ii) employees that are provided housing by TVA employers, and iii) the average daily ridership of the TVA buses between Stilson and JHMR, all as set forth in Exhibit A, incorporated herein by this reference.	756
Total:	\$94,500

2. **Winter Services.** By February 1, 2025, TVA shall pay for Winter Service, which payment shall be equal to:

The per pass cost, in accordance with START FY2025 budget	\$125/ per pass
MULTIPLIED BY	
The total number of all winter mountain village employees, excluding i) Jackson Hole Mountain Resort Employees and those otherwise excluded pursuant to the Jackson Hole Mountain Resort Transit Demand Management Plan, ii) employees that are provided housing by TVA employers, and iii) the average daily ridership of the TVA buses between Stilson and JHMR, all as set forth in Exhibit A.	803
Total:	\$100,375

3. **Supplemental Winter Service.** By April 15, 2025, TVA shall pay for Supplemental Winter Service, which payment shall be equal to \$80,000.
- D. **Termination.**
1. It is understood and agreed that performance of this Contract requires START to incur costs that, once incurred, cannot be recovered, to specifically include hiring and training extra staff, acquiring housing for the extra staff, and hiring contracted bus services to support Supplemental Winter Service.
 2. This Contract may be terminated by TVA with 7 days' notice and, as a result of the sunk costs, no reimbursement from START shall be made.
- E. **Governing Law; Construction.** This Contract shall be constructed, performed, and enforced in accordance with, and governed by, the laws of the State of Wyoming, without giving effect to the principles of conflict of laws thereof. The parties hereto irrevocably elect as the sole judicial forum for the adjudication of any matters arising under or in connection with this Agreement, and consent to the jurisdiction of, the courts of the County of Teton, State of Wyoming, or the United States District Court for the District of Wyoming. This Contract was negotiated by both parties and thus it shall not be construed against or in favor of any party by virtue of which party drafted it or any portion thereof.
- F. **Attorney Fees.** In the event that any action is filed in relation to this Contract, the unsuccessful party in the action shall pay to successful party, in addition to all the sums that either party may be called on to pay, a reasonable sum for the successful party's attorney's fees.
- G. **Entire Contract.** This Contract, including the Recitals, shall constitute the entire agreement between the parties and any prior understanding or representation of any kind preceding the date of this Contract shall not be binding upon either party except to the extent incorporated in this Contract.

- H. **Documents and Acts.** Each party agrees to execute and deliver such additional documents and instruments and to perform such additional acts as may be necessary or appropriate to effectuate, carry out and perform all of the terms, provisions, and conditions of this Contract and the transactions contemplated hereby.
- I. **Modification of Contract.** Any modification of this Contract or additional obligation assumed by either party in connection with this Contract shall not be binding upon either party except to the extent of an amendment in writing duly executed by both START and TVA.
- J. **Assignment of Rights.** The rights of each party under this Contract are personal to that party and may not be assigned or transferred to any other persons, firm, corporation, or other entity.
- K. **Notices.** All notices, requests, demands, or other communications required or permitted to be given hereunder shall be in writing and shall be addressed and delivered by certified mail, return receipt requested or by Federal Express, to each party at the addresses above. Any such notice, request, demand, or other communication shall be considered given or delivered, as the case may be, on the date of receipt. Rejection or other refusal to accept or inability to deliver because of changed address of which proper notice was not given shall be deemed to be receipt of the notice, request, demand, or other communication. By giving prior written notice thereof, any party, from time to time, may change its address for notices hereunder. Legal counsel for the respective parties may send to the other party any notices, requests, demands, or other communications required or permitted to be given hereunder by such party.
- L. **Severability.** In the event that any provision of this Contract is held to be in violation of any laws and hereby rendered invalid or unenforceable as to any party or circumstance, such finding shall not render that provision invalid or unenforceable as to any other persons or circumstances. If feasible, any such offending provision shall be deemed to be modified to be within the limits of enforceability or validity; however, if the offending provision cannot be so modified, it shall be stricken and all other provisions of this Contract in all other respects shall remain valid and enforceable.
- M. **Binding Effect.** This Contract shall inure to the benefit of and be binding upon the successors and assigns of the parties hereto.
- N. **Government Immunity.** START, nor the Town of Jackson, nor Teton County, Wyoming, waive governmental immunity by entering into this Contract, and each fully retains all immunities and defenses provided by law with respect to any action based on or occurring as a result of this Contract.
- O. **Counterparts; Digital Signatures.** This Contract may be executed in two or more counterparts, each of which shall be deemed an original having identical legal effect, and all of which together constitute the same instrument. The signature of any party to any counterpart shall be deemed a signature to, and may be appended to, any other counterpart. Counterparts may be delivered via facsimile, electronic mail (including pdf or any electronic signature complying with the federal ESIGN Act of 2000, e.g., www.docusign.com) or other transmission method, and any counterpart so delivered shall be deemed to have been duly and validly delivered and be valid and effective for all purposes. At the request of either Party, each Party agrees to execute an original of this Contract as well as any facsimile or other reproduction hereof.

IN WITNESS WHEREOF the parties have executed this contract on the date indicated above.

Teton Village Association

Teton Village Association
Teton Village, Wyoming

START

Southern Teton Area Rapid Transit
Jackson, Wyoming

Meghan Quinn,
Executive Director

Ty Hoath
Board Chair, Southern Teton Area Rapid Transit

Dated: _____

Dated: _____

ATTEST:

Kristin Unruh
Secretary, Southern Teton Area Rapid Transit

Jackson Hole Mountain Resort Transit Demand Management Plan			Summer				Winter (FT)	Winter (PT)	Winter (Total)
Caldera House			86				142	33	175
Snake River Lodge			90				90	10	100
Alpenhof			7				7		7
Teton Club			30				43	3	46
Hostel			3				4	8	12
Gravity Haus			48				45	5	50
stio Teton Village			2				3	3	6
Four Seasons			308				352	42	394
GTMF			13				10	4	14
Mangy moose			29				56	90	146
Hotel Terra/TML			200				147		147
Subtotal							899	198	
			816						1097
Associate TVA members									
Black Tie							2	0	
JH Paraglide							1	0	
Whole story			1				1	0	1
Sothebys			2				2	0	2
Osprey			1				1	0	1
Jax Old Time photos			1				1	0	1
SJ Urgent care			2				4	0	4
Osteria			2				4	0	4
Bodaga			2				2	0	2
Subtotal			11				15	0	15
Total			827				914	198	1112
Per Pass Cost			\$ 125.00				\$ 125.00		
Total Pass Cost (Total passes x \$125.00 each)		827	\$ 103,375.00			948	\$ 139,000.00		
Exclusions: Employees Provided Housing by TVA Members									
Less Housing	71		\$ 8,875.00			94	\$ 11,750.00		
Exclusions: Employees work too early or too late to use START									
Less Early Passes			None			87	\$ 10,875.00		
Summer/ Winter Total			\$ 94,500.00				\$ 116,375.00		
Exclusions: Average Ridership on TVA Stilson busses									
Stilson Average Daily Ridership			None			128 (256 riders x .5)	\$16,000		
Winter/Summer Total Less Stilson			\$94,500.00				\$ 100,375.00		
Total Payment to START:				\$194,875.00					

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Teton Village Association

Teton Village Association
Teton Village, Wyoming

Meghan Quinn,
Executive Director

Dated: _____

START

Southern Teton Area Rapid Transit
Jackson, Wyoming

Ty Hoath
Board Chair, Southern Teton Area Rapid Transit

Dated: _____

ATTEST:

Kristin Unruh
Secretary, Southern Teton Area Rapid Transit

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JH Paraglide							1	0	
Whole story			1				1	0	1
Sothebys			2				2	0	2
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Jax Old Time photos			1				1	0	1
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Total Payment to START:				\$194,875.00					



*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.*

Memorandum

To: START Board of Directors
From: Bruce Abel, Transit Director
Date: November 21, 2024
RE: October 2024 monthly recap

Ridership- START ridership for the first ten (10) months of calendar 2024 is up 15.3% when compared to the first ten (10) months of 2023. If we factor out the Airport shuttle ridership from the 2024 numbers in order to compare apples to apples, START ridership increased by 14.3% in the first ten (10) months of 2024 versus 2023. This continues the positive trend of ridership growth that START has experienced since 2022. START appears well positioned to reach/exceed the 1 million rider level in 2024.

Major contributors to START's ridership growth are the Teton Village services and the Town Shuttle. Ridership on Village services is up 19.5% as compared to same period last year and Town shuttle ridership is up 19.8% versus same period last year. START did implement additional afternoon Village service at 5:10 p.m. in response to overcrowding on the scheduled 5:10 p.m. Village bus. Star Valley commuter ridership is up 17.1% compared to same period last year. While Teton Vally commuter ridership is up 2.1% for the month of October when compared to October 2024, ridership is down 5.7% compared to same period last year. June was down markedly, most likely due to the Highway 22 closure that occurred in June.

START-on-Demand- Ridership on START-on-Demand (SOD) East Jackson experienced a 3.7% decrease in ridership during the first ten (10) months of 2024 versus the same period in 2023. We should consider this a positive result. START-on-Demand realized a 34.1% increase in annual ridership from 2022 to 2023 and this rate of growth was not sustainable. SOD still operated at approximately 8.7 passengers per hour for the month of October and 9.6 passengers per hour life-to- date, well above minimum service standards of 3 passengers per hour and well above industry norms for on-demand service.

SOD has been providing service to the Teton County Library since the beginning of the summer season. This service has not expanded the East Jackson service area but has functioned as a single stop that is served to/from the East Jackson service area during the hours that the library is open. The last ridership numbers received for library ridership was that the library was generating mid/upper teens to low twenties riders per day. SOD continued to operate the Library stop through the fall season and is posed to operate the Library service thought the winter 24-25 season as well as part of our contract renewal process that will take effect December 1, 2024.

START staff has approved an extension of START's agreement with Downtowner LLC in order to continue Downtowner's provision of START-on-Demand microtransit service in East Jackson for the period December 1, 2024- November 30, 2025. The terms of START's existing agreement with Downtowner LLC

provides for annual increases of no more than 5% in the monthly fixed cost rate, no more than 5% in the variable cost rate per hour and no more than 10% in the number of annual hours. The contract extension incorporates an increase in the monthly fixed cost rate of 5% from \$45,139 per month to a new monthly fixed cost rate of \$47,396 per month. The monthly fixed cost rate covers expenses such as vehicle leases, insurance, managerial/corporate overhead etc. The contract extension also calls for an increase in the variable cost rate per hour of 5% from the current \$33.04 per service hour to a new variable cost rate of \$34.69 per hour. The variable cost rate per hour covers expenses such as drivers wages and benefits. The contract extension also calls for an annual increase in the number of annual hours by up to 7% which is within the 10% cap on service growth. This will allow START-on-Demand to continue serving the Teton County Library during the hours that the Library is open. This will also allow SOD to continue to serve Albertson's in the evening hours. The Board may recall from the October 24, 2024 mini-retreat, that, based on FY 23 audited financials, START- On-Demand was the most cost-effective service that START provided. FY 23 net cost per passenger carried for SOD was \$7.32 as compared to the net cost per passenger carried ranging from \$8.68 to \$10.28 for other START services (excluding federally mandated ADA paratransit services). Downtowner has also requested a one-time increase of \$21,000 to cover the unanticipated cost of surging insurance costs that have far outpaced the normal inflation rates over the past year. This is still under discussion and staff will return to the Board with a recommendation at the December Board meeting. The revised annual cost is within the adopted FY 25 budget for START-on- Demand.

The monthly START-on-Demand report includes latitude/longitude information for SOD ridership. This report is routinely provided to START as a routine management tool to enable us to compare detailed trip information to the summary reports that we receive. We have begun providing this information to those Directors who wish to receive it.

Financial Report- The financial report for the month of October 2024. October represents the fourth month of the FY 25 fiscal year. There is nothing of significance to report with the exception of START exceeding projected expense for supervisor overtime. This is due to the fact that START promotes limits on supervisor vacation to the summer/fall months which results in extraordinary overtime expense during the summer and fall months as supervisors incur overtime when covering the vacations of other supervisors. We have also experienced staff turnover in the supervisor position and have incurred overtime expense during the training process for new supervisors. We requested, and the Town Finance Department accommodated our request, to create a new line item to track supervisor overtime as separate line item in our expense reports beginning this year. We anticipate that we will exceed our supervisor overtime budget as we proceed thru the year. We will address this with the Board in the near future. In aggregate, START is within budget at this point of the year.

At the August 5, 2024 JIM (Joint Information Meeting), the Jackson Town Council and the Teton County Board of County Commissioners approved a budget amendment for START in the amount of \$275,000 in order to accommodate the cost of operation for the continuation of the Airport Shuttle pilot project that was initiated last winter. This service will operate from December 14, 2024- April 13, 2025 and will operate essentially as the pilot service operated last year. START's FY25 revenue projections were also amended to include anticipated revenue of \$85,000 from the farebox, \$70,000 from the TTB, \$30,000 from Jackson Hole Airport anticipated employee pass sales, approximately \$83,000 from WYDOT/FTA funding and \$6,400 of Town and County funding

START staff has requested approval of a budget amendment to increase operating expense in order to restore service to Teton Village that was removed during the FY 25 Town and County budget processes. This will be offset by payments from Teton Village Association (TVA). We will also request a budget amendment, already approved by the START Board, to contract with Salt Lake Express (SLE) to provide a portion of START's winter service offering. This request is currently scheduled for the December 2, 2024 JIM meeting pending START Board approval at the November 21, 2024 START Board meeting.

Staff is now providing an expanded financial report that shows START revenues and expenses by budget/accounting line item. This report is routinely provided to START as a routine management tool to enable management to monitor START expenses. We are including this information in response to Directors' request.

START will have final audited expense figures for FY 24 at the end of the calendar year when the audit is completed. At that time, we will be able to calculate net cost per passenger for FY 24 for discussion of the cost effectiveness of various START services at an anticipated January Strategic Planning meeting.

Winter 24/25 Service update- Fall season service began Sunday, September 29, 2024 and will run through Friday, November 29, 2024. Winter seasonal service begins on Saturday, November 30, 2024.

Winter season service levels will start on Saturday, November 30, 2024. START's winter season service includes the addition of Teton Village Express service and the Teton Village South service. In addition, the frequency of service on the Teton Village Local route is improved from every 60 minutes to every 40 minutes. The "span of service" on the Town Shuttle and Village Local are also expanded slightly to operate later into the night. START's provision of Airport Shuttle service (pilot phase 2.0) is also incorporated in the winter 24/25 service plan.

Staff planned to hire up to 27 winter seasonal drivers to fulfill the delivery of the expanded winter season service plan. The recruitment, interview, selection and background check process has been underway since July. Activities to secure housing for these employees have also been underway. A big thank you to the Town of Jackson internal services staff for their support of these activities. Preparations for training new winter season hires have also been underway at START for the past few months. Training commenced on November 12, 2024. Seventeen new and returning drivers are currently participating in training. START anticipates two (2) additional new hires to join us in the next few weeks. This number of employees, along with the operators provided via START's contract with Salt Lake Express should provide the minimal number of drivers needed to fulfill our winter service requirements.

Airport Shuttle Update- As previously mentioned, the Jackson Town Council and the Teton County Board of County Commissioners approved a budget amendment for START in the amount of \$275,000 in order to accommodate the cost of operation for the continuation of the Airport Shuttle pilot project that was initiated last winter. This service will operate from December 14, 2024- April 13, 2025 and will operate essentially as the pilot service operated last year. Revenues to support the service will come from farebox receipts, a grant from TTB to support the provision of the service, funds from pass sales to Jackson Hole Airport and airport-related employees, WYDOT/FTA funding and Town and County funds.

On November 18, 2024, Jackson Town Council approved the contract with the TTB to receive TTB grant funding to support the provision of the Airport shuttle service. This contract is in the amount of \$145,000 to support the provision of the service in winter 2024-25 (approx. \$70,000) and winter 2025-

26 (approx. \$75,000). In addition, the Teton County Travel and Tourism Board awarded START/Jackson Hole Airport \$23,333 at the November 14 TTB meeting to help support the communications outreach program to promote the Airport shuttle service. The remainder of an approximately \$90,000 communications/outreach plan will be shared by START and Jackson Hole Airport (JAC). In addition, JAC will underwrite approximately \$45,000 in staff time to lead the communications/outreach efforts.

Implementation activities for the Airport shuttle continue to focus on the December 14, 2024 start date. Communications and outreach activities began several weeks ago and have been focused on digital and, to a lesser degree, print channels of communication as well as communications to the travel and hospitality markets. Installation of signage at the airport and at the airport bus stops in Town is scheduled for the week of December 9. Airport terminal communications displays are also underway as is training for Airport host personnel.

TDP Update- At the October 21, 2024 START Board meeting, the START Board authorized staff to negotiate an agreement with Transportation Management And Design (TMD) for TMD to prepare a Five (5) Year Strategic Transit Development Plan (TDP and Comprehensive Fare Study for START. This document is included in the November 21, 2024 Board packet under action items. Staff is recommending approval of the agreement that has been negotiated.

The scope of work for this engagement is included as Exhibit A to the Agreement.

Technology update- START staff continues to work with Masabi, START's electronic fare media vendor, to implement phase 2, Smart Cards, for the START fare payment system. Our original timeline to introduce this fare product was September 2024. Technical testing of this fare product is not proceeding as well as hoped for and this timeline will need to be extended. We now are targeting to introduce this fare product in mid-late December. It is still our goal to have this fare payment option available for the upcoming winter season. Staff has been working with the Jackson Hole Airport and JHMR to pilot the new Partner Portal component of the Smart Card system.

Representatives of Equans, START's technology partner and the prime contractor for the various elements of SMART's technology program, visited START late last month.

Operational update-

- **Proterra buses-** nothing new to report. All eight (8) Proterra buses remain out of service. We will meet with representatives of the new battery lease company to determine if it is feasible to attempt to get 3 or 4 of the Proterra buses functional for the upcoming winter season.

-Transit Signal Priority (TSP) update- after some initial delays, START has received a draft technical agreement from WYDOT regarding the BUILD funded implementation of TSP (or, as is referred to in Jackson, "buses get green lights") . This draft has been reviewed and returned to HNTB (Build technical consultants) and will be referred next to START legal counsel for review.

-Vehicle Purchase Update- START's approved FY 25 Capital budget includes the acquisition of two (2) replacement over-the-road (commuter) buses, purchase of six (6) standard buses, purchase of one (1) replacement ADA bus, the purchase of one (1) replacement supervisory vehicle, upgrades to the radio system and bus stop improvements.

We previously received grants for the purchase of the six (6) transit buses (4 thru Lo-No and 2 thru BUILD) and the ADA bus and the supervisory vehicle. We have received the grant contracts that will allow us to move forward on the ADA bus and supervisory vehicle projects. We have also just received grant contracts for WYDOY/FTA funding for the over-the-road bus replacements and bus stop improvements. We are awaiting a cost proposal from HNTB (BUILD consultants) to provide technical assistance for the vehicle acquisition processes.

Staff continues to work bring START more fully into compliance with WYDOT/FTA and ITD/WYDOT requirements. Staff has addressed prior shortcomings in the areas of the ADA, procurement and Title VI. We continue to have a number of other areas that we need to address and we are in the process of scheduling a follow-up meeting with ITD to follow up on ITD's October State Management Review of START activities.

Copies: Tyler Sinclair, Town of Jackson, Town Manager
Lea Colasuonno, Town of Jackson/START Attorney
Dr. Charlotte Frei, Jackson/Teton County Regional Transportation Administrator
Jason Pitts, START
Ann McClure, START
START Supervisor/Dispatchers
Jodi Pond, Teton County, Interim County Administrator

Town of Jackson, Wyoming
START Bus System

Monthly Financial Report

for the month of

10/31/2024

month

4

33.333%

	Period Actual	Period Budget (div by 12)	Period Variance	YTD Actual	YTD Budget	YTD Variance	%	Total Budget	Budget remaining	%
Revenues:										
Intergovernmental	\$ 109,769.00	\$ 1,078,929.08	\$ (969,160.08)	\$ 439,076.00	\$ 4,315,716.33	\$ (3,876,640.33)	10.174%	\$ 12,947,149.00	\$ 12,508,073.00	3.391%
Charges for Service	22,630.82	\$ 160,171.67	\$ (137,540.85)	148,496.90	\$ 640,686.67	\$ (492,189.77)	23.178%	\$ 1,922,060.00	\$ 1,773,563.10	7.726%
Miscellaneous	8768.75	\$ 18,188.33	\$ (9,419.58)	28,685.29	\$ 72,753.33	\$ (44,068.04)	39.428%	\$ 218,260.00	\$ 189,574.71	13.143%
subtotal	\$ 141,168.57	\$ 1,257,289.08	\$ (1,116,120.51)	\$ 616,258.19	\$ 5,029,156.33	\$ (4,412,898.14)	12.254%	\$ 15,087,469.00	\$ 14,471,210.81	4.085%
transfers in	105010.45	\$ 124,340.92	\$ (19,330.47)	385,530.94	\$ 497,363.67	\$ (111,832.73)	77.515%	\$ 1,492,091.00	\$ 1,106,560.06	25.838%
Total	\$ 246,179.02	\$ 1,381,630.00	\$ (1,135,450.98)	\$ 1,001,789.13	\$ 5,526,520.00	\$ (4,524,730.87)	18.127%	\$ 16,579,560.00	\$ 15,577,770.87	6.042%
Expenditures										
Administration	\$ 91,522.25	\$ 174,260.25	\$ (82,738.00)	\$ 489,630.87	\$ 697,041.00	\$ (207,410.13)	70.244%	\$ 2,091,123.00	\$ 1,601,492.13	23.415%
Operations	331,227.20	\$ 661,704.25	\$ (330,477.05)	1,692,162.15	\$ 2,646,817.00	\$ (954,654.85)	63.932%	7,940,451.00	6,248,288.85	21.311%
subtotal	\$ 422,749.45	\$ 835,964.50	\$ (413,215.05)	\$ 2,181,793.02	\$ 3,343,858.00	\$ (1,162,064.98)	65.248%	\$ 10,031,574.00	\$ 7,849,780.98	21.749%
Capital outlay	\$ -	\$ 621,731.67	\$ (621,731.67)	\$ 18,607.88	\$ 2,486,926.67	\$ (2,468,318.79)	0.748%	\$ 7,460,780.00	\$ 7,442,172.12	0.249%
Subtotal (cume)	\$ 422,749.45	\$ 1,457,696.17	\$ (1,034,946.72)	\$ 2,200,400.90	\$ 5,830,784.67	\$ (3,630,383.77)	37.738%	\$ 17,492,354.00	\$ 17,069,604.55	12.579%
Transfers out	\$ -	\$ 13,748.92	\$ (13,748.92)	\$ 38,043.00	\$ 54,995.67	\$ (16,952.67)	69.175%	\$ 164,987.00	\$ 126,944.00	23.058%
Total (cume)	\$ 422,749.45	\$ 1,471,445.08	\$ (1,048,695.63)	\$ 2,238,443.90	\$ 5,885,780.33	\$ 3,647,336.43	38.031%	\$ 17,657,341.00	\$ 15,418,897.10	12.677%
Net Revenue over Expenditures	\$ (176,570.43)	\$ (89,815.08)	\$ (86,755.35)	\$ (1,236,654.77)	\$ (359,260.33)	\$ (8,172,067.30)	344.222%	\$ (1,077,781.00)	\$ 158,873.77	114.741%



START Ridership Report

START Regular Board Meeting November 21, 2024

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	3,516	2%
Feb	36,655	106,701	2,827	2,240	-	415	148,838	7,430	5%
March	38,437	100,310	2,780	2,739	-	485	144,751	4,790	3%
April	27,974	19,896	2,623	2,921	-	542	53,956	3,876	8%
May	34,349	6,478	2,343	3,340	-	437	46,947	484	1%
June	45,211	16,765	2,285	2,682	-	518	67,461	(4,485)	-6%
July	49,498	23,259	3,597	3,225	-	407	79,986	(6,857)	-8%
August	45,687	28,611	2,679	2,837	-	389	80,203	(2,200)	-3%
September	50,287	25,540	2,559	3,623	-	406	82,415	15,470	23%
October	47,307	8,445	2,455	3,312	-	368	61,887	15,631	34%
November	35,185	7,392	3,523	3,449	-	430	49,979	2,973	6%
December	36,299	79,128	2,731	3,243	-	525	121,926	(13,658)	-10%
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	9,595	(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%

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	1,890	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%



START Ridership Report

START Regular Board Meeting November 21, 2024

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	1,000	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	1,000	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	41,614	20,064	2,216	2,166	-	395	14,735	81,190	2,258	83,448	7,516	10%
August	38,974	19,849	2,192	2,164	-	453	14,418	78,050	3,240	81,290	5,296	7%
September	36,072	15,930	2,125	2,165	-	376	11,847	68,515	840	69,355	5,217	8%
October	32,616	8,747	2,337	2,614	-	399	8,310	55,023		55,023	4,971	10%
November					-			-		-	(44,508)	-100%
December					-			-		-	(117,928)	-100%
Totals 2024	355,651	314,112	24,822	21,916	7,729	4,429	145,718	874,377	35,642	910,019	835,299	674%

Summary Tables:

Monthly Total - October Data ONLY:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Annual Total:
2018	34,965	5,246	2,828	2,859	-	358	-	-	46,256
2019	47,307	8,445	2,455	3,312	-	368	-	-	61,887
2020	12,913	2,901	1,642	1,632	-	299	-	-	19,387
2021	15,599	4,733	1,926	1,866	-	470	-	-	24,594
2022	21,545	7,168	1,677	1,890	-	507	7,411	-	40,198
2023	27,190	9,350	2,122	2,561	-	440	8,389	-	50,052
2024	32,616	8,747	2,337	2,614	-	399	8,310	-	55,023

Monthly Comparisons for Each Service Type - October Data ONLY:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Monthly Variance:
2018 - 2019	12,342 35.30%▲	3,199 60.98%▲	(373) -13.19%▼	453 15.84%▲	- 0.00%▲	10 2.79%▲	- 0.00%▲	- 0.00%▲	15,631 33.79%▲
2019 - 2020	(34,394) -72.70%▼	(5,544) -65.65%▼	(813) -33.12%▼	(1,680) -50.72%▼	- 0.00%▲	(69) -18.75%▼	- 0.00%▲	- 0.00%▲	(42,500) -68.67%▼
2020 - 2021	2,686 20.80%▲	1,832 63.15%▲	284 17.30%▲	234 14.34%▲	- 0.00%▲	171 57.19%▲	- 0.00%▲	- 0.00%▲	5,207 26.86%▲
2021 - 2022	5,946 38.12%▲	2,435 51.45%▲	(249) -12.93%▼	24 1.29%▲	- 0.00%▲	37 7.87%▲	7,411 0.00%▲	- 0.00%▲	15,604 63.45%▲
2022 - 2023	5,645 20.76%▲	2,182 23.34%▲	445 20.97%▲	671 26.20%▲	- 0.00%▲	(67) -15.23%▼	978 11.66%▲	- #DIV/0!	9,854 19.69%▲
2023 - 2024	5,426 16.64%▲	(603) -6.89%▼	215 9.20%▲	53 2.03%▲	- #DIV/0!	(41) -10.28%▼	(79) -0.95%▼	- #DIV/0!	4,971 9.03%▲

YTD Totals for January through October Data:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	YTD Total:
2018	423,622	406,026	27,356	27,731	-	4,411	-	-	889,146
2019	417,183	447,191	27,431	30,565	-	4,431	-	-	926,801
2020	190,237	284,380	18,423	18,319	-	3,429	-	-	514,788
2021	157,452	176,591	19,788	17,774	-	4,601	-	-	376,206
2022	232,769	269,279	21,585	20,705	-	4,985	103,926	-	653,249
2023	296,763	262,798	21,234	23,230	-	4,804	149,390	32,554	790,773
2024	355,651	314,112	24,822	21,916	7,729	4,429	145,718	35,642	910,019

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	(6,439) -1.52%▼	41,165 10.14%▲	75 0.27%▲	2,834 10.22%▲	- 0.45%▲	20 0.45%▲	-	-	37,655 4.23%▲
2019 - 2020	(226,946) -54.40%▼	(162,811) -36.41%▼	(9,008) -32.84%▼	(12,246) -40.07%▼	- -22.61%▼	(1,002) -22.61%▼	-	-	(412,013) -44.46%▼
2020 - 2021	(32,785) -17.23%▼	(107,789) -37.90%▼	1,365 7.41%▲	(545) -2.98%▼	- 34.18%▲	1,172 34.18%▲	- 100.00%▲	-	(138,582) -26.92%▼
2021 - 2022	75,317 47.83%▲	92,688 52.49%▲	1,797 9.08%▲	2,931 16.49%▲	- 8.35%▲	384 8.35%▲	103,926 #DIV/0!	-	277,043 73.64%▲
2022 - 2023	63,994 27.49%▲	(6,481) -2.41%▼	(351) -1.63%▼	2,525 12.20%▲	- 0.00%▲	(181) -3.63%▼	45,464 43.75%▲	32,554 0.00%▲	137,524 21.05%▲
2023 - 2024	58,888 16.56%▲	51,314 16.34%▲	3,588 14.45%▲	(1,314) -6.00%▼	7,729 100.00%▲	(375) -8.47%▼	(3,672) -2.52%▼	3,088 8.66%▲	119,246 13.10%▲

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		2,191.60	10 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		2,482.20	10 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			
Teton Valley		AM	PM
April	TV1A	8	18
	TV1B	2	0
	TV2	14	17
	TV3	20	7
Star Valley		AM	PM
April	SV1A	13	21
	SV1B	0	0
	SV2	28	24
	SV3	16	6
May 2022			
Teton Valley		AM	PM
May	TV1A	11	18
	TV1B	1	0
	TV2	13	16
	TV3	19	7
Star Valley		AM	PM
May	SV1A	11	17
	SV1B	2	4
	SV2	23	19
	SV3	11	6
June 2022			
Teton Valley		AM	PM
June	TV1A	10	17
	TV1B	3	1
	TV2	15	23
	TV3	20	7
Star Valley		AM	PM
June	SV1A	13	19
	SV1B	1	0
	SV2	27	25
	SV3	12	7
July 2022			
Teton Valley		AM	PM
July	TV1A	11	21
	TV1B	7	0
	TV2	22	24
	TV3	19	9
Star Valley		AM	PM
July	SV1A	13	21
	SV1B	2	0
	SV2	31	27
	SV3	14	8
August 2022			
Teton Valley		AM	PM
August	TV1A	12	21
	TV1B	7	0
	TV2	18	24
	TV3	19	9
Star Valley		AM	PM
August	SV1A	11	22
	SV1B	3	0
	SV2	28	26
	SV3	13	6

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

January 2023				
Teton Valley		AM	PM	
January	TV1	14	28	
	TV2	23	27	
	TV3	30	12	
Star Valley		AM	PM	
January	SV1	15	27	
	SV2	30	29	
	SV3	16	4	
February 2023				
Teton Valley		AM	PM	
February	TV1	13	27	
	TV2	20	23	
	TV3	32	10	
Star Valley		AM	PM	
February	SV1	14	27	
	SV2	30	25	
	SV3	17	5	
March 2023				
Teton Valley		AM	PM	
March	TV1	10	24	
	TV2	21	23	
	TV3	29	7	
Star Valley		AM	PM	
March	SV1	13	24	
	SV2	33	26	
	SV3	16	7	
April 2023				
Teton Valley		AM	PM	
April	TV1	10	25	
	TV2	26	20	
	TV3	18	7	
Star Valley		AM	PM	
April	SV1	9	23	
	SV2	22	18	
	SV3	19	7	
May 2023				
Teton Valley		AM	PM	
May	TV1	11	23	
	TV2	26	20	
	TV3	17	7	
Star Valley		AM	PM	
May	SV1	9	22	
	SV2	20	18	
	SV3	21	8	
June 2023				
Teton Valley		AM	PM	
June	TV1	14	27	
	TV2	28	25	
	TV3	18	7	
Star Valley		AM	PM	
June	SV1	10	21	
	SV2	19	19	
	SV3	20	18	

July 2023				
Teton Valley		AM	PM	
July	TV1	13	24	
	TV2	23	21	
	TV3	16	8	
Star Valley		AM	PM	
July	SV1	10	19	
	SV2	17	16	
	SV3	15	7	
August 2023				
Teton Valley		AM	PM	
August	TV1	13	25	
	TV2	24	20	
	TV3	17	6	
Star Valley		AM	PM	
August	SV1	13	20	
	SV2	16	17	
	SV3	20	7	
September 2023				
Teton Valley		AM	PM	
Septmber	TV1	14	25	
	TV2	22	19	
	TV3	15	8	
Star Valley		AM	PM	
September	SV1	11	19	
	SV2	14	19	
	SV3	20	9	
October 2023				
Teton Valley		AM	PM	
October	TV1	15	24	
	TV2	25	22	
	TV3	21	8	
Star Valley		AM	PM	
October	SV1	13	20	
	SV2	15	21	
	SV3	21	7	
November 2023				
Teton Valley		AM	PM	
November	TV1	13	26	
	TV2	25	21	
	TV3	22	9	
Star Valley		AM	PM	
November	SV1	11	22	
	SV2	16	14	
	SV3	19	6	
December 2023				
Teton Valley		AM	PM	
December	TV1	12	21	
	TV2	18	16	
	TV3	16	9	
Star Valley		AM	PM	
December	SV1	15	29	
	SV2	28	27	
	SV3	22	7	



START Ridership Report

START Regular Board Meeting November 21, 2024

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	
September 2024				
Teton Valley		AM	PM	
August	TV1 - 401	13	29	
	TV2 - 402	18	16	
	TV3 - 403	21	8	
Star Valley		AM	PM	
August	SV1 - 301	12	26	
	SV2 - 302	21	20	
	SV3 - 303	17	7	
October 2024				
Teton Valley		AM	PM	
August	TV1 - 401	15	28	
	TV2 - 402	22	18	
	TV3 - 403	21	10	
Star Valley		AM	PM	
August	SV1 - 301	14	24	
	SV2 - 302	21	18	
	SV3 - 303	18	6	



START Ridership Report

START Regular Board Meeting November 21, 2024

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	3,516	2%
Feb	36,655	106,701	2,827	2,240	-	415	148,838	7,430	5%
March	38,437	100,310	2,780	2,739	-	485	144,751	4,790	3%
April	27,974	19,896	2,623	2,921	-	542	53,956	3,876	8%
May	34,349	6,478	2,343	3,340	-	437	46,947	484	1%
June	45,211	16,765	2,285	2,682	-	518	67,461	(4,485)	-6%
July	49,498	23,259	3,597	3,225	-	407	79,986	(6,857)	-8%
August	45,687	28,611	2,679	2,837	-	389	80,203	(2,200)	-3%
September	50,287	25,540	2,559	3,623	-	406	82,415	15,470	23%
October	47,307	8,445	2,455	3,312	-	368	61,887	15,631	34%
November	35,185	7,392	3,523	3,449	-	430	49,979	2,973	6%
December	36,299	79,128	2,731	3,243	-	525	121,926	(13,658)	-10%
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	9,595	(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%

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	1,890	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%



START Ridership Report

START Regular Board Meeting November 21, 2024

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	1,000	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	1,000	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	41,614	20,064	2,216	2,166	-	395	14,735	81,190	2,258	83,448	7,516	10%
August	38,974	19,849	2,192	2,164	-	453	14,418	78,050	3,240	81,290	5,296	7%
September	36,072	15,930	2,125	2,165	-	376	11,847	68,515	840	69,355	5,217	8%
October	32,616	8,747	2,337	2,614	-	399	8,310	55,023		55,023	4,971	10%
November					-			-		-	(44,508)	-100%
December					-			-		-	(117,928)	-100%
Totals 2024	355,651	314,112	24,822	21,916	7,729	4,429	145,718	874,377	35,642	910,019	835,299	674%

Summary Tables:

Monthly Total - October Data ONLY:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Annual Total:
2018	34,965	5,246	2,828	2,859	-	358	-	-	46,256
2019	47,307	8,445	2,455	3,312	-	368	-	-	61,887
2020	12,913	2,901	1,642	1,632	-	299	-	-	19,387
2021	15,599	4,733	1,926	1,866	-	470	-	-	24,594
2022	21,545	7,168	1,677	1,890	-	507	7,411	-	40,198
2023	27,190	9,350	2,122	2,561	-	440	8,389	-	50,052
2024	32,616	8,747	2,337	2,614	-	399	8,310	-	55,023

Monthly Comparisons for Each Service Type - October Data ONLY:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Monthly Variance:
2018 - 2019	12,342	3,199	(373)	453	-	10	-	-	15,631
	35.30%▲	60.98%▲	-13.19%▼	15.84%▲	0.00%▲	2.79%▲	0.00%▲	0.00%▲	33.79%▲
2019 - 2020	(34,394)	(5,544)	(813)	(1,680)	-	(69)	-	-	(42,500)
	-72.70%▼	-65.65%▼	-33.12%▼	-50.72%▼	0.00%▲	-18.75%▼	0.00%▲	0.00%▲	-68.67%▼
2020 - 2021	2,686	1,832	284	234	-	171	-	-	5,207
	20.80%▲	63.15%▲	17.30%▲	14.34%▲	0.00%▲	57.19%▲	0.00%▲	0.00%▲	26.86%▲
2021 - 2022	5,946	2,435	(249)	24	-	37	7,411	-	15,604
	38.12%▲	51.45%▲	-12.93%▼	1.29%▲	0.00%▲	7.87%▲	0.00%▲	0.00%▲	63.45%▲
2022 - 2023	5,645	2,182	445	671	-	(67)	978	-	9,854
	20.76%▲	23.34%▲	20.97%▲	26.20%▲	0.00%▲	-15.23%▼	11.66%▲	#DIV/0!	19.69%▲
2023 - 2024	5,426	(603)	215	53	-	(41)	(79)	-	4,971
	16.64%▲	-6.89%▼	9.20%▲	2.03%▲	#DIV/0!	-10.28%▼	-0.95%▼	#DIV/0!	9.03%▲

YTD Totals for January through October Data:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	YTD Total:
2018	423,622	406,026	27,356	27,731	-	4,411	-	-	889,146
2019	417,183	447,191	27,431	30,565	-	4,431	-	-	926,801
2020	190,237	284,380	18,423	18,319	-	3,429	-	-	514,788
2021	157,452	176,591	19,788	17,774	-	4,601	-	-	376,206
2022	232,769	269,279	21,585	20,705	-	4,985	103,926	-	653,249
2023	296,763	262,798	21,234	23,230	-	4,804	149,390	32,554	790,773
2024	355,651	314,112	24,822	21,916	7,729	4,429	145,718	35,642	910,019

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	(6,439)	41,165	75	2,834	-	20	-	-	37,655
	-1.52%▼	10.14%▲	0.27%▲	10.22%▲	-	0.45%▲	-	-	4.23%▲
2019 - 2020	(226,946)	(162,811)	(9,008)	(12,246)	-	(1,002)	-	-	(412,013)
	-54.40%▼	-36.41%▼	-32.84%▼	-40.07%▼	-	-22.61%▼	-	-	-44.46%▼
2020 - 2021	(32,785)	(107,789)	1,365	(545)	-	1,172	-	-	(138,582)
	-17.23%▼	-37.90%▼	7.41%▲	-2.98%▼	-	34.18%▲	100.00%▲	-	-26.92%▼
2021 - 2022	75,317	92,688	1,797	2,931	-	384	103,926	-	277,043
	47.83%▲	52.49%▲	9.08%▲	16.49%▲	-	8.35%▲	#DIV/0!	-	73.64%▲
2022 - 2023	63,994	(6,481)	(351)	2,525	-	(181)	45,464	32,554	137,524
	27.49%▲	-2.41%▼	-1.63%▼	12.20%▲	0.00%▲	-3.63%▼	43.75%▲	0.00%▲	21.05%▲
2023 - 2024	58,888	51,314	3,588	(1,314)	7,729	(375)	(3,672)	3,088	119,246
	16.56%▲	16.34%▲	14.45%▲	-6.00%▼	100.00%▲	-8.47%▼	-2.52%▼	8.66%▲	13.10%▲

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		2,191.60	10 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		2,482.20	10 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				
Teton Valley		AM	PM	
April	TV1A	8	18	
	TV1B	2	0	
	TV2	14	17	
	TV3	20	7	
Star Valley		AM	PM	
April	SV1A	13	21	
	SV1B	0	0	
	SV2	28	24	
	SV3	16	6	
May 2022				
Teton Valley		AM	PM	
May	TV1A	11	18	
	TV1B	1	0	
	TV2	13	16	
	TV3	19	7	
Star Valley		AM	PM	
May	SV1A	11	17	
	SV1B	2	4	
	SV2	23	19	
	SV3	11	6	
June 2022				
Teton Valley		AM	PM	
June	TV1A	10	17	
	TV1B	3	1	
	TV2	15	23	
	TV3	20	7	
Star Valley		AM	PM	
June	SV1A	13	19	
	SV1B	1	0	
	SV2	27	25	
	SV3	12	7	
July 2022				
Teton Valley		AM	PM	
July	TV1A	11	21	
	TV1B	7	0	
	TV2	22	24	
	TV3	19	9	
Star Valley		AM	PM	
July	SV1A	13	21	
	SV1B	2	0	
	SV2	31	27	
	SV3	14	8	
August 2022				
Teton Valley		AM	PM	
August	TV1A	12	21	
	TV1B	7	0	
	TV2	18	24	
	TV3	19	9	
Star Valley		AM	PM	
August	SV1A	11	22	
	SV1B	3	0	
	SV2	28	26	
	SV3	13	6	

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

January 2023				
Teton Valley		AM	PM	
January	TV1	14	28	
	TV2	23	27	
	TV3	30	12	
Star Valley		AM	PM	
January	SV1	15	27	
	SV2	30	29	
	SV3	16	4	
February 2023				
Teton Valley		AM	PM	
February	TV1	13	27	
	TV2	20	23	
	TV3	32	10	
Star Valley		AM	PM	
February	SV1	14	27	
	SV2	30	25	
	SV3	17	5	
March 2023				
Teton Valley		AM	PM	
March	TV1	10	24	
	TV2	21	23	
	TV3	29	7	
Star Valley		AM	PM	
March	SV1	13	24	
	SV2	33	26	
	SV3	16	7	
April 2023				
Teton Valley		AM	PM	
April	TV1	10	25	
	TV2	26	20	
	TV3	18	7	
Star Valley		AM	PM	
April	SV1	9	23	
	SV2	22	18	
	SV3	19	7	
May 2023				
Teton Valley		AM	PM	
May	TV1	11	23	
	TV2	26	20	
	TV3	17	7	
Star Valley		AM	PM	
May	SV1	9	22	
	SV2	20	18	
	SV3	21	8	
June 2023				
Teton Valley		AM	PM	
June	TV1	14	27	
	TV2	28	25	
	TV3	18	7	
Star Valley		AM	PM	
June	SV1	10	21	
	SV2	19	19	
	SV3	20	18	

July 2023				
Teton Valley		AM	PM	
July	TV1	13	24	
	TV2	23	21	
	TV3	16	8	
Star Valley		AM	PM	
July	SV1	10	19	
	SV2	17	16	
	SV3	15	7	
August 2023				
Teton Valley		AM	PM	
August	TV1	13	25	
	TV2	24	20	
	TV3	17	6	
Star Valley		AM	PM	
August	SV1	13	20	
	SV2	16	17	
	SV3	20	7	
September 2023				
Teton Valley		AM	PM	
Septmber	TV1	14	25	
	TV2	22	19	
	TV3	15	8	
Star Valley		AM	PM	
September	SV1	11	19	
	SV2	14	19	
	SV3	20	9	
October 2023				
Teton Valley		AM	PM	
October	TV1	15	24	
	TV2	25	22	
	TV3	21	8	
Star Valley		AM	PM	
October	SV1	13	20	
	SV2	15	21	
	SV3	21	7	
November 2023				
Teton Valley		AM	PM	
November	TV1	13	26	
	TV2	25	21	
	TV3	22	9	
Star Valley		AM	PM	
November	SV1	11	22	
	SV2	16	14	
	SV3	19	6	
December 2023				
Teton Valley		AM	PM	
December	TV1	12	21	
	TV2	18	16	
	TV3	16	9	
Star Valley		AM	PM	
December	SV1	15	29	
	SV2	28	27	
	SV3	22	7	



START Ridership Report

START Regular Board Meeting November 21, 2024

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	
September 2024				
Teton Valley		AM	PM	
August	TV1 - 401	13	29	
	TV2 - 402	18	16	
	TV3 - 403	21	8	
Star Valley		AM	PM	
August	SV1 - 301	12	26	
	SV2 - 302	21	20	
	SV3 - 303	17	7	
October 2024				
Teton Valley		AM	PM	
August	TV1 - 401	15	28	
	TV2 - 402	22	18	
	TV3 - 403	21	10	
Star Valley		AM	PM	
August	SV1 - 301	14	24	
	SV2 - 302	21	18	
	SV3 - 303	18	6	