Special Joint Meeting

April 29, 2025
9:00 am - 4:00 pm
County Chambers
Chair: Mark Newcomb

NOTICE: THE VIDEO AND AUDIO FOR THIS MEETING ARE STREAMED TO THE PUBLIC VIA THE INTERNET AND MOBILE DEVICES WITH VIEWS THAT ENCOMPASS ALL AREAS, PARTICIPANTS AND AUDIENCE MEMBERS. PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING.

I. ZOOM LINK FOR PUBLIC PARTICIPATION - JOINT

The Town and County reserve 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 Town Council by emailing electedofficials@jacksonwy.gov and to County Commissioners by emailing commissioners@tetoncountywy.gov.

A. To join, click link or copy it to your browser: https://us02web.zoom.us/j/85851960610
Or join at zoom.com with Webinar ID: **838 5196 0610** or by phone: **1.669.900.6833**

II. CALL TO ORDER AND ROLL CALL

III. DISCUSSION/ACTION ITEMS

A. FY26 Joint Budget Discussion

1.
- 9:00 am Introduction
- 9:10 am Transportation/Pathways
- 9:40 am START
- 10:15-10:25 am BREAK
- 10:30 am Fire/EMS & Emergency Management
- 11:15 am Housing
- 11:35 am Planning
- 12:00-1:30 pm LUNCH
- 1:30 pm Parks & Recreation
- 2:15 pm Jackson Hole Airport
- 2:45 pm Energy Conservation Works
- 3:05 pm Travel & Tourism Board
- 3:35 pm Joint Discussion

IV. ADJOURN

Please note that at any point during the meeting, the Chair or Mayor may change the order of items listed on this agenda. In order to ensure that you are present at the time your item of interest is discussed, please join the meeting at the beginning to hear any changes to the schedule or agenda.

TETON COUNTY WYOMING
BOARD OF COUNTY COMMISSIONERS

TOWN OF JACKSON WYOMING
TOWN COUNCIL

JOINT INFORMATION MEETING
AGENDA DOCUMENTATION

SUBMITTING DEPARTMENT: Town & County Administration **PRESENTERS**: Tyler Sinclair and Jodie Pond

MEETING DATE: April 29, 2025

SUBJECT: Fiscal Year 2026 Joint Department/Division and Board Budget Review

STATEMENT/PURPOSE
The purpose of this meeting is for staff to present an overview of the Fiscal Year 2026 Joint Department/Division and Board requested and recommended budgets and for the Town Council and the Board of County Commissioners to ask questions, discuss and propose amendments.

BACKGROUND/ALTERNATIVES
Each year the Town and County meet to discuss and determine the appropriate Joint Department/Division and Board budgets for the next Fiscal Year. Joint Departments/Divisions will be presented and discussed in the following order:

- 9:00-9:10 Introduction
- 9:10 - 9:40 Transportation & Pathways
- 9:40 - 10:15 START
- 10:15 - 10:25 BREAK
- 10:30 - 11:15 Fire/EMS & Emergency Management
- 11:15 - 11:35 Housing
- 11:35 - 11:55 Long Range Planning
- 12:00 - 1:30 LUNCH
- 1:30 - 2:15 Parks & Recreation
- 2:15 - 2:45 JH Airport
- 2:45 - 3:05 Energy Conservation Works
- 3:05 - 3:35 Travel & Tourism Board
- 3:35 - 4:30 Joint Discussion

Administration staff will present a consistent summary slide for each Joint Department/Division, then will be available along with Department Directors to provide additional information and respond to questions. One exception to this will be START, which will be provided with additional time to present the FY26 Route Plan as required pursuant to the Joint Powers Agreement. Please see the draft presentation of the Joint Department Budgets for review prior to the meeting. The next scheduled Joint Meeting to continue discussion and direct amendments on Joint budgets is scheduled for May 13, 2025, with an additional meeting if needed scheduled for June 2, 2025.

Next, the Joint Boards, Travel and Tourism, Airport, and Energy Conservation Works will be asked to provide a brief overview of their budgets prior to questions and discussion by the Boards. Please see the individual proposed budgets attached. Consideration of the Joint Board budgets for approval will be placed on May 5, 2025, Joint Meeting agenda.

Town and County staff have provided their individual elected bodies with Joint Department and Board budget information as part of each jurisdiction's individual budget review process for consideration prior to the meeting.

The following Joint Departments/Divisions will not be discussed at the meeting:

- Drug Court
- Animal Shelter
- Victim Services
- Dispatch
- Radio Services

There will be no public comment taken at this meeting. Public comment will be taken at future Town, County and JM meetings after initial presentations and prior to final approvals.

COMPREHENSIVE PLAN ALIGNMENT
To successfully implement the Comprehensive Plan, the Town Council and County Commission must set priorities, be strategic, and be disciplined. Chapter 8 - Quality Community Service Provision calls for "Timely, efficient and safe delivery of quality services and facilities in a fiscally responsible and coordinated manner."

STAKEHOLDER ANALYSIS
All residents of Teton County.

FISCAL IMPACT
Fiscal impact varies based on direction received today.

STAFF IMPACT
Town and County staff have spent hundreds of hours preparing the recommended budgets.

LEGAL REVIEW
N/A

ATTACHMENTS
Joint Department Budget Presentation, April 29, 2025
Jackson Hole Airport Board
Energy Conservation Works
Travel and Tourism Board

RECOMMENDATION
Provided in the proposed Fiscal Year 2026 Budget documents.

SUGGESTED MOTION
None at this time.

Jackson Hole Airport Operating Budget 2025-2026

The following document presents the Jackson Hole Airport Board's operating budget for the Fiscal Year Ending June 30, 2026

Accounting & Finance Department

Jackson Hole Airport Board
1250 E. Airport Rd.
Jackson, WY 83001
307-733-7695

Table of Contents

Background
The following pages present the Jackson Hole Airport Board's ("the Board") operating budget for fiscal year 2025/2026. The Board consists of five members jointly appointed by the Town and County. The Joint Powers Agreement sets forth the terms by which the Town, County and Airport operate. Under this agreement, the Town and County annually review the Airport Budget. The Town and County also sign all FAA grant agreements as co-sponsors. The Board operates under the authority of both an Airport Board under Wyoming State Statute and as a Joint Powers Board and holds ownership of all facilities, equipment, lease holdings and operating rights.

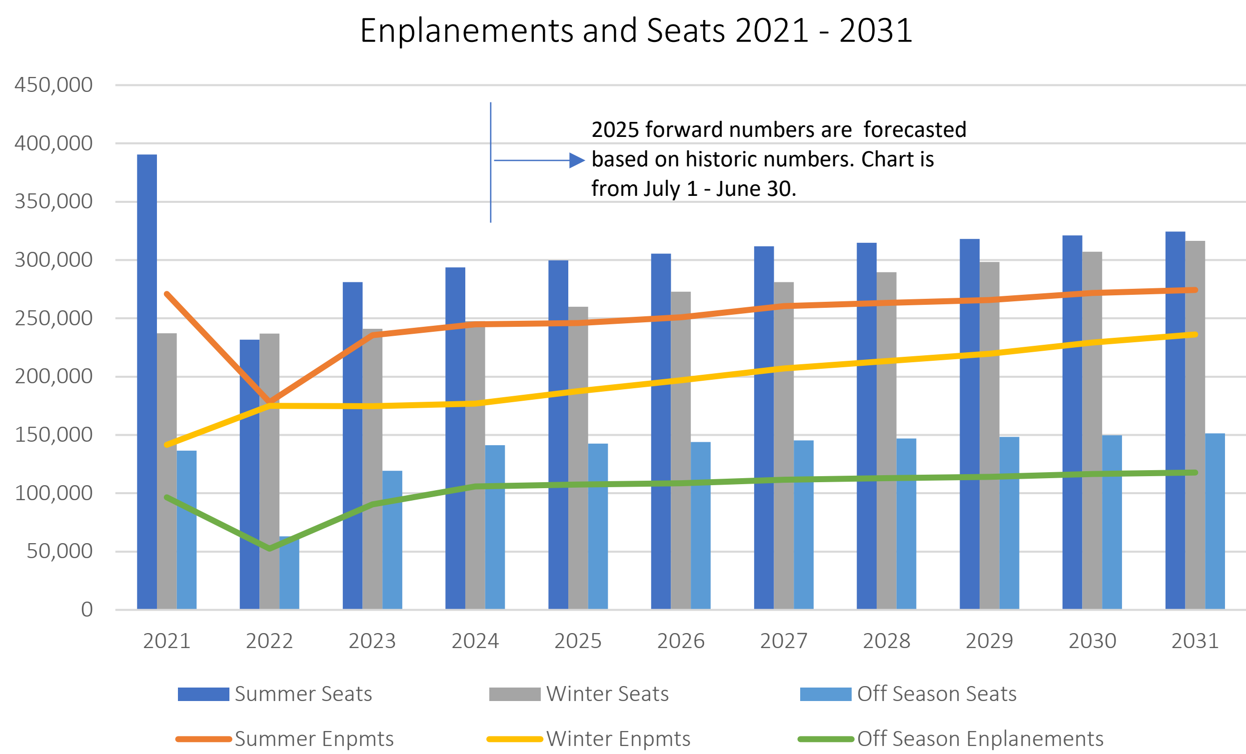
The Board adopted a Certificate of Organization on January 2, 1968, pursuant to the Town of Jackson Ordinance and Board of Teton County Commissioners Resolution officially forming the Airport Board and electing officers. Annually the Certificate of Organization is renewed, and new officers are elected as appointed by the Town and County. For the year February 1, 2025 – January 31, 2026, the slate of officers is Rob Wallace, President; Melissa Turley, Vice President; Bob McLaurin, Treasurer; Ed Liebzeit, Secretary; and Valerie Brown, Member. The Board operates the Airport inside the boundaries of Grand Teton National Park ("the Park") under a Use Agreement with the U.S. Department of Interior.

The Board's fiscal year is from July 1 – June 30 each year. Once the Board approves the budget, it is submitted to the Town and County for review by May 1st of each year. The Board approves changes to the rates and charges prior to July 1 by resolution. These changes may include ground transportation fees, parking fees, rents, landing fees and other standard fees. The Board approved rates and charges can be found under financial information on the airport website at https://www.jacksonholeairport.com/airport-board/records-reports/.

The Board operates the Airport as a business enterprise to be financially self-sufficient. The Airport does not have the authority to tax and does not use local tax dollars, property tax or sales tax for operations. The Airport is funded primarily by fees paid by airport users, including airlines and businesses that operate at the airport. The airport is a key piece of infrastructure for our community, connecting citizens and employers to the country and globally. The airport supports not just passenger travel but also search and rescue, wildland firefighting, air medical, the National Park Service and Wyoming Game and Fish, among many other activities. More specific information on the airport's local and statewide benefits can be found on the Wyoming Department of Transportation website at:
(https://www.dot.state.wy.us/home/aeronautics/2020-aviation-economic-impact-study.html).

Budget Goals
The goals for this budget cycle are as follows:
- Operate a safe, secure, and environmentally responsible airport.
- Fiscal responsibility – execute a financial plan that provides the resources necessary to achieve objectives while maintaining a strong financial position.
- Provide services that exceed customer expectations and world-class facilities.
- Community relationships.
- Attract, develop, and retain high performing employees – Employer of Choice.

Airport Activity
Reviewing the Airport's activity numbers is important to planning long-term needs for infrastructure, staffing, and operations. Five years post-pandemic, the aviation industry has recovered and is on a new trajectory. The numbers in the forecast below represent a "best estimate" following conversations with the airlines and considering the dynamic environment that currently exists related to historic travel demand and current economic conditions.



Jackson Hole Airport Board Budget Summary
This year we are presenting the budget with three enterprise centers and six cost centers. The enterprise centers are Airport Operations, Fuel Farm, and Fixed Based Operator (FBO). The Airport operates the fixed base operation under the name Jackson Hole Flight Services. Where appropriate, cost center expenses have been allocated between the JAC Operations and the JAC FBO enterprise centers. The six specific cost centers listed below remain unchanged from prior years: airfield, landside, terminal, other buildings and grounds, environmental, and community outreach. Revenues, expenses and cost centers for the various enterprise centers and their associated cost centers are outlined in the following pages.

Presented on the following page is a chart summarizing the Airport Board's total budget for fiscal year 2025/2026.

Revenues		**2025-2026**
	Airport Operations	30,674,060
	Fuel Farm Operations	30,818,873
	FBO Operations	37,819,354
Bond Revenue	Fuel Fees	2,338,550
	Customer Facility Charges	2,153,551
	Passenger Facility Charges	2,004,000
Total Revenue		105,808,387
Expenses		
	Airport Operations	(29,402,468)
	Fuel Farm Operations	(30,127,251)
	FBO Operations	(23,061,458)
Bond Expense	Rental Car QTA	(1,253,776)
	Fuel Farm	(950,278)
	FBO - Hangars	(4,258,982)
	Restaurant	(3,709,873)
	Administration/FBO Building	(1,839,073)
	Aviation Safety Facility	-
Total Expense		(94,603,157)
	Net Income	**11,205,230**
Capital and Bond Sources		
	Federal Grants	19,521,842
	State Grants	1,139,494
	Other Grants	1,661,000
	Bond Funding	18,849,817
Total Capital and Bond Sources		41,172,153
Capital Expenditures		
	Administration/FBO Building	(24,239,952)
	Terminal	(400,000)
	Airfield	(15,262,519)
	Landside	(1,492,800)
	Equipment	(2,983,000)
	Minor Capital Projects	(2,915,000)
Total Capital Expenditures		(47,293,270)
	Subtotal Capital and Bonds	(6,121,117)
To/(From) Net Reserves FY 25/26		5,084,113
Unrestricted Cash Balance Forecast FYE June 30, 2025		20,948,073
Unrestricted Cash Balance Forecast FYE June 30, 2026		26,032,186

Airport Operations

The Airport operating budget is a stand-alone enterprise center separate from fuel farm operations and FBO operations. All revenues generated from the operation of this enterprise center, including rents, landing fees, and other operating fees, will be used to offset the expenses related to airport operations. The year-end balance expected from airport operations is anticipated to be -$434,280 after debt service. The specific details for the airport operations enterprise center are outlined on pages 6-14. The Airport's capital plan can be found on pages 22-23.

Fuel Farm

The fuel farm operation has been set up with an individual operating budget as an enterprise center, which includes income, expense, and debt service payment. Fuel sales have been adjusted based on predicted activity levels for the upcoming budget year. Income includes fuel and glycol revenues, the administration fee on fuel and glycol, and the fees on fuel delivered. Fuel farm expenses include fuel and glycol purchases, glycol recovery and trucking expenses, labor, overhead and maintenance expenses at the fuel farm, and glycol recapture pad and debt service. Year-end income anticipated to be received from the fuel farm operations is $2,079,894 after debt service. The fuel farm enterprise center information is detailed on page 15.

Fixed Base Operation

The FBO provides aeronautical services for both general aviation and airline aircraft. Additionally, it supports private aviation passengers and crew. The FBO has been set up as the third enterprise center with an individual operating budget that includes income, expense, labor, and debt service. Debt service in the FBO enterprise center covers the cost of the Hangar 3 construction project and the administration and FBO terminal building. Year-end net income anticipated to be received from the FBO is $8,659,842 after debt service. The FBO enterprise center information is detailed starting on page 16.

Personnel

The Airport's full-time equivalent (FTE) staffing number is expected to be approximately 150 this upcoming year. This includes airport administration, operations (aircraft rescue fire fighters/ maintenance/IT/custodial), and security employees (93 total). Also included in the FTE number is the Jackson Hole Flight Services (FBO) staff (56) and fuel farm (1). There is a planned adjustment in wages and the housing/transportation stipend this year. The proposed personnel expense adjustments are as follows:

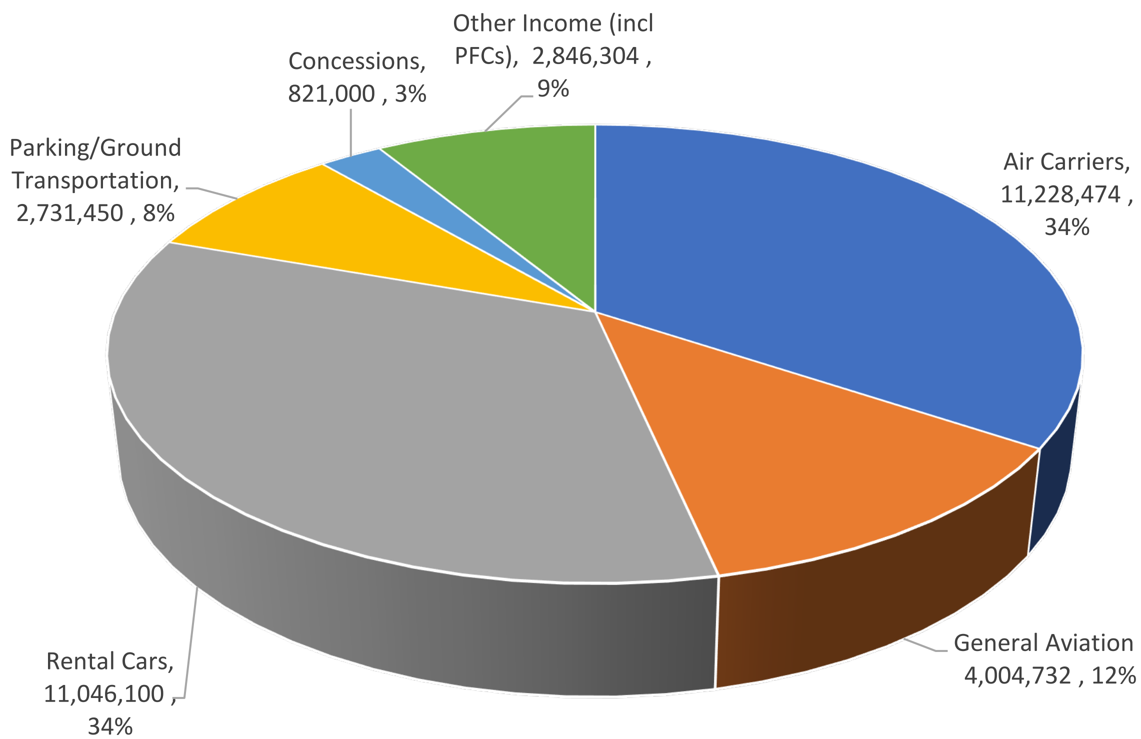
- Six percent pool for merit adjustment = $756,242
- 25% adjustment to housing/transportation stipend = $583,200

As of March 31, 2025, there are 7 open positions the airport is looking to fill including: 1 operations, 3 maintenance, and 3 FBO line staff. The fully burdened cost for these 7 positions is $861,943. The vacancy cost for one FTE is estimated to be $337 per day. With an average time to fill of 130 days, the vacancy cost is $43,810. This does not account for intangible costs such as lost productivity, overtime and time spent filling the open position(s).

Airport Operations Revenue Summary

The Airport does not have the authority to tax and does not use local tax dollars, property tax or sales tax for operations. Aeronautical revenues are collected from both the fixed base operator and the airlines as well as other aeronautical users of the airport. Non-aeronautical revenues are collected from a variety of sources including terminal concessions, rental cars, and parking. These revenue streams are used to fund cost center expenses. There are six profit centers for airport operations including air carriers, rental cars, general aviation, concessions, parking/ground transportation, and other income. A more detailed review of the anticipated revenues and sources for each of these profit centers is below.

Airport Operations Income Budget FY 2025/2026



Air Carriers

Air Carrier income is derived from two sources: landing fees and terminal rents. These revenues are used to offset expenses related to the airfield and terminal operations. Travel to the Jackson Hole area is expected to remain steady throughout the next fiscal year. Landing fees are calculated on a maximum certified gross weight (CGW) basis and will adjust to $8.18 per 1,000 pounds landed CGW. Air carrier revenue is expected to be $11,228,474 in fiscal year 2025/2026. Of this, $5,091,385 is terminal space rental, $5,829,249 is landing fees, and the remaining $300,000 is a new glycol facility fee which will be charged at $3.00 per gallon of glycol dispensed. This fee will help to recoup the Board’s anticipated out-of-pocket costs for the new glycol dispensing system which are currently estimated to be about $5.4 million.

Rental Cars

Rental car revenue is predominantly composed of minimum annual guarantee amounts (MAGs). The rental car agreements were bid in 2023 in an open competition process that established the MAGs. By contract, the on-airport rental car companies are required to pay 10% of gross revenue or their MAG, whichever is higher. The rental cars also pay rent for space in the terminal and parking lot (including storage spaces) to help offset the expenses related to the terminal and landside cost centers. The terminal rent is calculated at the same rate as that charged to the air carriers. The rental cars also pay operations and maintenance costs and rent for the use of the rental car quick turnaround (QTA) car wash facility. These fees help to offset the cost of operating the QTA facility. Finally, off airport rental cars pay 10% of gross revenue for airport operations. The rental car revenue for fiscal year 2025/2026 is anticipated to be $11,046,100.

General Aviation

The general aviation revenue source includes landing fees collected from general aviation users as well as concession fees and rents received from the fixed base operator and general aviation contracts. General aviation revenue is used to help pay for airfield costs as well as environmental costs and general aviation share of costs related to snow removal and ARFF. General aviation landing fees have been adjusted to $9.69 per 1,000 pounds CGW this year. The general aviation revenue stream is budgeted to be $4,004,732 for fiscal year 2025/2026.

Concessions

Much of the revenue from concessions is received from restaurant revenue. All concession revenue is dependent on activity levels. The restaurant revenue is composed of either a percentage of gross revenue or minimum annual guarantee. The operator pays whichever amount is higher. In addition to restaurant revenue, additional concession income is received from bear spray rental income and brochures. The concession revenue stream helps to fund the terminal cost center. Revenue is budgeted to be $821,000 for the fiscal year 2025/2026.

Parking/Ground Transportation

Parking and ground transportation revenue includes parking fees and ground transportation access fees. This income will help to support the maintenance and upgrades of the airport's roadways and parking lots. For fiscal year 2025/2026, parking/ground transportation revenue is budgeted to be $2,731,450.

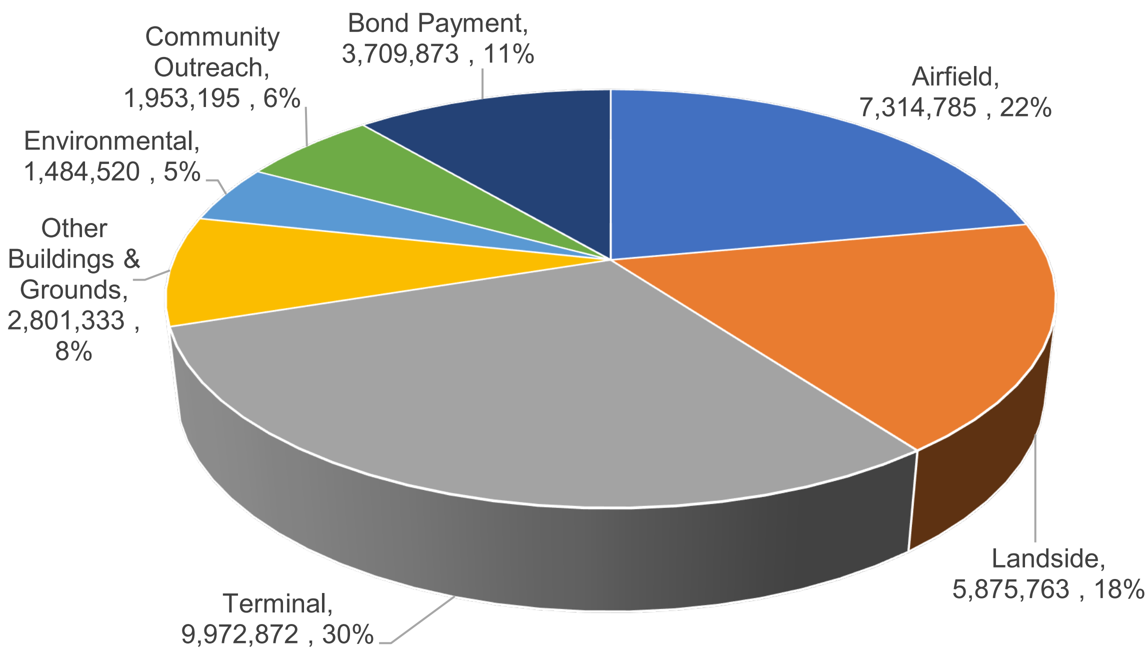
Other Income

Other income includes interest income, security income, and other airport revenue received from smaller lessees such as the Prime Flight agreement. The budgeted amount for fiscal year 2025/2026 including PFC revenue totals $2,846,304.

Airport Operations Expense Summary

As presented on the following pages, the budget has been developed to accomplish the airport's financial objectives. These objectives were detailed above but more broadly include: 1) operating a safe, secure and environmentally responsible airport, 2) exceed customer and community expectations, 3) capital reinvestment to deliver and maintain a facility that meets the needs of the traveling public.

Airport Operations Expense Budget FY 2025/2026



Budgeted expenses for airport operations total $33,112,340 including debt service. Operating expenses exclude fuel farm expenses and FBO expenses as those are reflected in separate budgets on pages 15 (fuel farm) and 16 (FBO) following the detailed cost center information.

The table below presents the fiscal year 2025/2026 budget numbers compared with the projected year end.

JAC Operations Cost Centers	Projected Operating Expense FY 2024-2025	Budget Operating Expense FY 2025-2026
Payroll & Personnel	16,234,506	18,005,383
Administrative Expense	3,836,264	3,810,824
Customer & Employee Relations	604,500	868,377
Environmental Planning & Ops	525,717	662,150
Licenses & Insurance	665,586	738,800
Airfield & ARFF	529,990	242,048
Control Tower Operation	117,500	77,800
Security Operations	274,165	331,518
Information Technology	894,497	1,008,196
Parking	209,000	224,000
Building Facilities/Custodial	1,441,690	1,698,157
Utilities	943,590	873,158
Vehicles	387,374	339,832
Snow Removal Expense	516,116	268,548
QTA Operations	238,844	253,677
TOTAL OPERATING EXPENSE	**27,419,339**	**29,402,468**

Airport Operations Budget Cost Centers

The airport experienced strong passenger traffic with record enplanements in fiscal year 2024 which continues into FY 2025. General aviation activity has exhibited a return to normal activity levels in the past fiscal year.

There are six direct cost centers for the Airport: airfield, landside, terminal, other buildings and grounds, environmental, and community outreach. There are also 15 indirect cost centers for the Airport. The indirect cost centers include areas such as personnel expenses, utilities and building expenses, operations and maintenance expenses and equipment expenses. Some expenses where appropriate have been split between the FBO and JAC Operations enterprise centers, for example the aircraft rescue firefighting, snow removal and environmental programs.

The 2025/2026 budget has been compared with the 2024/2025 budget generally and in each cost center in the following sections. A few key areas that may have an impact on multiple cost centers are highlighted below followed by more detailed information for the individual cost centers:

- Customer and Employee Relations adjustments include costs related to hosting the Wyoming Airports Coalition Conference in Jackson and partnering with Teton County School District to start an aviation focused career technical education program at the high school.
- Personnel expenses have been adjusted this year to include the items detailed on page 8.
- Security expenses include the replacement of cameras which are at the end of their useful life as well as the purchase of additional storage servers to support the new cameras and increased video storage capacity.
- Information Technology has been adjusted to include a full website redesign for both JH Airport and JH Flight Services.
- Building facilities/custodial have been adjusted due to additional square footage requiring upkeep.

In allocating overhead expenses to the cost centers, staff reviews personnel hours dedicated to the cost centers as well as the budgeted costs associated with each indirect cost center. This is compared with the percentages for the prior year to determine what, if any, adjustments are needed. The expenses for the indirect cost centers excluding administrative expenses are allocated to the direct cost centers based on this analysis. After those direct and indirect costs are allocated to the direct cost centers, administrative expenses can be allocated based on the total actual direct and indirect costs for each cost center. The overall budget numbers and percentages of the FY 2025/2026 budget for allocation purposes can be found in the following table. The comparisons against 2024/2025 projected expenses by cost center are on the following pages.

	Budget Operating Expense FY 2025-2026	Airfield		Landside		Terminal		Other Buildings & Grounds		Environmental		Community Outreach	
Payroll & Personnel	18,005,383	26%	4,713,757	22%	3,985,108	33%	6,027,583	9%	1,608,102	4%	724,577	5%	946,257
Administrative Expense	3,810,824	35%	1,333,788	20%	762,165	32%	1,219,464	10%	381,082	1%	38,108	2%	76,216
Customer & Employee Relations	868,377	1%	8,300	0%	4,150	0%	4,150	0%	-	1%	12,450	97%	839,327
Environmental Planning & Ops	662,150	0%	-	0%	-	0%	-	0%	-	100%	662,150	0%	-
Licenses & Insurance	738,800	14%	103,432	20%	147,760	53%	391,564	10%	73,880	1%	7,388	2%	14,776
Airfield & ARFF	242,048	100%	242,048	0%	-	0%	-	0%	-	0%	-	0%	-
Control Tower Operation	77,800	100%	77,800	0%	-	0%	-	0%	-	0%	-	0%	-
Security Operations	331,518	14%	46,116	14%	46,116	68%	223,914	5%	15,372	0%	-	0%	-
Information Technology	1,008,196	25%	248,002	17%	171,036	44%	439,502	5%	53,021	3%	29,931	7%	66,704
Parking	224,000	0%	-	100%	224,000	0%	-	0%	-	0%	-	0%	-
Building Facilities/Custodial	1,698,157	0%	3,000	14%	245,500	71%	1,208,248	14%	241,409	0%	-	0%	-
Utilities	873,158	27%	234,353	8%	70,697	53%	458,448	10%	89,832	1%	9,915	1%	9,915
Vehicles	339,832	50%	169,916	25%	84,958	0%	-	25%	84,958	0%	-	0%	-
Snow Removal Expense	268,548	50%	134,274	45%	134,274	0%	-	0%	-	0%	-	0%	-
QTA Operations	253,677	0%	-	0%	-	0%	-	100%	253,677	0%	-	0%	-
TOTAL OPERATING EXPENSE	**29,402,468**		**7,314,785**		**5,875,763**		**9,972,872**		**2,801,333**		**1,484,520**		**1,953,195**

* The percentages shown in the table above represent the percentage of total line-item expense allocated to each cost center.

Airfield Cost Center:

This cost center includes the costs associated with the airfield and air carrier apron including snow removal, aircraft rescue firefighting, operations and maintenance expenses, and utilities expenses. Adjustments to this cost center are due to expected increases in insurance, personnel expenses, and security operations. Additionally, there was a reallocation of costs from the JAC Operations to JAC FBO enterprise center in the Airfield & ARFF and Control Tower Operation lines of this cost center.

Airfield

JAC Operations Cost Centers	**Projected Operating Expense FY 2024-2025**	**Proposed Operating Expense FY 2025-2026**
Payroll & Personnel	4,250,146	4,713,757
Administrative Expense	1,342,692	1,333,788
Customer & Employee Relations	6,045	8,300
Licenses & Insurance	93,182	103,432
Airfield & ARFF	529,990	242,048
Control Tower Operation	117,500	77,800
Security Operations	38,383	46,116
Information Technology	223,624	248,002
Building Facilities/Custodial	-	3,000
Utilities	254,769	234,353
Vehicles	195,607	169,916
Snow Removal Expense	283,864	134,274
TOTAL OPERATING EXPENSE	**7,335,803**	**7,314,785**

Landside Cost Center:

This cost center includes the expenses associated with the parking lots and roadways at the Airport. Adjustments to this cost center are due to expected increases in insurance, personnel expenses, and security operations.

Landside

JAC Operations Cost Centers	**Projected Operating Expense FY 2024-2025**	**Proposed Operating Expense FY 2025-2026**
Payroll & Personnel	3,593,162	3,985,108
Administrative Expense	767,253	762,165
Customer & Employee Relations	-	4,150
Licenses & Insurance	133,117	147,760
Security Operations	38,383	46,116
Information Technology	143,120	171,036
Parking	209,000	224,000
Building Facilities/Custodial	204,720	245,500
Utilities	75,487	70,697
Vehicles	92,970	84,958
Snow Removal Expense	206,446	134,274
TOTAL OPERATING EXPENSE	**5,463,658**	**5,875,763**

Terminal:
Included in the terminal cost center are all costs associated with the terminal building including repair and maintenance, custodial, utilities, baggage system and certain security items related to access control (cameras, doors, alarms). Adjustments to this cost center are related to increases in building facilities, personnel expenses, security operations and information technology. The increases in building facilities are due to the replacement of the terminal doors which are past their service life and upgrades to the outbound baggage (CBIS) carousels.

Terminal

JAC Operations Cost Centers	Projected Operating Expense FY 2024-2025	Proposed Operating Expense FY 2025-2026
Payroll & Personnel	5,434,754	6,027,583
Administrative Expense	1,227,604	1,219,464
Customer & Employee Relations	-	4,150
Licenses & Insurance	352,760	391,564
Security Operations	183,691	223,914
Information Technology	393,579	439,502
Building Facilities/Custodial	1,029,367	1,208,248
Utilities	500,103	458,448
TOTAL OPERATING EXPENSE	**9,121,858**	**9,972,872**

Other Buildings and Grounds:
This cost center includes the Airport owned hangars, control tower, and the rental car quick turnaround wash facilities. Like the terminal cost center, significant expenses in this cost center include operations and maintenance for these buildings, custodial, and non-capital equipment expenses. The most significant change is in QTA operations to account for increased maintenance needs as the facilities age.

Other Buildings & Grounds

JAC Operations Cost Centers	Projected Operating Expense FY 2024-2025	Proposed Operating Expense FY 2025-2026
Payroll & Personnel	1,449,941	1,608,102
Administrative Expense	383,626	381,082
Licenses & Insurance	66,559	73,880
Security Operations	13,708	15,372
Information Technology	44,725	53,021
Building Facilities/Custodial	207,603	241,409
Utilities	94,359	89,832
Vehicles	96,844	84,958
Snow Removal Expense	25,806	-
QTA Operations	238,844	253,677
TOTAL OPERATING EXPENSE	**2,622,015**	**2,801,333**

Environmental:

This past year the airport continued the progress made in sustainability. The objective this year is to continue to work on the previously established initiatives including noise monitoring and the Fly Quiet Program. Environmental payroll includes an Environmental manager and payroll costs allocated to the environmental cost center associated with administering the program. With the start of the FBO operation, many of the environmental costs have been reclassified under the general aviation operation and are reflected under that enterprise center including the noise monitoring and Fly Quiet program.

Environmental

JAC Operations Cost Centers	**Projected Operating Expense FY 2024-2025**	**Proposed Operating Expense FY 2025-2026**
Payroll & Personnel	653,313	724,577
Administrative Expense	38,363	38,108
Customer & Employee Relations	-	12,450
Environmental Planning & Ops	525,717	662,150
Licenses & Insurance	6,656	7,388
Information Technology	26,835	29,931
Utilities	9,436	9,915
Vehicles	651	-
TOTAL OPERATING EXPENSE	**1,260,971**	**1,484,520**

Community Outreach:

Payroll expenses include personnel costs related to the operation of this cost center such as the Chief Communication Officer and Communications Assistant. Customer and employee relations has been adjusted to include several new programs this year. One of these programs is hosting the annual Wyoming Airports Coalition Conference in Jackson this fall. Finally, the Airport is excited to collaborate with Teton County School District to start a new aviation focused career technical education program at the high school.

Community Outreach

JAC Operations Cost Centers	**Projected Operating Expense FY 2024-2025**	**Proposed Operating Expense FY 2025-2026**
Payroll & Personnel	853,190	946,257
Administrative Expense	76,725	76,216
Customer & Employee Relations	598,455	839,327
Licenses & Insurance	13,312	14,776
Information Technology	62,615	66,704
Utilities	9,436	9,915
Vehicles	1,302	-
TOTAL OPERATING EXPENSE	**1,615,035**	**1,953,195**

Fuel Farm Operations Budget

The fuel farm operating budget is presented below. The fuel farm budget includes staff overhead, fuel purchase expenses, maintenance, glycol trucking expenses, and insurance. Revenues include fuel sales (at cost), administration fees, and fuel facility use fees ($0.25/gallon).

JAC Fuel Farm	Projected Expenses FY 2024-2025	Proposed Budget FY 2025-2026-
Revenue		
Fuel Revenue w/o Fees	26,894,103	26,894,103
Airport Fees - Jet A	2,267,359	2,335,380
Airport Fees -AvGas	3,170	3,170
Fluid Sales - AvGas	78,775	82,714
Fluid Sales - Unleaded Gas	1,132,426	1,245,669
Fluid Sales - Dyed Diesel	251,798	251,798
Fluid Sales - Glycol T-I	1,860,176	1,915,981
Fluid Sales - Glycol T-IV	416,125	428,608
Revenue	**32,903,931**	**33,157,422**
Cost Of Goods Sold		
Fluid Sales - AvGas	62,396	61,759
Fluid Sales - Unleaded Gas	847,274	899,005
Fluid Sales - Dyed Diesel	135,241	147,300
Fluid Sales - Glycol T-I	1,253,389	1,323,746
Fluid Sales - Glycol T-IV	249,088	265,817
Cost Of Goods Sold	**2,547,389**	**2,697,627**
Gross Profit	**30,356,542**	**30,459,795**
Expenses		
Fuel Expense w/o Fees	26,894,103	26,894,103
Personnel Benefits	192,312	206,358
Office Expenses	134	2,000
Licenses & General Insurance	50	100
Information Technology (IT)	821	2,000
Utilities	14,032	15,000
Operations - Fuel Farm	281,875	310,063
Expenses	**27,383,327**	**27,429,623**
Income From Operations Before Bond Payment	**2,973,215**	**3,030,172**

Fixed Base Operations Budget

The FBO will be operated by the airport with all income and expenses relating to the operation allocated to the FBO enterprise center. FBO revenues include aircraft fueling, aircraft maintenance, aircraft parking/handling/tiedown, hangar revenue and landing fees, among others. Some of the expenses include fuel fees, personnel, administrative, operating and overhead expenses. Also included in expenses are costs of goods sold and non-operating expenses. Costs of goods sold are the direct cost of items which the FBO resells or uses for customers. These include products like oil, glycol, batteries, and aircraft parts as well as pass through costs like landing fees and user fees. Non operating expenses includes the airport use fee. A summary of the enterprise center budget is below.

JAC FBO	Projected Expenses FY 2024-2025	Proposed Budget FY 2025-2026
Revenue		
Aircraft Fuel and Services	**29,626,276**	**30,977,456**
Airport Fees Collected Airlines		
Customer Facility Fee Airlines	300,117	315,123
Fuel Facility User Fee Airline	1,200,469	1,260,492
Airline Flow Fee Airlines	900,352	945,369
	2,400,938	**2,520,985**
Airport Fees Collected GA		
Landing Fees GA	2,475,567	2,932,548
Customer Facility Fee GA - Jet	156,158	160,062
Customer Facility Fee GA - AvG	625	625
	2,632,350	**3,093,235**
Maintenance Services	**654,169**	**653,909**
Non-Aero-Transportation	544,668	573,769
Revenue	**35,858,401**	**37,819,354**
Cost Of Goods Sold	**8,961,861**	**9,419,664**
Gross Profit	**26,896,540**	**28,399,690**
Expenses		
Payroll	5,889,402	6,788,735
Personnel Benefits	2,225,911	2,599,136
Office Expenses	662,872	840,851
Contractual Agreements	35,188	39,450
Environmental Plan & Mgnt	724,267	845,016
Licenses & General Insurance	507,372	562,548
Information Technology (IT)	172,129	88,483
Building/Facilities	786,182	1,001,491
Custodial	18,813	87,280
Utilities	206,883	111,741
Vehicles	77,491	84,958
Operations - FBO Line Services	379,316	401,104
Operations - FBO Maintenance	171,502	191,000
Expenses	**11,857,327**	**13,641,794**
Non-Operating Expense	**300,000**	**331,800**
Income from Operations Before Bond Payment	**14,739,212**	**14,426,096**

The table below presents the fiscal year 2025/2026 budget expense numbers compared with projected year end.

FBO Cost Centers	**Projected FBO Expense FY 2024-2025**	**Proposed FBO Expense FY 2025-2026**
Payroll & Personnel	8,115,314	9,387,872
Administrative Expense	604,018	652,095
Customer & Employee Relations	94,041	228,206
Environmental Planning & Ops	724,267	845,016
Licenses & Insurance	507,372	562,548
Airfield & ARFF	319,503	363,072
Control Tower Operation	70,020	116,700
Security Operations	23,980	30,744
Information Technology	172,129	88,483
FBO Line	379,316	401,104
Building Facilities/Custodial	73,279	175,434
Utilities	206,883	111,741
Vehicles	77,475	84,958
Snow Removal Expense	318,229	402,822
FBO Maintenance	171,502	191,000
TOTAL OPERATING EXPENSE	**11,857,327**	**13,641,794**

Expenses in the FBO budget have been allocated to cost centers in the same manner as the airport operating budget. The FBO operating expense allocations (excluding fuel purchases) are on the following page:

FBO Cost Centers 2025-2026	Budget FBO Expense FY 2025-2026	Airfield		Landside		FBO Terminal		Environmental		Community Outreach	
Payroll & Personnel	9,387,872	57%	5,351,087	5%	469,394	33%	3,097,998	4%	375,515	1%	93,879
Administrative Expense	652,095	60%	391,257	5%	32,605	32%	208,670	3%	19,563	0%	-
Customer & Employee Relations	228,206	0%	-	0%	-	0%	-	50%	114,103	50%	114,103
Environmental Planning & Ops	845,016	0%	-	0%	-	0%	-	100%	845,016	0%	-
Licenses & Insurance	562,548	0%	-	0%	-	100%	562,548	0%	-	0%	-
Airfield & ARFF	363,072	90%	326,765	0%	-	10%	36,307	0%	-	0%	-
Control Tower Operation	116,700	100%	116,700	0%	-	0%	-	0%	-	0%	-
Security Operations	30,744	50%	15,372	25%	7,686	25%	7,686	0%	-	0%	-
Information Technology	88,483	10%	8,848	10%	8,848	80%	70,786	0%	-	0%	-
FBO Line	401,104	80%	320,883	0%	-	20%	80,221	0%	-	0%	-
Building Facilities/Custodial	175,434	0%	-	5%	8,772	95%	166,662	0%	-	0%	-
Utilities	111,741	70%	78,219	10%	11,174	20%	22,348	0%	-	0%	-
Vehicles	84,958	80%	67,966	5%	4,248	15%	12,744	0%	-	0%	-
Snow Removal Expense	402,822	90%	362,539	10%	40,282	0%	-	0%	-	0%	-
FBO Maintenance	191,000	90%	171,900	5%	9,550	5%	9,550	0%	-	0%	-
TOTAL OPERATING EXPENSE	**13,641,794**	**100%**	**7,211,537**	**-**	**592,558**	**-**	**4,275,520**	**-**	**1,354,197**	**-**	**207,982**

* The percentages shown in the table above represent the percent of total line-item expense allocated to each cost center.

FBO Airfield:
This cost center includes the FBO proportion of costs associated with the airfield and general aviation apron including snow removal, aircraft rescue firefighting, operations and maintenance expenses, and utilities expenses. The adjustment in this cost center is due to an increase in costs associated with the airfield as well as personnel and administrative expenses. The costs associated with the FBO airfield cost center include snow removal, control tower and aircraft rescue firefighting. Adjustments in these areas include the increased cost of maintenance on equipment and the additional pieces of equipment required for snow removal and control tower. Also included are anticipated expenses on the ramp including concrete repairs and light fixture replacement.

Airfield

FBO Cost Centers	**Projected FBO Expense FY 2024-2025**	**Proposed FBO Expense FY 2025-2026**
Payroll & Personnel	4,625,729	5,351,087
Administrative Expense	362,411	391,257
Airfield & ARFF	287,553	326,765
Control Tower Operation	70,020	116,700
Security Operations	11,990	15,372
Information Technology	17,213	8,848
Operations Line	303,453	320,883
Utilities	144,818	78,219
Vehicles	61,980	67,966
Snow Removal Expense	286,406	362,539
Operations Maintenance	154,352	171,900
TOTAL OPERATING EXPENSE	**6,325,924**	**7,211,537**

FBO Landside:
This cost center includes the expenses associated with the FBO parking lot and access roads at the Airport.

Landside

FBO Cost Centers	**Projected FBO Expense FY 2024-2025**	**Proposed FBO Expense FY 2025-2026**
Payroll & Personnel	405,766	469,394
Administrative Expense	30,201	32,605
Security Operations	5,995	7,686
Information Technology	17,213	8,848
Building Facilities/Custodial	3,664	8,772
Utilities	20,688	11,174
Vehicles	3,874	4,248
Snow Removal Expense	31,823	40,282
Operations Maintenance	8,575	9,550
TOTAL OPERATING EXPENSE	**527,798**	**592,558**

FBO Terminal:

Included in the FBO terminal cost center are all costs associated with the FBO terminal including repair and maintenance, custodial, utilities and certain security items related to access control (cameras, doors, alarms). Increases in this area are related to additional square footage requiring more repair, maintenance, and custodial services.

FBO Terminal

FBO Cost Centers	**Projected FBO Expense FY 2024-2025**	**Proposed FBO Expense FY 2025-2026**
Payroll & Personnel	2,678,053	3,097,998
Administrative Expense	193,286	208,670
Licenses & Insurance	507,372	562,548
Airfield & ARFF	31,950	36,307
Security Operations	5,995	7,686
Information Technology	137,703	70,786
Operations Line	75,863	80,221
Building Facilities/Custodial	69,615	166,662
Utilities	41,377	22,348
Vehicles	11,621	12,744
Operations Maintenance	8,575	9,550
TOTAL OPERATING EXPENSE	**3,761,410**	**4,275,520**

FBO Environmental:

The FBO Environmental cost center includes expenses related to the environmental programs at the airport. These programs include water quality, noise monitoring and Fly Quiet.

Environmental

FBO Cost Centers	**Projected FBO Expense FY 2024-2025**	**Proposed FBO Expense FY 2025-2026**
Payroll & Personnel	324,613	375,515
Administrative Expense	18,121	19,563
Customer & Employee Relations	47,021	114,103
Environmental Planning & Ops	724,267	845,016
TOTAL OPERATING EXPENSE	**1,114,021**	**1,354,197**

FBO Community Outreach:

FBO community outreach includes outreach related to customer awareness and airport programs. The FBO will be partnering with the JAC Operations enterprise center in a few key programs this fiscal year including hosting the annual Wyoming Airports Coalition Conference. Additionally, the FBO will also be part of the new aviation focused career technical education program at the high school in collaboration with Teton County School District.

Community Outreach

FBO Cost Centers	**Projected FBO Expense FY 2024-2025**	**Proposed FBO Expense FY 2025-2026**
Payroll & Personnel	81,153	93,879
Customer & Employee Relations	47,021	114,103
TOTAL OPERATING EXPENSE	**128,174**	**207,982**

Debt

All bonds issued by the Board are "revenue bonds" because they are secured by a specified revenue source. The Board holds sufficient funds as restricted cash to cover at least one year of debt service as well as other restricted cash investments to meet debt service requirements. For the fiscal year 2025/2026 the Board has five bonds outstanding. The anticipated debt service for the upcoming fiscal year is:

	Annual Source	Annual Payment
FIB Rental Car QTA		-$1,253,776
FIB - Fuel Farm		-$950,278
FIB – Restaurant		-$3,709,873
FIB – Hangar 3/GSE		-$4,258,982
FIB – Administration/FBO Building		-$1,839,073
Total Bond Payments		**-$12,011,981**
Paid with CFC	$1,253,776	
Paid with Flow Fee	$950,278	
Paid with Operating Revenues	$3,709,873	
Paid with FBO Revenues	$6,098,054	
Total Bond Sources	**$12,011,981**	

Capital Plan

Capital expenses such as equipment purchases, and construction costs are funded through the Capital Improvement Program (CIP). Capital funds include the Federal Airport Improvement Program (AIP), state grant funds, Passenger Facility Charges (PFCs) and rental car Customer Facility Charges (CFCs). When developing the capital plan, the Board approaches each construction project with awareness of potential environmental and community impacts from the beginning stages of design continuing through project completion. This year, construction is anticipated to continue on the deicing pad improvement project. The deicing pad project is a multi-phase project due to funding and phasing constraints with completion projected in FY 2026-2027. This year the Airport expects to procure the underground deicing fluid dispensing and storage tanks and complete the utility corridor improvements up to the glycol pad including installing the fluid dispensing lines. Once completed, the overall efficiency of deicing operations will improve during the winter season, allowing for better traffic flow during busy times. The Airport anticipates completion of the Administration/FBO Building construction project. Once completed, the Airport administrative offices will be relocated from the current temporary space. There are several small capital projects the Airport intends to complete such as pavement repairs and equipment purchases. While certain projects such as paving may be challenging for the public, staff remains in close collaboration with the construction management team to ensure smooth coordination of all projects and minimize disruptions to travelers. The airport's preparation in having projects ready for construction has strengthened the Board's position to secure all available funding, highlighting the importance of an accurate and flexible CIP. All the proposed projects for FY 2025/2026 are detailed in the capital list on the following page. The list is comprehensive, and not all the listed projects may be completed in a single year.

PROJECT NAME/LOCATION AIRFIELD	2025-2026 BUDGET PROJECT COST	FUNDING SOURCE (FY 2025 - 2026) FEDERAL/STATE	 JHAB/BOND	TOTAL PROJECT COST
Aviation Safety Facility Conceptual Planning Study	2,050,000	1,947,500	102,500	2,050,000
Deice Pad Improvements - Phase 2 (CA/CO)	788,999	764,342	24,656	3,472,034
Deice Pad Improvements - Phase 2 Construction	11,137,500	10,789,453	348,047	30,312,612
Seal Coat/Crack Repair	1,286,020	909,000	377,020	1,286,020
TERMINAL				
Checked Baggage Inspection System (Bagbelt) Upgrades Preliminary Design	400,000	380,000	20,000	400,000
ADMINISTRATION/FBO BUILDING				
Admin/FBO Terminal (CA/CO)	1,529,670	-	1,529,670	4,398,437
Admin/FBO Terminal (Construction)	22,493,916	-	22,493,916	47,043,814
Owner's Representative (FBO Program)	216,366	-	216,366	216,366
LANDSIDE				
Public EV Chargers	1,492,800	298,560	1,194,240	1,492,800
EQUIPMENT				
Replace/Add Vehicles	430,000	-	430,000	430,000
Snow Removal Equipment (SRE)	1,030,000	-	1,030,000	1,030,000
SRE attachments	225,000	-	225,000	225,000
Operations Equipment	450,000	-	450,000	450,000
FBO GSE	848,000	-	848,000	848,000
OTHER PROJECTS				
Construct Backup Automated Weather Observation System	150,000	135,000	15,000	150,000
Bag Belt Programming and Human Maching Interface	500,000	-	500,000	500,000
Explosive Detection Equipment for AWS	105,000	-	105,000	105,000
Pave FBO Infield	150,000	-	150,000	150,000
Rental Car Wall/Family Restroom	450,000	-	450,000	450,000
South MALS Project	100,000	-	100,000	100,000
Lift Station Upsize	200,000	-	200,000	200,000
Administration Building/FBO Terminal (Buildout/Furniture)	960,000	-	960,000	960,000
QTA Replace wash Bays	300,000	-	300,000	300,000
	47,293,270	15,223,855	32,069,415	96,570,083


JACKSON HOLE
AIRPORT

FY 2025/2026 BUDGET

Board established vision:

"To be recognized as a leader delivering a positive and unique guest experience, an unwavering commitment to environmental stewardship, and a culture based on people helping people."

FY 2025/2026 BUDGET

Budget developed to accomplish the Airport's budget objectives:

ENVIRONMENTAL INITIATIVES

CUSTOMER SERVICE

PEOPLE HELPING PEOPLE

Three enterprise centers

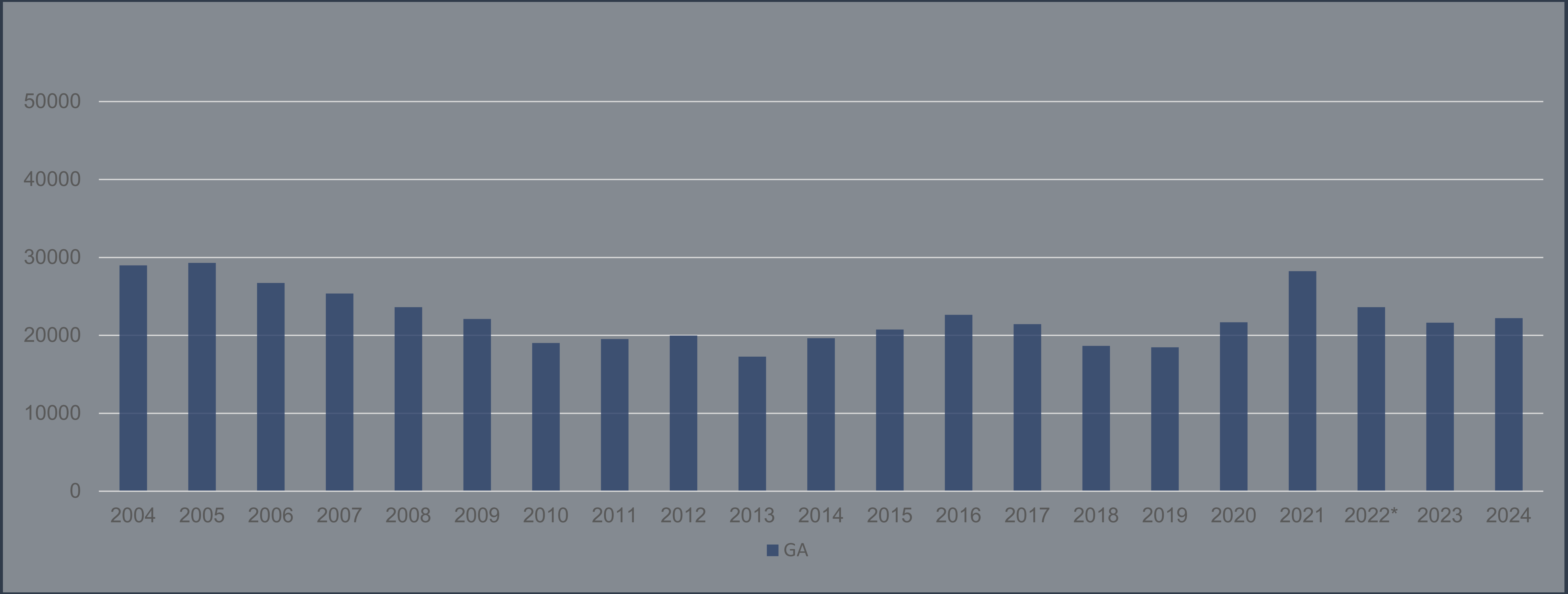
AIRPORT OPERATIONS

FUEL FARM

FIXED BASE OPERATIONS

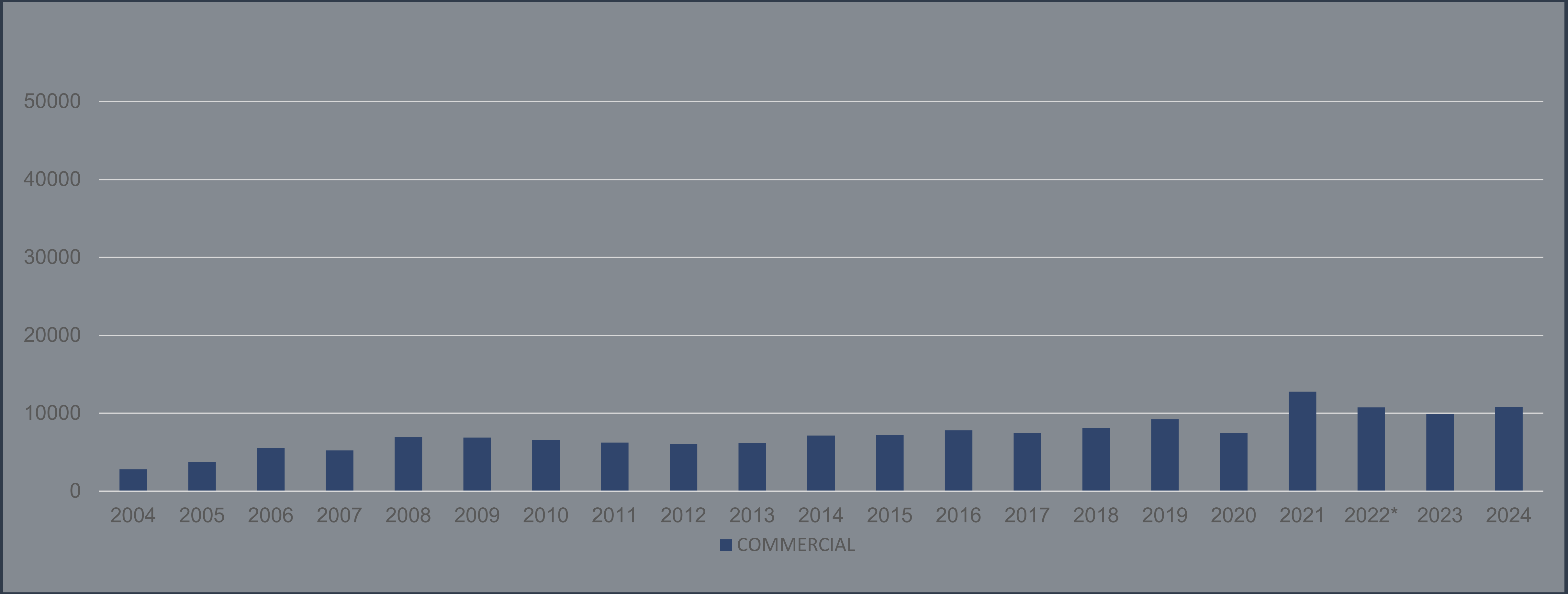
GENERAL AVIATION OPERATIONS

20-YEAR HISTORICAL TREND



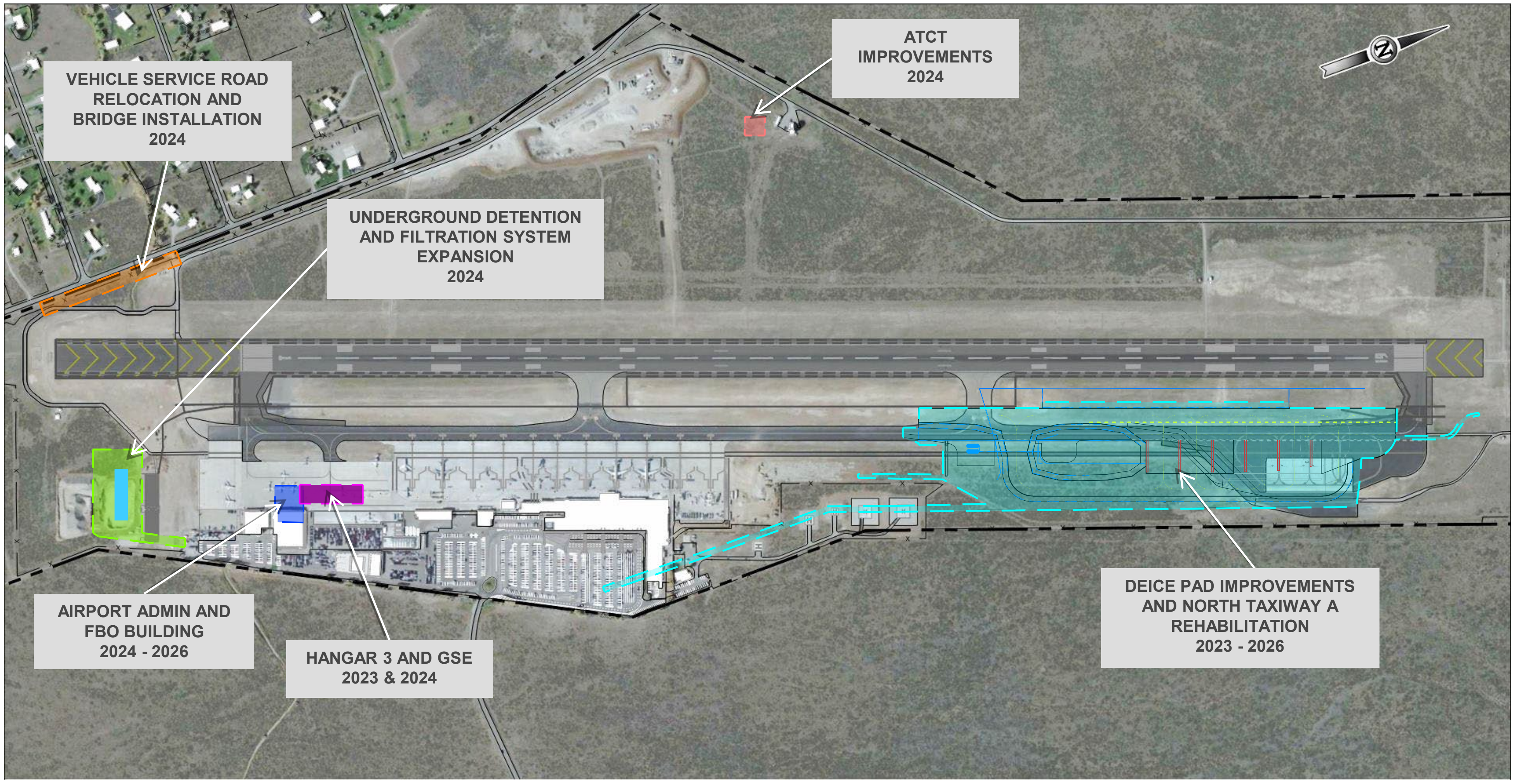
2022*: Closure months of April, May and June have been derived from 2018-2021 & 2023 operations

COMMERCIAL OPERATIONS
20-YEAR HISTORICAL TREND

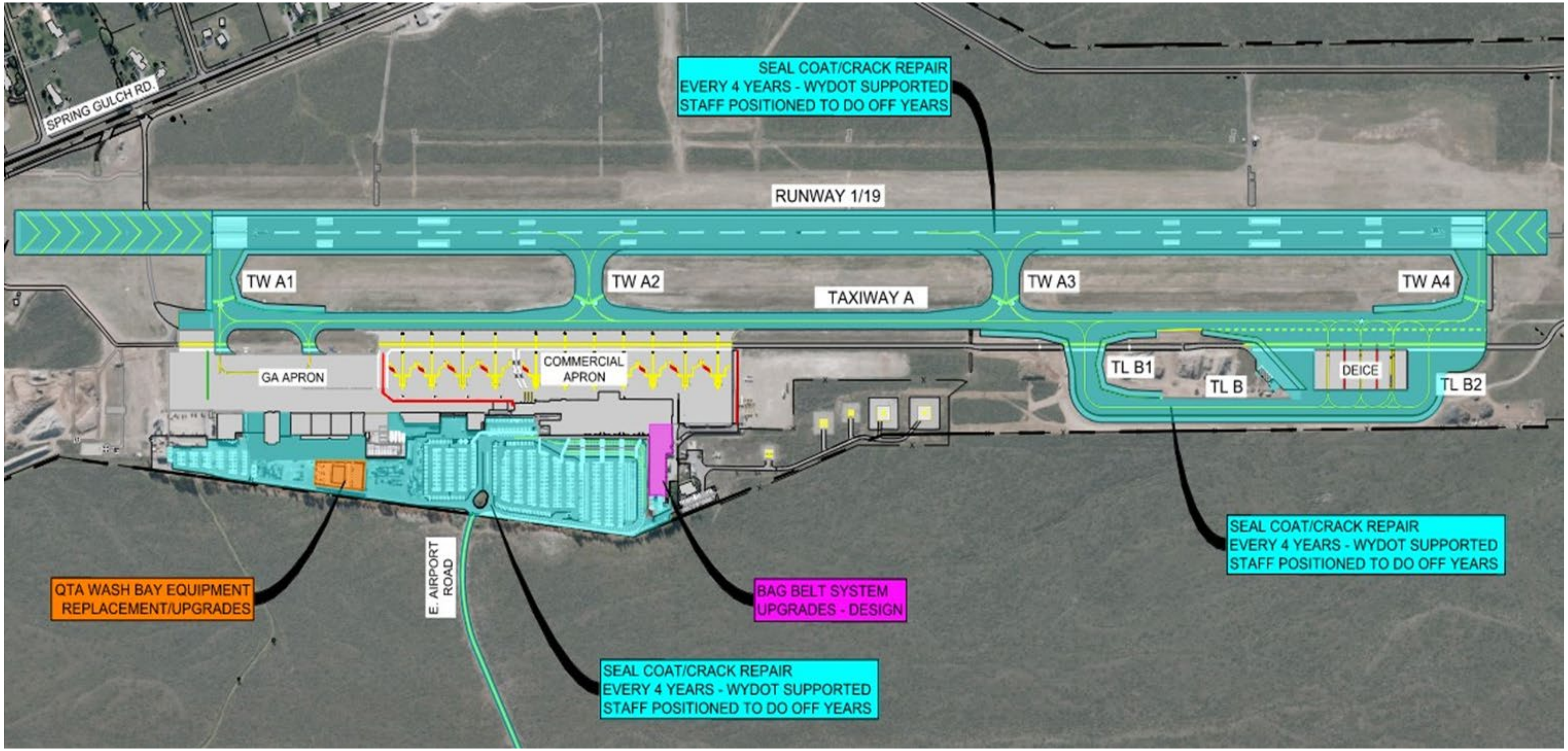


2022*: Closure months of April, May and June have been derived from 2018-2021 & 2023 operations

RECENTLY COMPLETED/CURRENT CAPITAL PROJECTS



MAINTENANCE PROJECTS



FAA SAFETY STANDARDS FOR ARFF FACILITIES

- Response time to midpoint of runway less than 3 minutes from alert
- Immediate, straight access to airfield network
- Unimpeded access routes with minimal turns to airfield network and aprons
- Minimum obstruction from access roads, aircraft fuel storage, or aircraft parking areas

FREQUENTLY ASKED QUESTIONS

- Where do airport revenues come from?
- Are there limits to what the airport can charge to general aviation users?
- What are the limits on uses of airport revenue?

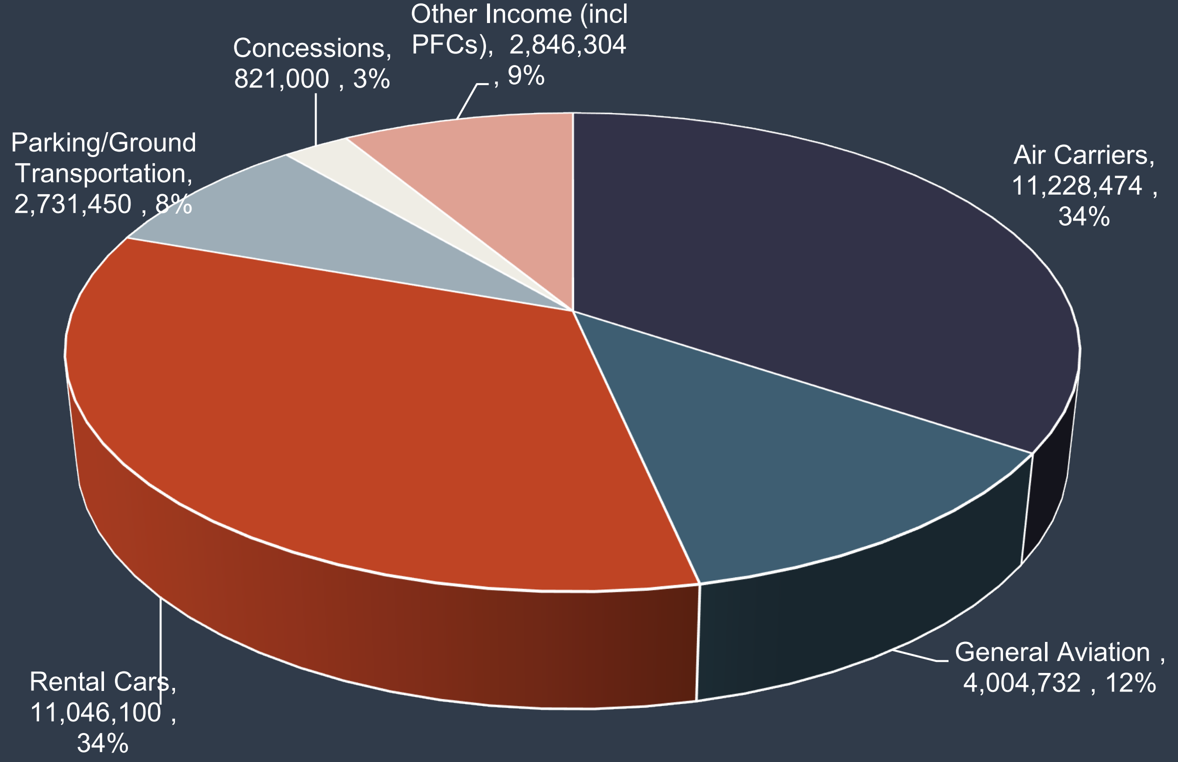
FY 2025/2026 BUDGET

	Revenues	Expenses	Subtotal
Operating	$105,808,387	-$94,603,157	$11,205,230
Capital	$41,172,153	-$47,293,270	-$6,121,117
Net to Reserves			$5,084,113


JACKSON HOLE
AIRPORT

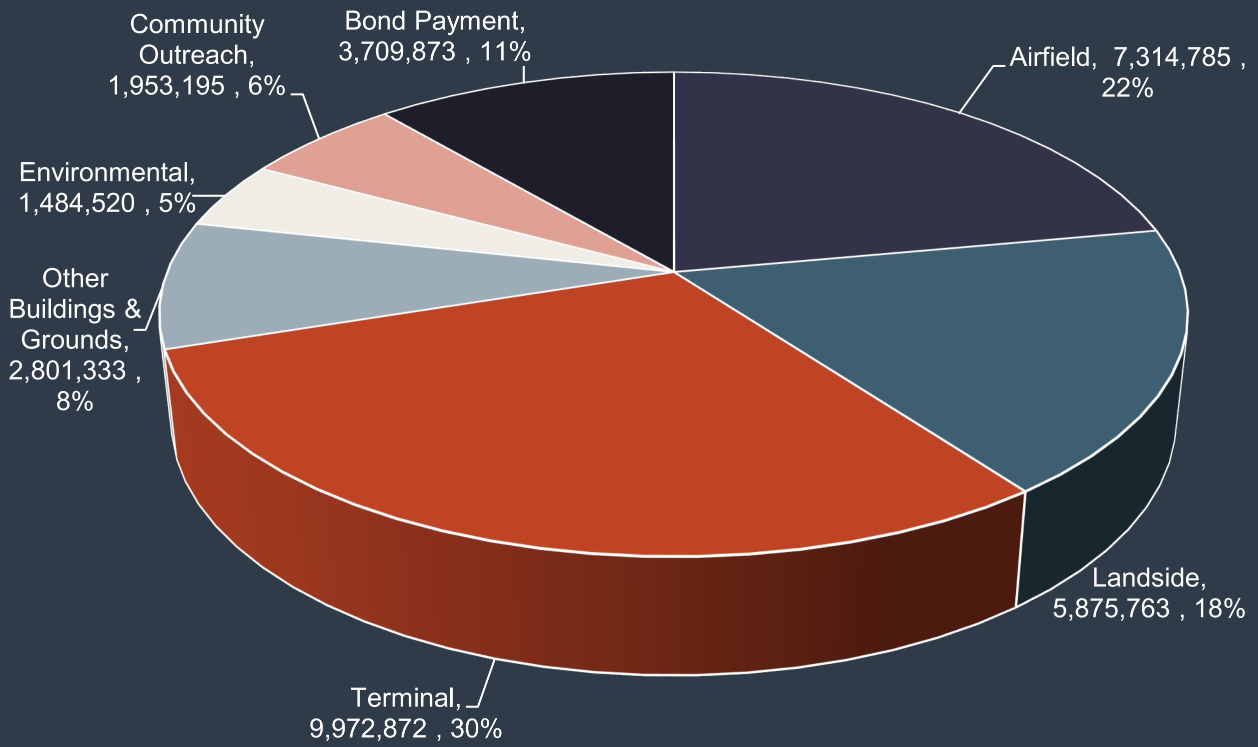
JAC OPERATIONS ENTERPRISE CENTER

Revenues



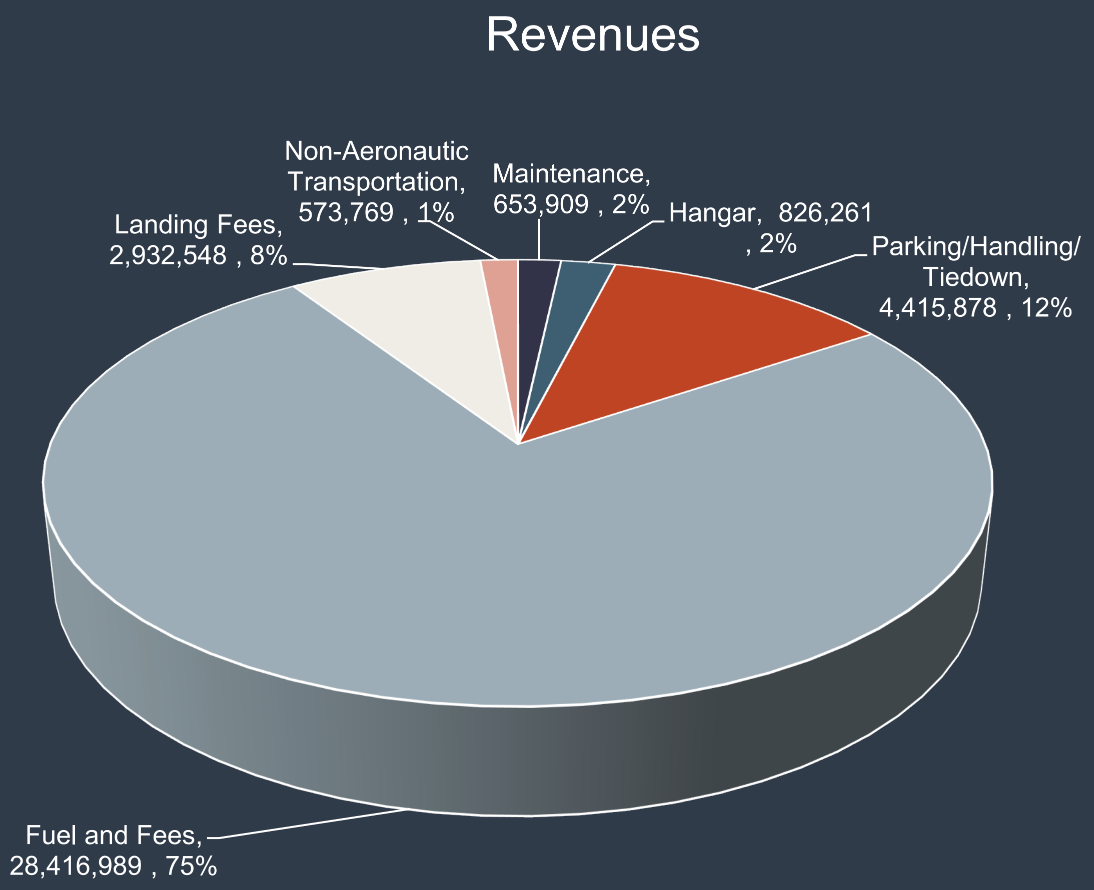
$32,678,060

Expenses

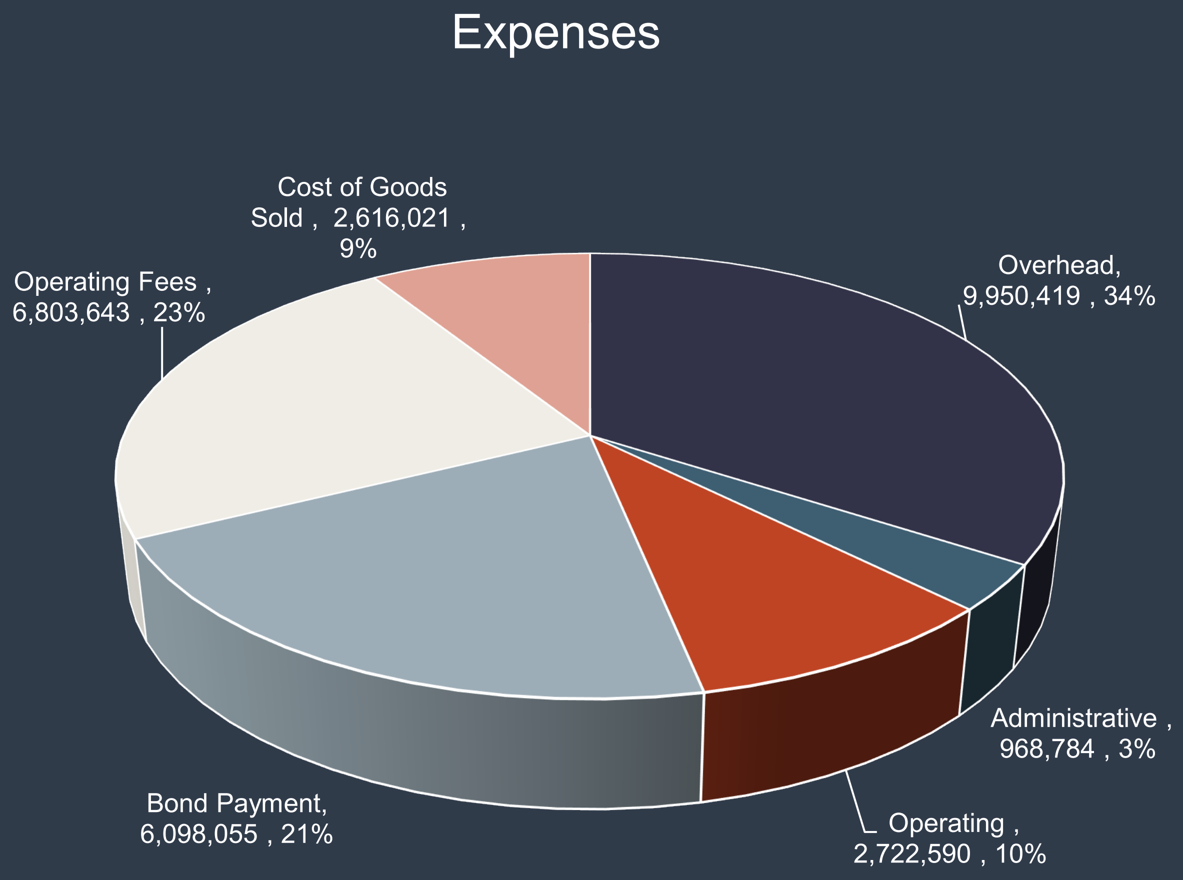


$33,112,340

JAC FBO ENTERPRISE CENTER

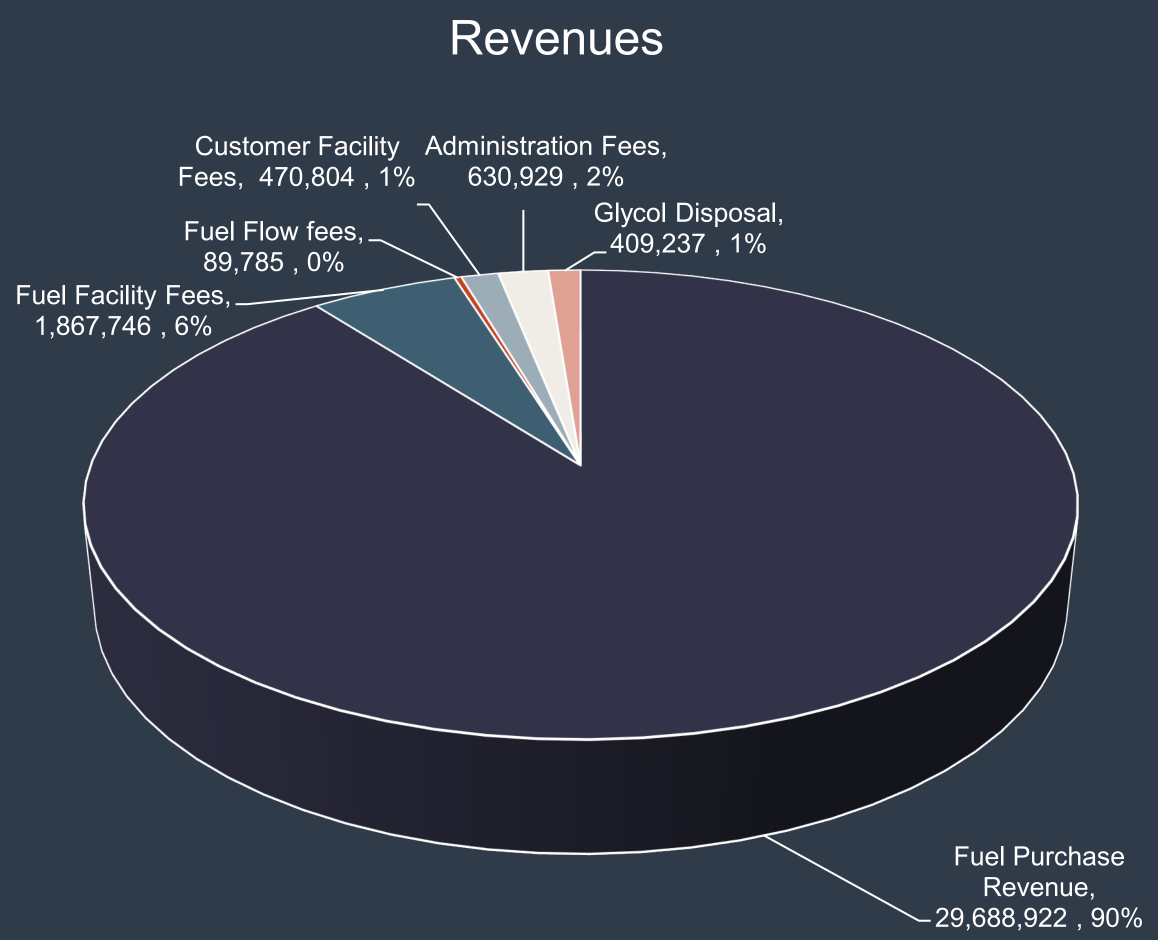


$37,819,354

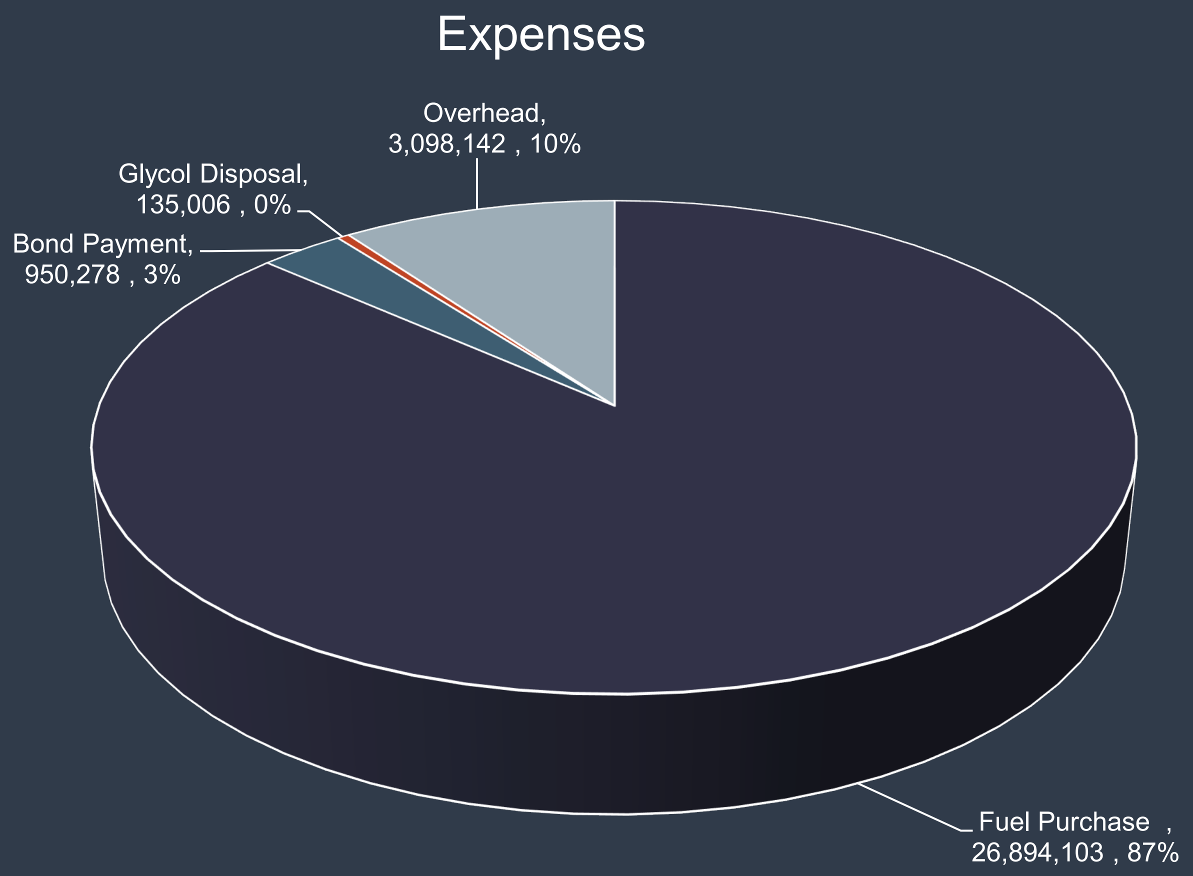


$29,159,513

JAC FUEL FARM ENTERPRISE CENTER

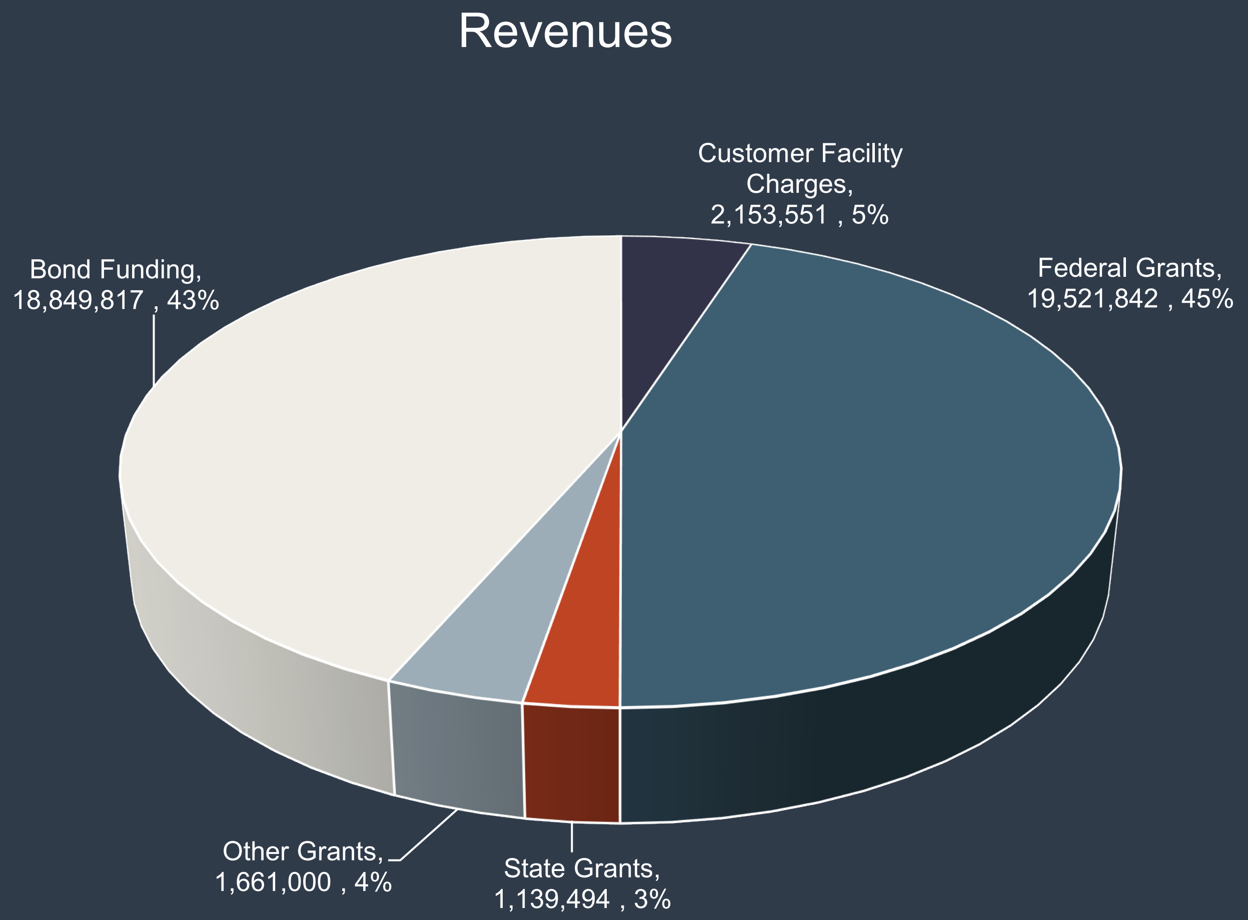


$33,157,422

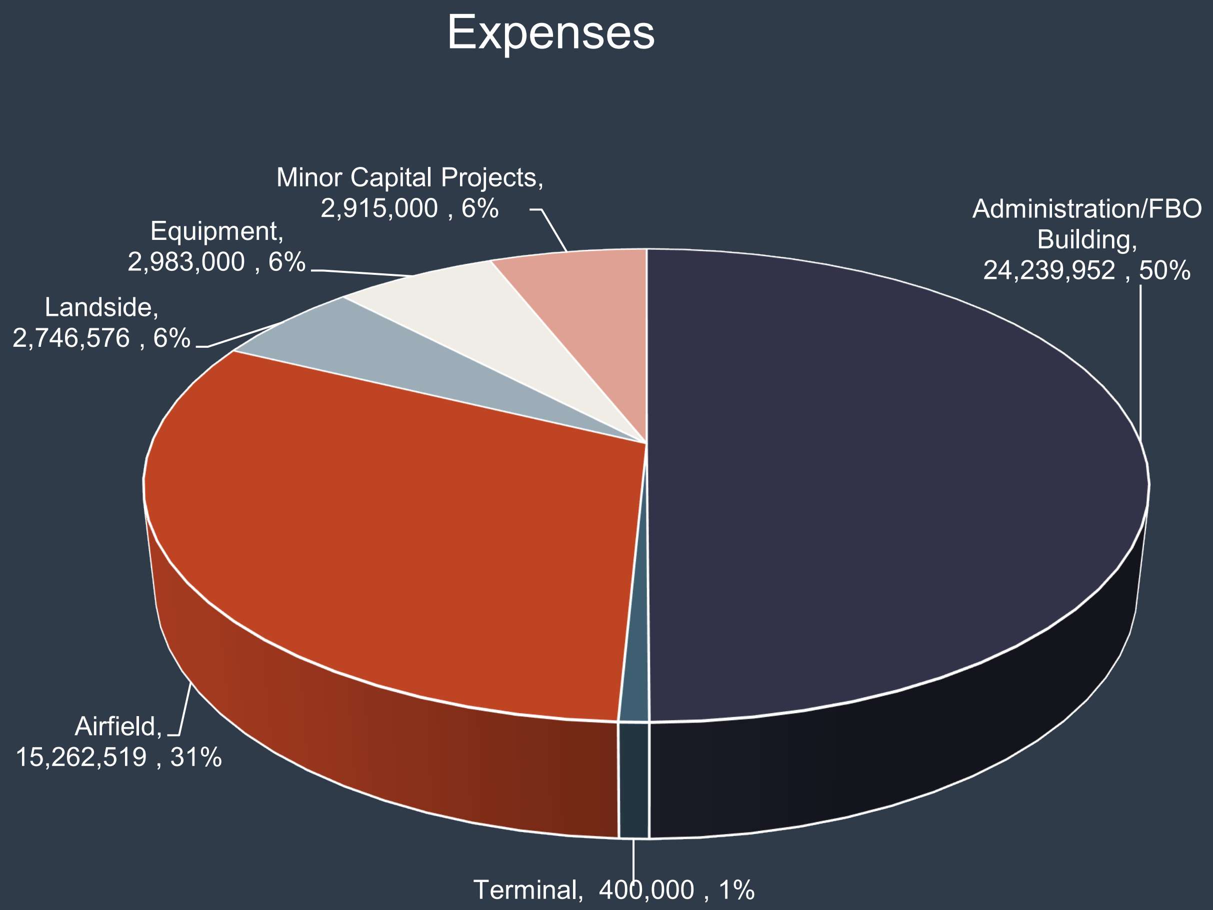


$31,077,529

CAPITAL PROJECTS



$43,325,704



$48,547,046

ENERGY CONSERVATION WORKS

TO:	Jackson Town Council and Teton County Commission
RE:	FY26 Energy Conservation Works Budget
DATE:	April 23, 2025

The attached Energy Conservation Works (ECW) budget for fiscal year 2026 supports our mission to lead and engage with the community to make energy efficiency and renewable energy accessible and affordable, and our strategic priorities to conserve energy for new and existing construction, make clean/renewable energy accessible & affordable, engage & educate our community, and build staff capacity. The FY26 ECW budget includes total revenue of $624,631 and total expenses of $703,497. The $78,866 delta between revenue and expenses will be drawn from fund balance, as we conservatively project an $85,344 contribution to fund balance at the close of FY25.

This proposed budget includes reduced grant revenue to reflect uncertainty about funding for alternative energy from the current federal administration. The proposed draft FY26 budget also includes funds for marketing to recruit subscribers to the community solar project and funds to subsidize income-qualified subscriptions that were previously budgeted in FY25, which we do not anticipate spending by June 30, 2025.

Energy Conservation Works

FY 2026 Approved Budget

	Budget FY26	Amended Budget FY25	FY25 Projected
Revenues			
General Revenue			
Tri Party Agreement & Teton Conservation District	$ 138,600	$ 138,500	$ 138,500
Grants			
Community Solar	$ -	$ 200,000	$ 200,000
Grants	$ 18,000	$ 15,000	$ 12,000
Total Grants	$ 18,000	$ 215,000	$ 212,000
Fundraising			
Old Bills Fun Run	$ 35,000	$ -	$ -
Private Fundraising	$ 15,000	$ 52,500	$ 46,000
Total Fundraising Revenues	$ 50,000	$ 52,500	$ 46,000
Program Revenues			
Green Power Revenue	$ 143,206	$ 139,036	$ 129,781
CNG Revenue	$ 825	$ 1,000	$ 800
Community Solar	$ 80,000	$ 80,000	$ -
Residential - Loan Funds	$ 175,000	$ 110,000	$ 131,364
Residential - Loan Fund Interest	$ 4,000	$ 2,000	$ 3,437
Event sponsorship	$ 15,000	$ 21,000	$ 11,000
Total Program Revenues	$ 418,031	$ 353,036	$ 276,382
Miscellaneous Income	$ -	$ -	
TOTAL REVENUES	$ 624,631	$ 759,036	$ 672,882
Expenditures			
Professional Services			
Contract Staffing (ED, FM, PA, PC, Intern)	$ 290,472	$ 273,000	$ 276,250
Financial Audit or Review	$ 12,000	$ -	$ -
Other Professional Services	$ 4,000	$ 32,000	$ 4,300
Total Professional Services	$ 306,472	$ 305,000	$ 280,550
Operations			
Rent & Utilities	$ 5,400	$ 4,800	$ 4,168
Insurance	$ 680	$ -	$ 80
Office Supplies	$ 1,500	$ 5,000	$ 4,600
Computer/Office Equipment	$ 500	$ -	$ -
Software subscriptions	$ 3,700	$ -	$ -
Dues & Subscriptions	$ 325	$ 800	$ 774
Bank Fees	$ 75	$ 75	$ 75
Training, Travel & Meetings	$ 4,950	$ 3,500	$ 3,200
Meals	$ 1,695	$ 1,761	$ 1,575
Total Operations Expenditures	$ 18,825	$ 15,936	$ 14,472
Communications			
Website	$ 775	$ 5,750	$ 4,450
Public Outreach/Education	$ 9,600	$ 14,800	$ 9,200
Advertising - Newspaper & Radio	$ 11,650	$ 13,000	$ 4,975
Direct Mail Postage	$ -	$ -	$ -
Internet Advertising	$ 8,725	$ 8,500	$ 8,500
Total Communications Expenditures	$ 30,750	$ 42,050	$ 27,125
Fundraising & Donor Relations Expenditures			
Fundraising Efforts	$ 2,700	$ 3,250	$ 915
Events	$ 3,600	$ 4,300	$ 2,100
Marketing	$ 1,400	$ 2,500	$ 1,200
Total Fundraising & Donor Relations Expenditures	$ 7,700	$ 10,050	$ 4,215

Energy Conservation Works

FY 2026 Approved Budget

	Budget FY26	Amended Budget FY25	FY25 Projected
Program Expenditures			
Residential Loan Program - Homeowner Payments	$ 175,000	$ 110,000	$ 131,364
Residential Loan Program - Contractor Payments	$ -	$ -	$ -
Interest on WY Energy Authority Loan	$ 4,750	$ 5,000	$ 6,215
Events	$ 15,000	$ 21,000	$ 14,000
Community Solar Planning	$ -	$ 65,000	$ 58,677
Community Solar Project	$ 115,000	$ 135,000	$ 20,900
Green Power Purchases	$ 30,000	$ 30,000	$ 30,000
Total Program Expenditures	$ 339,750	$ 366,000	$ 261,156
TOTAL EXPENDITURES	$ 703,497	$ 739,036	$ 587,518
Contribution to fund balance	$ -	$ 20,000	$ 85,364
Draw from fund balance	$ 78,866		
Total Revenue Over (Under) Expenditures	**$ -**	**$ -**	**$ -**

Jackson Hole Travel & Tourism Board
Fiscal Year 2026 Budget Detail

Revenue: The JHTTB is anticipating a tax revenue of **$6,875,00** for FY 2026**.** This represents a 4.87% increase in projected collections from the end of FY'25 based on an analysis of current booking trends seen in our and other similar destinations. We are closely monitoring travel trends and the potential impacts on both domestic and international visitation driven by changes and restrictions put in place by the current administration as well as economic uncertainty.

Total Expenditures: The JHTTB has decreased their FY'26 expenditures by 12.76%, for a total of $7,493,671.

Jackson Hole Chamber of Commerce: Visitor Services, Destination Global Sales, Events Liaison: **$1,183,640**
Funding of the JH Chamber of Commerce is written into the JHTTB's Joint Powers agreement.
In our FY'26 budget, the overall funding of the Chamber of Commerce to complete the three contracts of Visitor Services, Destination Global Sales, and an Events Liaison has decreased by a nominal 1.17%. Visitor Services funding has increased 3.13%. Destination Global Sales has decreased from $435,000 to $400,000. Part of the Director of Destination Global Sales' scope of work is to evaluate the most effective trade shows and sales missions to attend to drive visitation. The decrease in funding is a result of removing ineffective sales shows and missions, and being more strategic about the shows that are attended. Also under consideration is the uncertainty surrounding international visitation. The JHTTB has also funded an Events Liaison position through the Chamber to manage the JHTTB's Event Grant Funding process. At the time of this contract and scope of work development, the JHTTB only provided this one funding opportunity to the public. Now, Board manages four grant processes (Regular Events, Signature Events, Community Partnerships, and Ambassador Services). The Board will be reviewing the current Events Liaison scope of work in FY26 to identify opportunities to streamline the management of all granting processes under one position. Currently, the Events Liaison line item remains flat year over year at $72,140.

Ambassador Services Grant Funding: **$550,000**
In FY'26, the JHTTB added a line item under Visitor Services called Ambassador Services. This line item is earmarked as grant funding provided to local entities performing on-the-ground work dedicated to improving visitor behavior, supporting visitor management initiatives, promoting responsible tourism practices, and mitigating the negative impact of tourism on the natural environment and local infrastructure. These services are often provided by trained staff, volunteers, or local experts who serve as

on-the-ground representatives of the destination's sustainability mission. Previous funding awards that have fallen under this category include Friends of the Bridger Teton, JH Nordic Alliance, Camina ConMigo, and the Teton Backcountry Alliance. An application process will take place to help the Board determine funding awards. This funding will be awarded to applicants in May 2025.

Marketing, Public Relations, and Advertising: $3,103,960
This line item has seen a decrease of 6.5% year over year. The Board has chosen to reduce the budget allocated for a Social Media Agency and, instead, looks to hire an independent contractor to manage this scope of work. There are also slight reductions in paid media spend for winter and summer, and a removal of budget for research. This line item remains one of the most impactful avenues for messaging to and the management of visitors to the county. Through a comprehensive and nimble approach, we have been able to dial messaging as needed that considers occupancy forecasts, communicating natural disaster updates to the public (Teton Pass collapse, wildfires, etc.), and responds to requests from public land managers through creative and impactful campaigns at the ready.

Destination Development/Sustainable Destination Management Plan (SDMP) Implementation: **$600,000**.
This section of our budget includes our Community Partnerships Grant, which has decreased to a total of $250,000 available in FY'26. The reason for this major decrease is because $550,000 was moved to Ambassador Services, which many of the projects that were funded through Community Partnerships will now fall under.

The Travel Incentive Program saw its most successful and highest ROI in FY'25, so it remains at $300,000. This program provides credits to visitors who book lodging and activities for multiple nights over the winter and is run by the JHTTB's fulfillment agency, Jackson Hole Resort Reservations. Overall sales through this program are up approximately 25% year over year generating over $2M in lodging revenue that funds future initiatives via the lodging tax. This program is also co-funded by JHMR and Grand Targhee.

With continued progress on the Sustainable Destination Management Plan (SDMP) implementation and commitment to action from the Destination Stewardship Council, the JHTTB has allocated $50,000 to support projects and partnerships that help fulfill the mission and vision of the SDMP that also fall within State Statute guidelines.

Board Advertising, Production, Subscriptions: $395,021
Marketing Opportunities & PR: In-house production of video and photo assets provides the Board with full ownership rights to all produced materials. The JHTTB also provides many of these photo and video assets to the community for free. We have increased this line by

$20,000, which now includes the cost of talent and in-house content creation all under our Production line item. This line item also includes press events and FAM trips that occur locally and target key flight markets. The JHTTB contracts with local firms to host media writers during the shoulder season. The events have aligned with the board's focus on sustainability and responsible tourism.

Local Advertising: $75,000
This line covers local communications, and local ads for announcements, community workshops, event funding guidelines, RFP's and local initiatives typically placed in local media outlets. We have increased this by 50% noting the Board's goal to improve the knowledge and understanding of both the lodging tax and the work of the JHTTB to residents.

Subscriptions: $50,021
This line remains fairly stable year over year as we continue to employ DestiMetrics to provide visitor data, Crowdriff to host our media hub available to the public, and Cosmic Pictures as a cloud based software to house our media assets for internal use.

Events: $1,300,000
Community Events: $400,000
This category reflects a decrease in total local event funding by 50%. As the Board intentionally and strategically spent down their reserves over the last five years, the amount of funds available to provide to local events in the fall, winter, and spring has also decreased significantly.

Signature Events: $900,000
This category is to provide funding for events that request over $74,999. This line is down 14%, noting the reasoning is the same as Community Events in that the decrease is due to a purposeful reduction in reserve spending.

Website: $51,000
This line has decreased by 37% after last year's introduction of a new eCRM system that required increased upfront costs. The retainer for our website agency and funds for updates and maintenance is flat year over year.

General and Administrative: $795,9900
Line for line, this category has stayed flat or has decreased year over year from FY'25. The only increase is an addition of a line item called "Professional Services" at $50,000. This is put in place to allow the Board to hire needed consultants or professional services outside

of current budget line items and to support the Board in future work that falls outside of the scope of any current contractors.

Unallocated Reserve Fund Utilization: $375,000
The reserves are in place to allow the board to be opportunistic and support partners and community projects that exceed the line-item budgeted amounts.

Investment Income: $25,000
The investment income reflects the interest we will receive on the reserves that are invested with three interest returning accounts including WYOSTAR with the Wyoming Treasurers Office, two savings accounts at our local First Interstate Bank, and U.S. Treasuries in our sweep account at Chase Bank. The number reflects an estimated 3% return on our average reserve balance for the fiscal year.

Reserves Expenditure: $968,671
With the current budget as presented, the Board's expenditures will out perform their revenue by $968,671. To cover the overage, the Board will take that amount from their reserve fund. The anticipated ending reserves if the full FY'26 budgeted amount is spent is $1,471,074.

Revenue over Expenditure: -$968,671
FY'25 Beginning Reserve Fund Balance (projected): $2,439,745
Anticipated Ending Reserves if full budgeted amount is spent: $1,471,074

Based on consultation with our financial manager, it has been recommended to keep $1-1.5M in reserves in the case of an unexpected impact to tourism in this community or any other unforeseen circumstances.

Jackson Hole Travel and Tourism - JPB

DRAFT: FY 2026 Budget July 1, 2025 - June 30, 2026

Approved on 2/13/25

	% Δ from FY25	DRAFT Budget FY26	Adjusted Budget FY25	Forecast FY25
Revenue				
Projected/Actual Tax Revenue		6,875,000	6,527,144	6,555,532
Grants		-	-	-
Total Revenue	4.8733%	$ 6,875,000	$ 6,527,144	$ 6,555,532
Expenses				
Visitor Services				
Visitor Services		697,700	676,500	676,500
Ambassador Services		550,000	-	-
Total	84.4346%	$ 1,247,700	$ 676,500	$ 676,500

Jackson Hole Travel and Tourism - JPB

DRAFT: FY 2026 Budget July 1, 2025 - June 30, 2026

Approved on 2/13/25

	% Δ from FY25	DRAFT Budget FY26	Adjusted Budget FY25	Forecast FY25
Marketing, Public Relations, & Advertising				
Retainer / Agency Of Record (Colle McVoy)		753,960	753,960	753,960
Retainer Social Media Agency, (NTDA)		80,000	110,000	110,000
Annual Campaign Production Costs		200,000	200,000	200,000
Media (Fall)		200,000	200,000	200,000
Media (Winter)		850,000	900,000	900,000
Media (Spring)		150,000	150,000	150,000
Media (Summer)		450,000	500,000	500,000
Research		-	50,000	50,000
Travel (Colle McVoy)		20,000	20,000	20,000
Annual Report		-	-	-
Destination Global Sales/Tradeshow & Conferences		400,000	435,000	435,000
Total	-6.4779%	$ 3,103,960	$ 3,318,960	$ 3,318,960

Jackson Hole Travel and Tourism - JPB

DRAFT: FY 2026 Budget July 1, 2025 - June 30, 2026

Approved on 2/13/25

	% Δ from FY25	DRAFT Budget FY26	Adjusted Budget FY25	Forecast FY25
Destination Development/SDMP Implementation				
Community Partnerships Grants				
Community Partnerships Grants		250,000	1,108,718	1,108,718
Total	-77.4514%	$ 250,000	$ 1,108,718	$ 1,108,718
Travel Incentive Program				
Budgeted Travel Incentive Program		300,000	300,000	300,000
Total	0.0000%	$ 300,000	$ 300,000	$ 300,000
Riverwind		-	35,000	-
Unallocated		50,000	15,000	50,000
Total	0.0000%	$ 50,000	$ 50,000	$ 50,000
Total Destination Development	-58.8680%	$ 600,000	$ 1,458,718	$ 1,458,718

Jackson Hole Travel and Tourism - JPB

DRAFT: FY 2026 Budget July 1, 2025 - June 30, 2026

Approved on 2/13/25

	% Δ from FY25	DRAFT Budget FY26	Adjusted Budget FY25	Forecast FY25
Board Advertising, Production, Subscriptions				
Marketing Opportunities & PR				
Production/Video/Photo		195,000	175,000	175,000
Talent/In-House Content Creation (remove)		-	20,000	20,000
FAM and Media Related Events		50,000	50,000	50,000
Retainer / PR Agency		-	46,000	46,000
Total	-15.8076%	$ 245,000	$ 291,000	$ 291,000
Local Advertising				
Community Workshops		-	25,000	25,000
Local Advertisements, PR and Marketing		75,000	25,000	25,000
Total	50.0000%	$ 75,000	$ 50,000	$ 50,000
Subscriptions				
Destimetrics		26,586	26,586	26,586
CrowdRiff		15,435	15,000	15,000
Cosmic Pictures		8,000	-	10,000
Unallocated		-	-	-
Total	-3.0338%	$ 50,021	$ 41,586	$ 51,586
Memberships, Certifications, and Dues				
Destination Memberships and Sponsorships		25,000	25,000	25,000
Unallocated		-	-	-
Total	0.0000%	$ 25,000	$ 25,000	$ 25,000
Total Board Advertising, Production, Subscriptions	-5.4037%	$ 395,021	$ 407,586	$ 417,586

Jackson Hole Travel and Tourism - JPB

DRAFT: FY 2026 Budget July 1, 2025 - June 30, 2026

Approved on 2/13/25

	% Δ from FY25	DRAFT Budget FY26	Adjusted Budget FY25	Forecast FY25
Events				
Community Event Program				
Event Marketing Grants		400,000	792,750	792,750
Total	-49.5427%	$ 400,000	$ 792,750	$ 792,750
Signature Event Funding				
Mountain Town 2030		-	150,000	150,000
Rendezvous Spring Festival		-	900,000	900,000
Unallocated / Reserved for Future Requests		900,000	-	-
Total	-14.2857%	$ 900,000	$ 1,050,000	$ 1,050,000
Total Events	-29.4533%	$ 1,300,000	$ 1,842,750	$ 1,842,750
Website				
Retainer / Website Agency (TMBR)		36,000	36,000	36,000
Website Updates and Maintenance		10,000	10,000	10,000
CRM		5,000	35,000	35,000
Total New Website	-37.0370%	$ 51,000	$ 81,000	$ 81,000

Jackson Hole Travel and Tourism - JPB

DRAFT: FY 2026 Budget July 1, 2025 - June 30, 2026

Approved on 2/13/25

	% Δ from FY25	DRAFT Budget FY26	Adjusted Budget FY25	Forecast FY25
General and Administrative				
Postage		250	250	250
Office Supplies		5,000	20,000	20,000
Production and Printing Annual Report		5,000	5,000	5,000
Fiscal Manager Contract		90,000	90,000	90,000
Operations Manager Contract		42,900	42,900	42,900
Communications Manager Contract (Moved from Marketing Budget to G&A in '25)		71,496	71,496	71,496
Executive Director Contract		168,000	168,000	168,000
Marketing Manager Contract (Moved from Marketing Budget to G&A in '25)		93,600	93,600	93,600
Destination Management Coordinator Contract (Moved from SDMP Budget to G&A in '25)		125,004	125,004	125,004
Grant Coordination Contract		72,140	72,140	72,140
Professional Services		50,000	-	-
Office Space		30,000	24,000	24,000
Meeting Expense		15,000	35,000	35,000
Insurance		500	500	500
Bonding		500	500	500
Audit		2,500	2,500	2,500
Teton County Web Site		3,500	3,500	3,500
Bank Fees		600	600	600
Contractor and Board Travel		20,000	40,000	40,000
Total General and Administrative	0.1258%	$ 795,990	$ 794,990	$ 794,990
Total Expenditures	-12.7680%	$ 7,493,671	$ 8,580,504	$ 8,590,504

Jackson Hole Travel and Tourism - JPB

DRAFT: FY 2026 Budget July 1, 2025 - June 30, 2026

Approved on 2/13/25

	% Δ from FY25	DRAFT Budget FY26	Adjusted Budget FY25	Forecast FY25
Expenditures from Reserves				
Unallocated Reserve Fund Utilization		375,000	350,000	350,000
Reserve Allocation		-	(306,468)	(306,468)
Total		$ 375,000	$ 43,532	$ 43,532
Total Expenditures Including Current / Unallocated Rese	-8.8645%	$ 7,868,671	$ 8,624,036	$ 8,634,036
Investment Income	-69.5122%	$ 25,000	$ 50,000	$ 82,000
Budget Surplus / (Deficit)		$ (968,671)	$ (2,046,892)	$ (1,996,504)
Beginning Fund Balance		$ 2,439,745	$ 4,486,637	$ 4,486,637
Anticipated Ending Fund Balance if all Budgeted Reserves are Utilized		**$ 1,471,074**	**$ 2,439,745**	$ 2,490,133

Joint Meeting
Fiscal Year 2026
Joint Budget Review
April 29, 2025

Purpose

- The purpose of this meeting is for staff to present an overview of the Fiscal Year 2026 Joint Department/Division and Joint Board requested and recommended budgets and for the Town Council and the Board of County Commissioners to ask questions, discuss and propose amendments.

- Administration staff will present a consistent summary slide for each Joint Department, followed by input by the Department Director/staff. County Clerk and Treasurer will also be available for questions and discussion.

- One exception to this will be START, which will be provided additional time to present the FY26 Route Plan as required pursuant to the Joint Powers Agreement.

- Finally, the Joint Boards (TTB, Airport, ECW) will be asked to provide a brief overview of their budget prior to question and discussion.

Today’s Agenda

9:00-9:10	Introduction
9:10 - 9:40	Transportation & Pathways
9:40 - 10:15	START
10:15 - 10:25	BREAK
10:30 - 11:15	Fire/EMS & Emergency Management
11:15 - 11:35	Housing
11:35 - 11:55	Long Range Planning
12:00 - 1:30	LUNCH
1:30 - 2:15	Parks & Recreation
2:15 - 2:45	JH Airport
2:45 - 3:05	Energy Conservation Works
3:05 - 3:35	Travel & Tourism Board
3:35 - 4:30	Joint Discussion

Change in Joint Department Funding

- Change to the split between Town and County funding for Joint Departments/Divisions shifting from a 46%/54% (Town/County) to a 43%/57% (Town/County) for FY26. Pursuant to the MOU the split will move to 40%/60% (Town/County) in FY27 and to 38%/62% (Town/County) in FY28
- FY26 there will be a shift of $618,000 in Operations and $130,000 in Capital from Town to the County, totaling $780,000
- This, along with reductions in property tax collections, in Teton County may make discussion of funding Joint Departments a focal point for discussions this year.
- In addition, the Town and County have agreed to review Joint Powers Agreements and other Joint Departments/Divisions to consider funding and governance over the upcoming year.

Approved Changes in Joint Department Funding Operations Only

	Year 0		Year 1		Year 2		Year 3	
OPERATIONS	**Town 46%**	**County 54%**	**Town 43%**	**County 57%**	**Town 40%**	**County 60%**	**Town 38%**	**County 62%**
START Bus System	$1,220,735	$1,433,037	$1,141,122	$1,512,650	$1,061,509	$1,592,263	$1,008,433	$1,645,339
Fire/EMS	3,344,583	3,926,249	3,126,458	4,144,374	2,908,333	4,362,499	2,762,916	4,507,916
Emergency Management	106,389	124,892	99,451	131,830	92,512	138,769	87,887	143,394
Parks & Recreation	2,567,095	3,013,547	2,399,676	3,180,966	2,232,257	3,348,385	2,120,644	3,459,998
Victim Services	180,309	211,667	168,550	223,427	156,791	235,186	148,951	243,026
Animal Shelter/Control	186,278	218,674	174,129	230,822	161,980	242,971	153,881	251,070
Affordable Housing Operations	636,496	747,190	594,985	788,701	553,474	830,212	525,801	857,885
Radio Services Agreement	594,913	698,377	556,115	737,175	517,316	775,974	491,450	801,840
Treatment Court	89,915	105,552	84,051	111,416	78,187	117,280	74,277	121,190
Pathways Operations	131,137	153,943	122,584	162,496	114,032	171,048	108,330	176,750
Transportation	246,831	289,758	230,733	305,856	214,636	321,953	203,904	332,685
Planning	98,017	115,064	91,625	121,456	85,233	127,849	80,971	132,110
	$9,402,698	**$11,037,950**	**$8,789,479**	**$11,651,170**	**$8,176,259**	**$12,264,389**	**$7,767,446**	**$12,673,202**
Fiscal Impact			($613,219)	$613,219	($1,226,439)	$1,226,439	($1,635,252)	$1,635,252

Budget Highlights

- Town Recommendation 7.2% Wage Adjustment
- County Recommendation 6.0% Wage Adjustment
- Town projecting 2% increase in sales tax, and 3% in lodging tax
- County projecting 0% increase in sales tax, and 0% in lodging tax
- County recommendations are based on no increase in level of service or FTEs across all joint departments/divisions

County Fund Balance Policy

- County Special Revenue Fund Balance Policy
  - <u>Fund Balance Levels</u> - “The County will maintain a minimum 15% of prior year audited revenue excluding inter-governmental transfer. The minimum unassigned fund balance level will be calculated after the year-end audit.”
  - <u>Excess of Fund Balance</u> – “For Joint Town/County Funds, in the event the minimum Fund Balance exceeds the 15% threshold, any excess will be utilized in the next year’s budget to offset General Fund contributions for the Town and County.”
  - <u>Replenishment of Reserves</u> – In the event that the Fund Balance is used resulting in a balance below the 15% minimum, a replenishment plan will be developed during the annual budget process.

Fund Balance Policy

- County
  - Reserve policy 15% per policy based upon revenue
  - Carryforward or utilize fund balance reserve against annual contribution
  - Option to transfer surplus back to County and Town
- Town
  - General Fund 25% reserve policy
  - START 15% reserve policy based on expenditures
  - Carryforward or utilize fund balance reserve against annual contribution
  - Option to transfer surplus back to County and Town

Transportation

FY25 Amended	FY26 Request	FY26 Recomm’d	Recomm’d Adjustment	% Change FY25 Amend
753,642	754,089	536,589	(217,500)	(28.8%)

Highlights

- Professional Services: Recommend a decrease from $435,000 to $217,500
- Town recommending funding Transportation Demand Management position funded only by County in FY25
- Bike Share not recommended
- Work Plan and Budget on the May 5 JM for discussion

Pathways

FY25 Adopted	FY26 Request	FY26 Recomm'd	Recomm'd Adjustment	% Change FY25 Amend
281,425	285,080	285,080	0	1.3%

*Operations only, Town and County approve Capital separate

Highlights

- Recommendation that Pathway Maintenance be in P & R and Pathway Replacement located in Pathways pursuant to the MOU

START

Total

	FY25 Amended	FY26 Request	FY26 Recomm'd	Recomm'd Adjustment	% Change FY25 Amend
Ops	10,587,462	10,241,353	9,871,776	(369,577)	(6.8%)
Capital	7,460,780	7,580,000	7,580,000	-	1.6%

Town

	FY25 Amended	FY26 Request	FY26 Recomm'd	Recomm'd Adjustment	% Change FY25 Amend
Ops	1,161,780	1,300,040	1,141,122	(158,918)	(1.8%)
Capital	351,492	299,280	299,280	-	(14.9%)

County

	FY25 Amended	FY26 Request	FY26 Recomm'd	Recomm'd Adjustment	% Change FY25 Amend
Ops	1,345,548	1,723,308	1,512,649	(210,659)	12.4%
Capital	981,696	396,720	396,720	-	(59.6%)

Highlights

- Recommending a Flat Route Plan, increased cost due to inflation and compensation
- START Funding - Operations
  - 49% FTA
  - 29% Fares/Contracts/Miscellaneous
  - 22% Town/County
- Reclassification of 1 driver to a supervisor position – Recommended
- Replace Teton Village Tripper with contracted services, 30% premium, appx $120,000

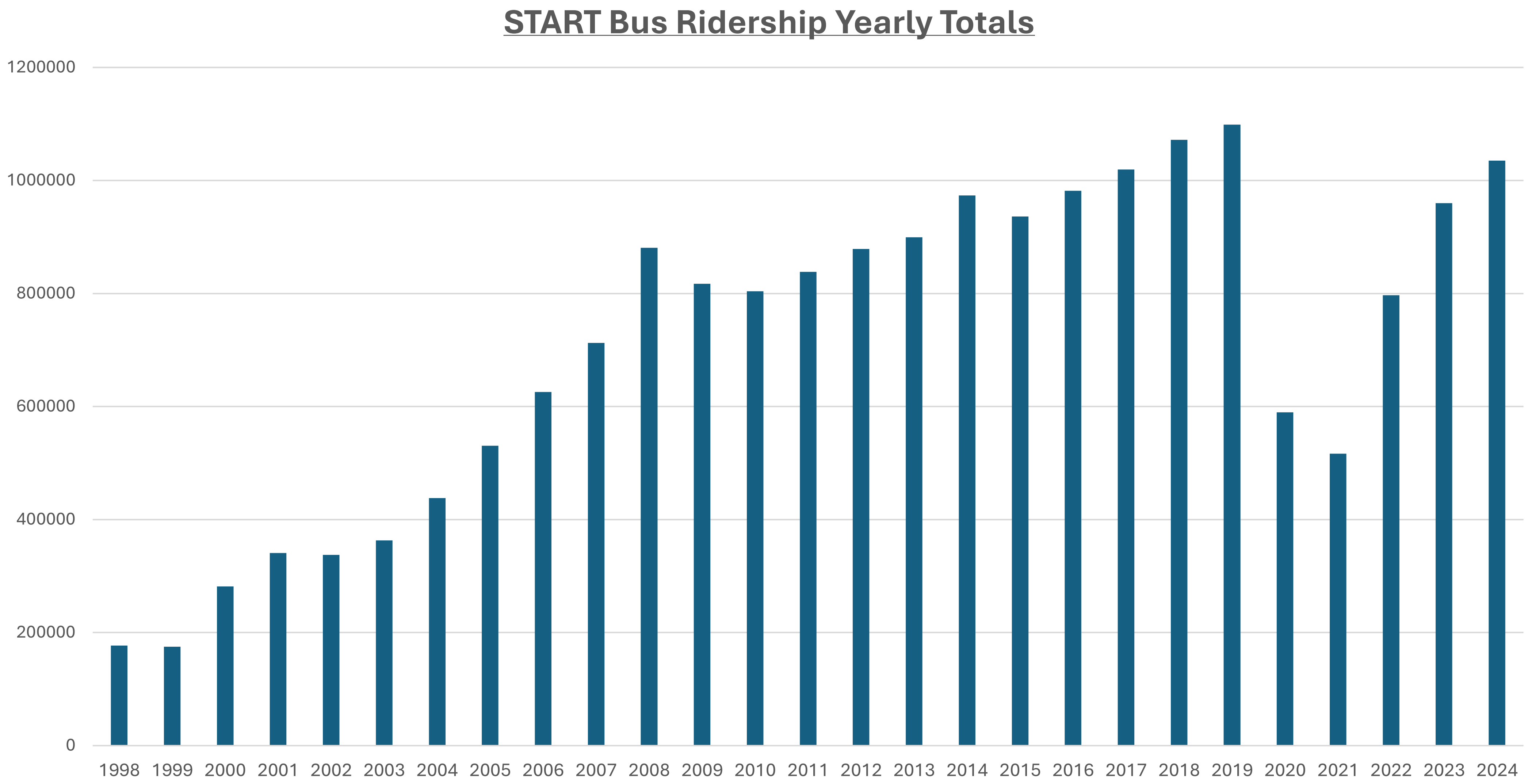
START

	Current Fund Balance	Projected 15% Requirement
FY24	$2,676,888	$1,333,519
FY25	$3,129,505	$1,406,831
FY26	$2,048,244	$1,508,064

Highlights

- Staff is recommending using $600,000 of fund balance for local match on capital bus purchases
- Town and County could also utilize fund balance for operations while continuing to maintain the minimum fund balance of 15%

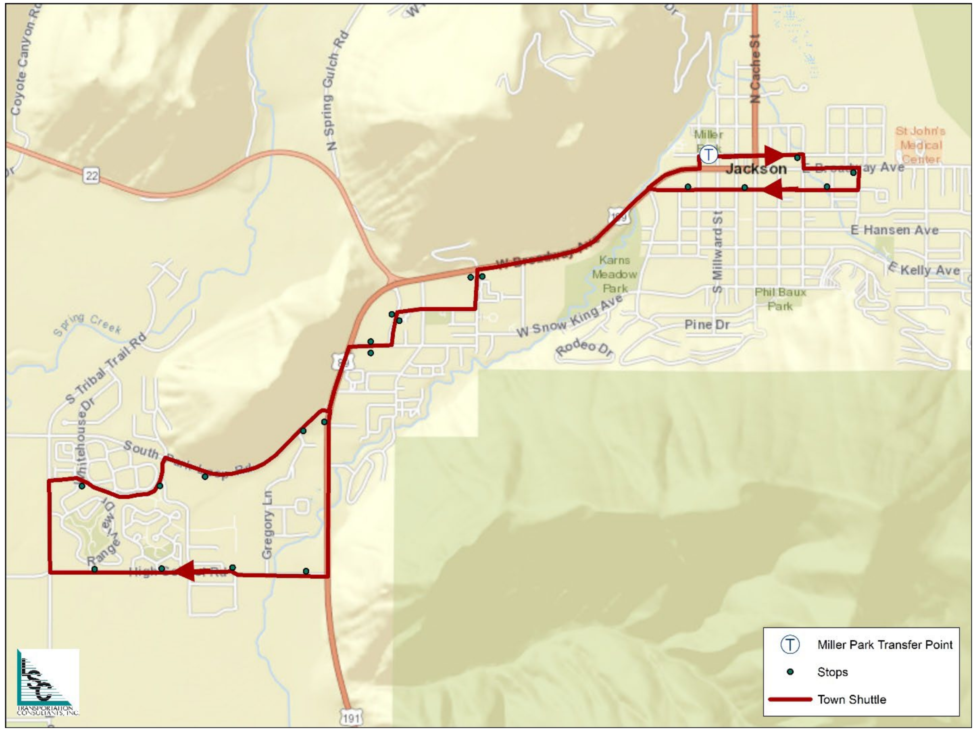
Ridership Trends



Town Shuttle

- **Summer Season:**
  - **Current -** 3 buses - 15-minute frequency - 67 round trips daily - 6:00a - 10:15p daily
  - **Proposed FY26** – 3 buses - 15-minute frequency - 69 roundtrips daily - 6:00a – 11:00p daily
- **Fall Season:**
  - **Current** - 3 buses – 15-minute frequency - 64 roundtrips daily - 6:00a - 10:00p daily
  - **Proposed FY26**– 3 buses - 15-minute frequency - 66 roundtrips daily - 6:00a - 10:00p daily
- **Winter Season:**
  - **Current** - 3 buses - 15-minute frequency - 70 round trips daily - 6:00 a – 11:30p daily
  - **Proposed FY26** – 3 buses - 15-minute frequency - 72 roundtrips daily - 6:00a – 11:30p daily
- **Spring Season:**
  - **Current** - 3 buses - 15-minute frequency - 64 roundtrips daily - 6:00a - 10:00p daily
  - **Proposed FY26**– 3 buses - 15-minute frequency - 66 roundtrips daily - 6:00a - 10:00p daily

Current – 20,444 annual hours (revenue + deadhead)
Proposed – 21,051 annual hours (revenue + deadhead)

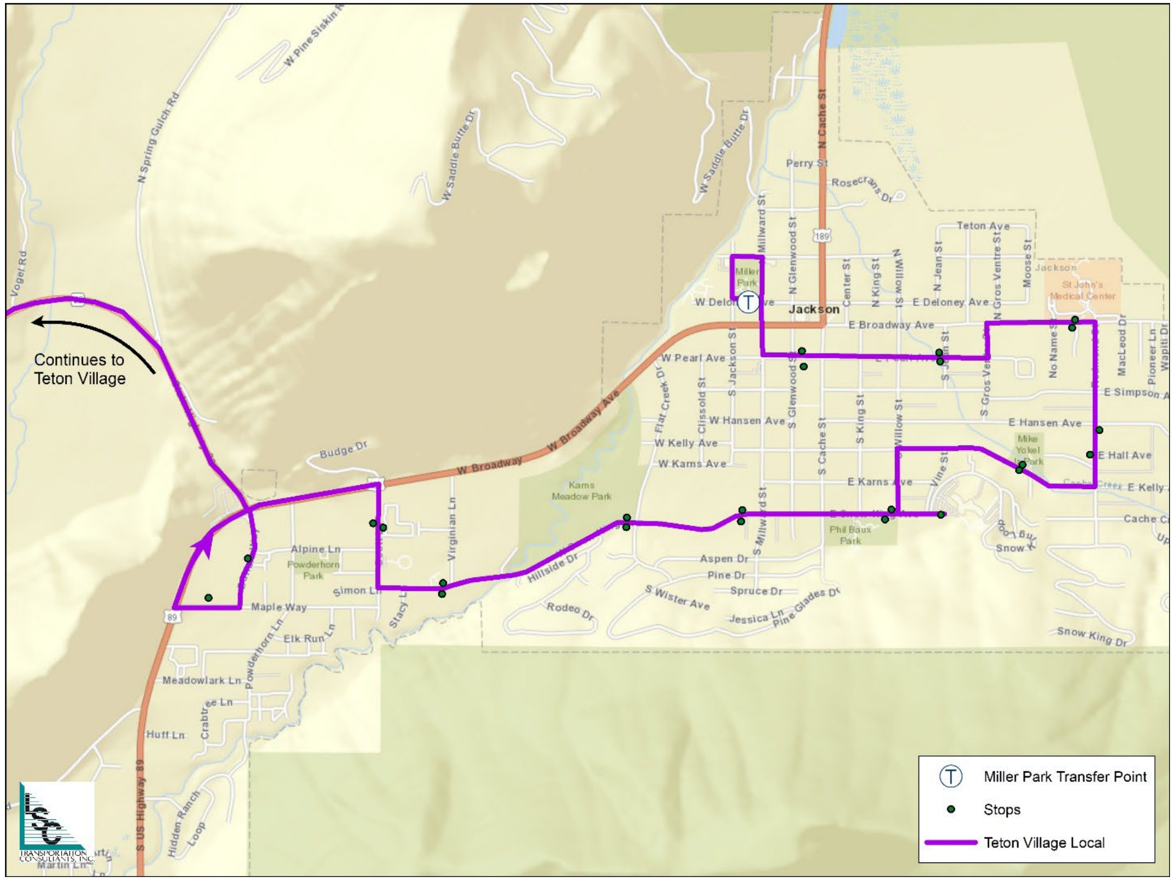


Proposal: add 2 round trips per day, 4 seasons, to address overcrowding at school bell times
Estimated Cost: $47,000
WYDOT/FTA 5311 grant: $23,500
Local TOJ: $10,105
Teton County: $13,395

Teton Village Local

- **Summer Season:**
  - **Current** - 2 buses – 60-minute frequency - 18 round trips daily - 5:00a – 12:00a daily
  - **Proposed FY26** - 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 FY26** - 2 buses – 60-minute frequency – 17 round trips daily - 5:15a – 10:15p daily (no change)
- **Winter Season:**
  - **Current** - 3 buses – 40-minute frequency - 28 round trips daily - 5:00a - 12:00a daily
  - **Proposed FY26**- 3 buses – 40-minute frequency - 28 round trips daily - 5:00a - 12:00a daily (no change)
- **Spring Season:**
  - **Current** - 2 buses – 60-minute frequency - 17 round trips daily - 5:00a – 10:15p daily
  - **Proposed FY26** - 2 buses – 60-minute frequency - 17 round trips daily - 5:00a - 10:15p daily (no change)

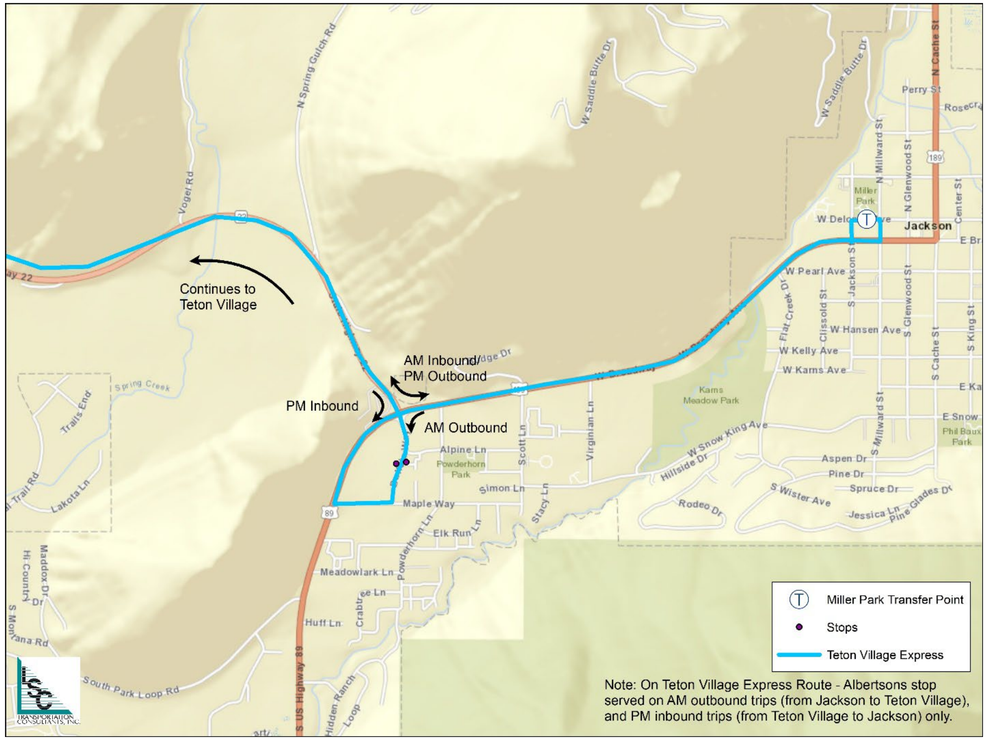
- **Current –** 17,202 annual hours
- **Proposal –** 17,202 annual hours



No Changes Proposed

START BUS

Teton Village Express Winter



Proposal: add 9 round trips per day, winter only, to improve frequency and increase capacity.
Estimated Cost: $137,500 per year
WYDOT/FTA 5311 Grant: $68,750
Local TOJ: $29,562
Teton County: $39,188

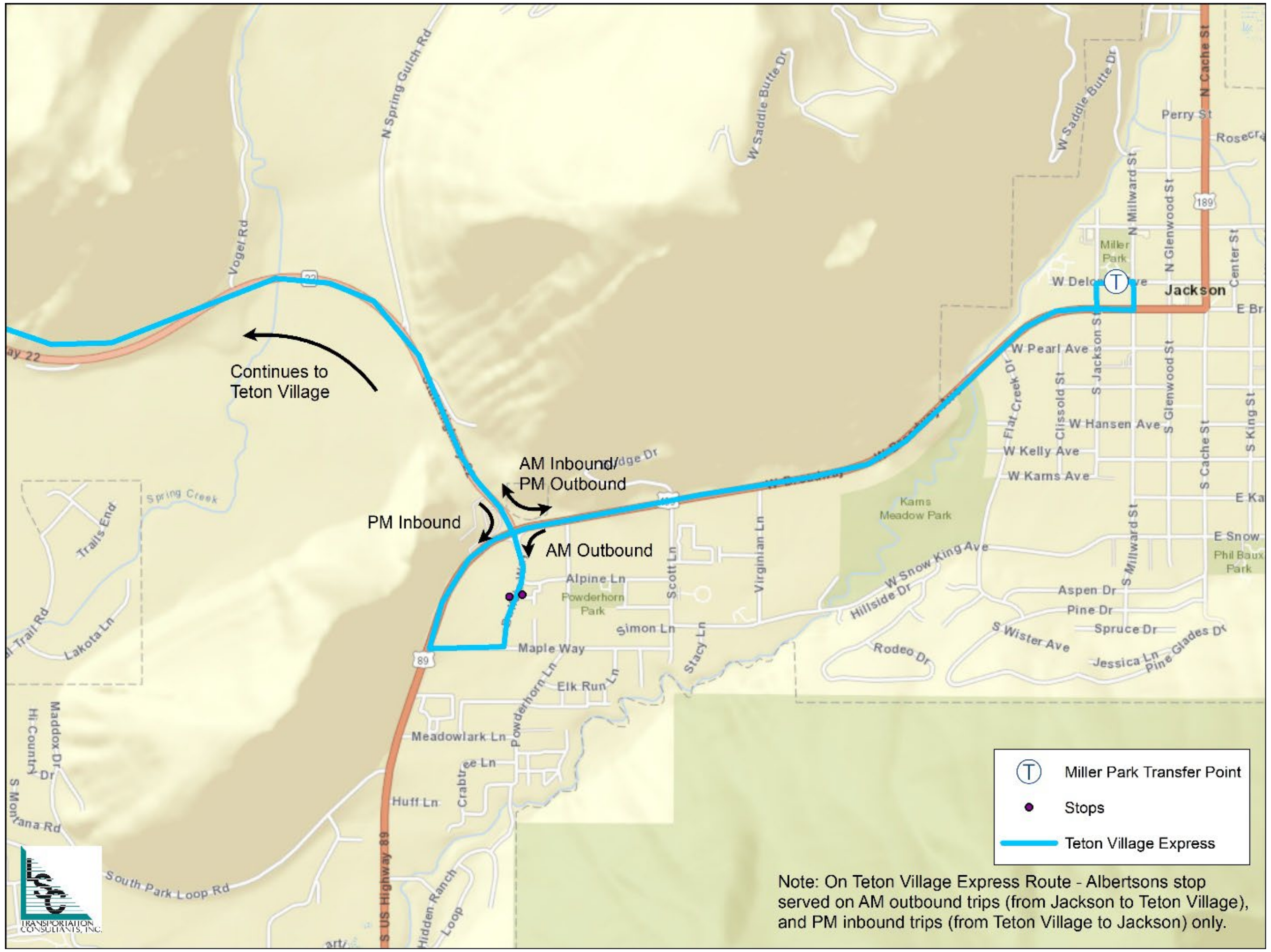
- **Winter Season only:**
  - **Current** – (base service)
    - 2 buses
    - 40-minute frequency (Stilson both directions)
    - 26 round trips daily
      - 6:00a - 12:00a daily
  - **Proposed FY26** – (base service: no change)
    - 2 buses
    - 40-minute frequency (Stilson both directions)
    - 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 FY26** – (add third bus 7AM to 6PM)
    - 3 buses
    - 25-minute frequency round trips (Stilson both directions)
    - 24 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 FY26 -
- 5 buses – 20/40-minute frequencies - 50 round trips daily
  - 6:00a -12:00a

- **Current –** 8,118 annual hours
- **Proposed – 9900** annual hours

START BUS Teton Village Express Summer (new)



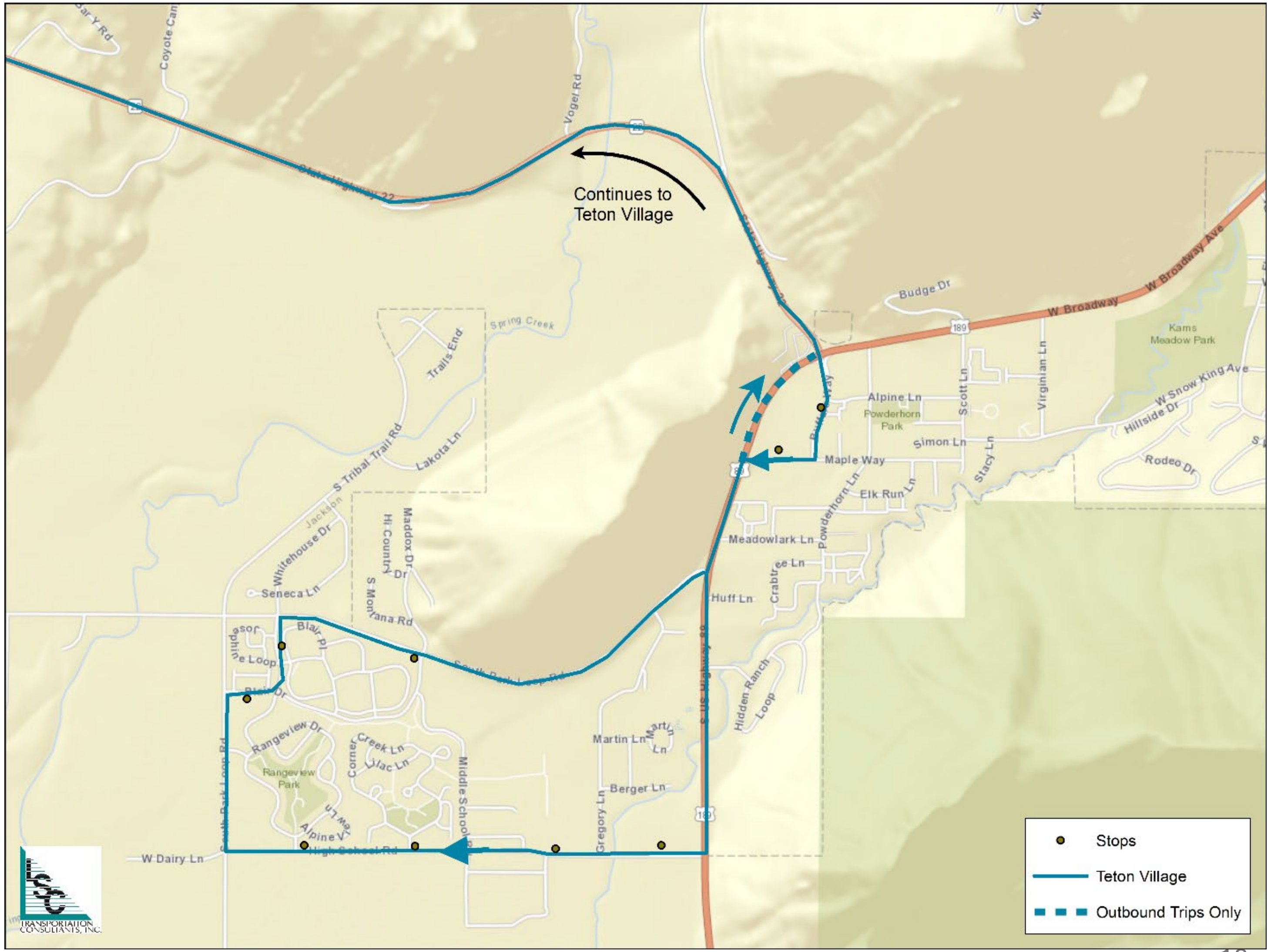
- **Summer Season only:**
  - **Current** –
    - No service currently provided
  - **Proposed FY26** –
    - 2 buses
    - 40-minute frequency (Stilson both directions)
    - 8 round trips daily
    - Peak hours only
      - 6:00a – 10:00 am; 3:00 pm – 7:00 pm
  - **Current – 0** annual hours
  - **Proposed –** 1,514 annual hours

Proposal: add 2 buses, summer only, to address peak hour over crowding.
Estimated Cost: $117,000 per year
WYDOT/FTA 5311 Grant: $58,500
Local TOJ: $25,155
Teton County: $33,345

Teton Village South

- **Winter Season only:**
  - **Current** –
    - 1 bus
    - 90-minute frequency
    - 8 round trips daily
    - 7:00a – 7:00p daily
  - **Proposed FY 26** – (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

No changes proposed



Commuter Routes

No Changes Proposed

Star Valley, WY - Commuter

- **Summer Season:**
  - **Current -** 3 buses - 3 am/3pm trips per day - 3 round trips per weekday
  - **Proposed FY26** - 3 buses - 3 am/3pm trips per day – 3 round trips per weekday (no change)
- **Fall Season:**
  - **Current** - 3 buses - 3am/3pm trips per day - 3 round trips per weekday
  - **Proposed FY26** - 3 buses - 3 am/3pm trips per day - 3 round trips per weekday (no change)
- **Winter Season:**
  - **Current** - 3 buses - 3 am/3pm trips per day - 3 round trips per day
  - **Proposed FY26** - 3 buses - 3 am/3pm trips per day - 3 round trips per weekday (no change)
- **Spring Season:**
  - **Current** - 3 buses - 3am/3pm trips per day - 3 round trips per day
  - **Proposed FY26** - 3 buses - 3 am/3pm trips per day - 3 round trips per weekday (no change)

Teton Valley, ID - Commuter

- **Summer Season:**
  - **Current -** 3 buses - 3 am/3pm trips per day - 3 round trips per weekday
  - **Proposed FY26**- 3 buses - 3 am/3pm trips per day - 3 round trips per weekday (no change)
- **Fall Season:**
  - **Current** - 3 buses - 3am/3pm trips per day - 3 round trips per day
  - **Proposed FY26**- 3 buses - 3 am/3pm trips per day - 3 round trips per weekday (no change)
- **Winter Season:**
  - **Current** - 3 buses - 3 am/3pm trips per day - 3 round trips per day
  - **Proposed FY26** - 3 buses - 3 am/3pm trips per day -3 round trips per weekday (no change)
- **Spring Season:**
  - **Current** - 3 buses - 3am/3pm trips per day - 3 round trips per day
  - **Proposed FY26** - 3 buses - 3 am/3pm trips per day - 3 round trips per weekday (no change)

Commuter Routes Annual Hours:

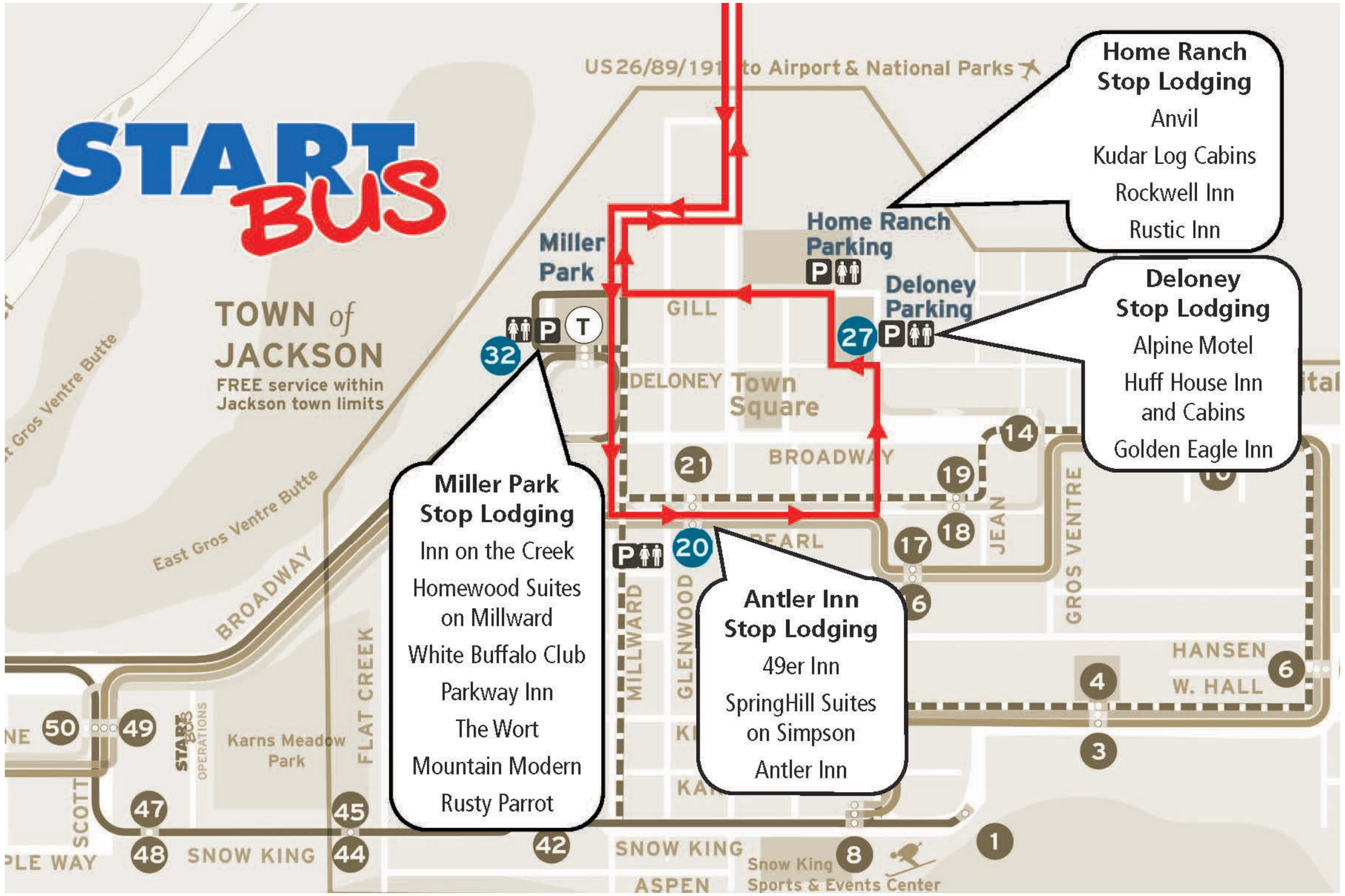
Current: 5,864 annual hours

Proposed: 5,864 annual hours

Airport Shuttle Pilot Program

- **Winter Season only:**
  - **Current** –
    - 1 bus
    - 60-minute frequency
    - 17.5 round trips daily
    - 5:00a – 10:30p daily
  - **Proposed FY26** – (no change)
    - 1 bus
    - 60-minute frequency
    - 17.5 round trips daily
    - 5:00a – 10:30p daily
  - Current – 2,599 annual hours
  - Proposal – 2,599 annual hours

No Changes Proposed



START On-Demand

Current (East Jackson) –

- Revised projected annual hours:
  - 20869 vehicle hours; 6:00a- 12:00a

Proposed FY26 (East Jackson)

- Projected annual hours: 21,705 vehicle hours (4% increase); 6:00a- 12:00a

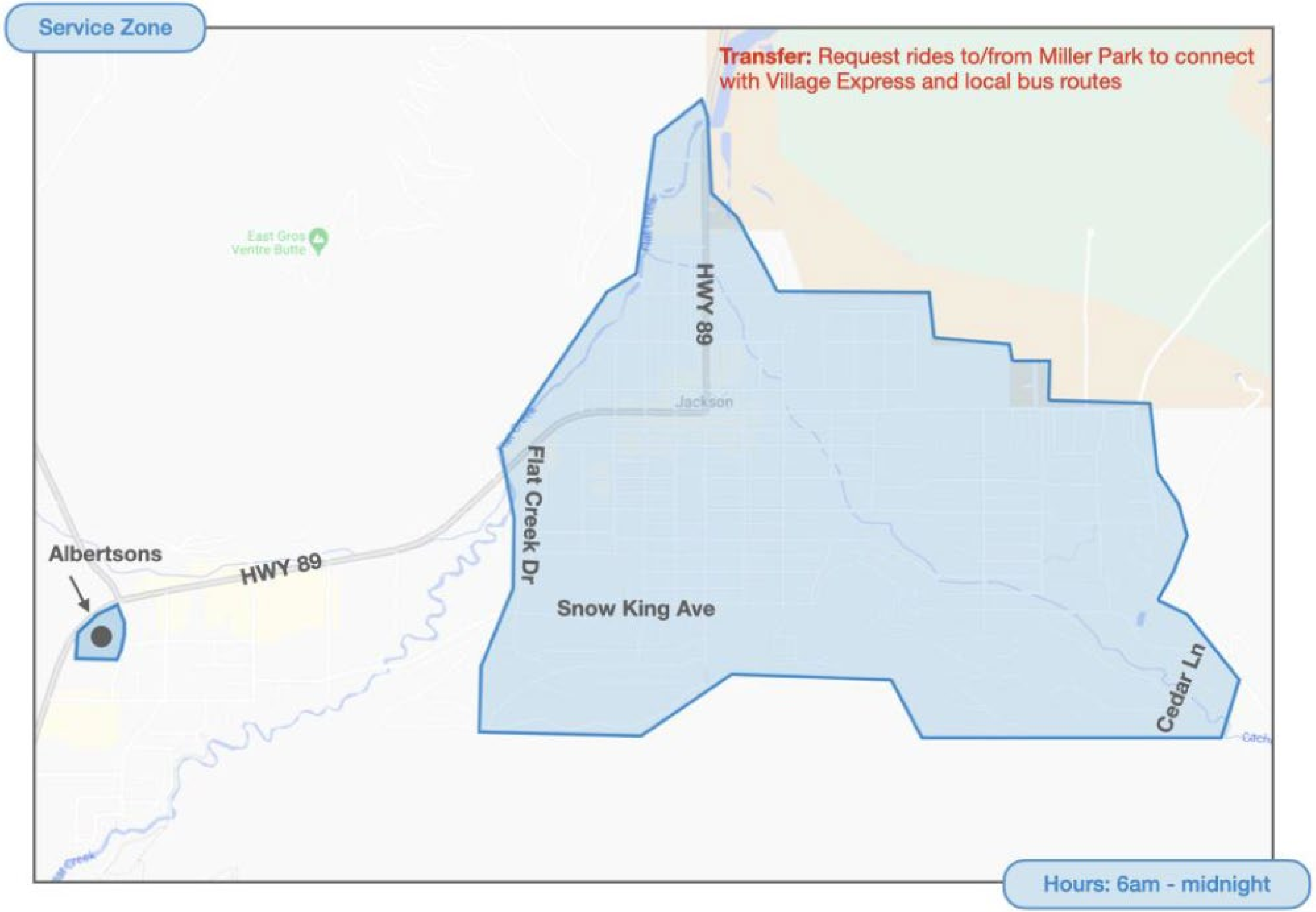
Current Budget (East Jackson)

- $1,357,041

Recommended Budget- (East Jackson)

- $1,467,000

Proposal: 5% increase in fixed cost per month. 5% increase in variable unit cost per hour. 4% increase in service hours
Estimated Cost: $109,859
WYDOT/FTA: $54,930
Local/TOJ: $23,620
Teton County: $31,310



Van Pool Program

In conjunction with Teton County Transportation Dept

- Well suited to address small groups and/or on-traditional travel times
- Cost typically paid: 1/3 Rider, 1/3 Employer, 1/3 subsidy by public sector
- Can lessen demand for commuter expansion or replace low ridership commuter routes
- Cost effective way to move people

Professional Services

- START Request: $315,000
- Recommendation: $177,000
- Projects removed include:
  - Mini-BUILD grant consultant eliminated
  - Marketing consultant reduced

START Capital Request FY26

Current Bus Type	New Bus Type	Quanity	Unit Cost	Total Cost	Federal Share	Federal Revenue	**Local Share**
40 ft. transit bus replacement (diesel)	40 ft. hybrid elec. bus	2	$ 995,000	$ 1,990,000	77%	$ 1,542,000	**$ 448,000**
40 foot transit bus replacement (diesel)	40 ft. diesel bus	4	$ 800,000	$ 3,200,000	85%	$ 2,720,000	**$ 1,020,000**
45 foot over the road coach replacement	45 over the road coach	2	$ 900,000	$ 1,800,000	85%	$ 1,530,000	**$ 270,000**
subtotals by class				$ 6,990,000		$ 5,792,000	**$ 1,738,000**
ADA van replacement	ADA van	1	$ 160,000	$ 160,000	85%	$ 160,000	**$ 30,000**
supervisor replacement car	supervisor car	1	$ 40,000	$ 40,000	50%	$ 20,000	**$ 20,000**
transit signal priority (TSP)				$ 722,000		$ 186,138	**$ 535,862**
bus shelter improvements				$ 390,000	80%	$ 312,000	**$ 78,000**
TOTALS				**$ 8,302,000**		**$ 6,470,138**	**$ 2,401,862**

Fire/EMS

Total

	FY25 Adopted	FY26 Request	FY26 Recomm'd	Recomm'd Adjustment	% Change FY25 Amend
Ops	$10,107,285	9,245,080	9,036,809	(208,271)	(10.6%)
Capital	$1,433,952	1,933,150	1,370,000	(563,150)	(4.5%)

Town

	FY25 Adopted	FY26 Request	FY26 Recomm'd	Recomm'd Adjustment	% Change FY25 Amend
Ops	3,336,868	3,216,014	3,126,458	(89,557)	(6.3%)
Capital	659,618	831,255	589,100	(242,155)	(10.7%)

County

	FY25 Adopted	FY26 Request	FY26 Recomm'd	Recomm'd Adjustment	% Change FY25 Amend
Ops	3,972,505	5,319,066	5,200,351	(118,714)	30.9%
Capital	774,334	1,101,896	780,900	(320,996)	0.8%

Highlights

- 2 Darley Trucks sold, and funding returned to Fund Balance to be spent in FY25 and FY26
- 1 FTE- Division Chief of Training/Wildfire – Not Recommended
- AI wildfire detection
- Rescue 44 replacement (Moran Station)

Fire/EMS

	Current Fund Balance	Projected 15% Requirement
FY24	$220,541	$300,048
FY25 (as of 3/25)	$1,052,045	$665,166
FY26		

Highlights

- Fund Balance not significant and not recommended to be utilized to reduce Town and County contributions for Operations or Capital

Emergency Management

Total

	FY25 Adopted	FY26 Request	FY26 Recomm'd	Recomm'd Adjustment	% Change FY25 Amend
Ops	379,542	425,031	421,281	(3,750)	11%
Capital	43,000	344,000	344,000	-	700%

Town

	FY25 Adopted	FY26 Request	FY26 Recomm'd	Recomm'd Adjustment	% Change FY25 Amend
Ops	87,594	101,063	181,151	80,088	106.8%
Capital	19,780	147,920	147,920	-	647.8%

County

	FY25 Adopted	FY26 Request	FY26 Recomm'd	Recomm'd Adjustment	% Change FY25 Amend
Ops	102,827	126,917	227,492	100,575	121.2%
Capital	23,220	185,760	185,760	-	700.0%

Highlights

- Request did not include any grant revenue for positions $190,000
- Additional warning sirens – not recommended

Housing

FY25 Amended	FY26 Request	FY26 Recomm'd	Recomm'd Adjustment	% Change FY25 Amend
1,365,214	1,389,772	1,383,687	6,085	1.4%

Highlights

- $1.0m Capital Request Town and County – Not recommended

Long Range Planning

FY25 Amended	FY26 Request	FY26 Recomm'd	Recomm'd Adjustment	% Change FY25 Amend
206,688	183,250	183,250	-	(11.3%)

Highlights

- Long Range Planning Workplan on May 5 JM

Parks and Recreation

Total

	FY25 Adopted	FY26 Request	FY26 Recomm'd	Recomm'd Adjustment	% Change FY25 Amend
Ops	9,810,205	11,281,090	10,095,952	(1,185,138)	2.9%
Capital	2,161,300	1,451,792	886,792	(565,000)	-59.0%

Town

	FY25 Adopted	FY26 Request	FY26 Recomm'd	Recomm'd Adjustment	% Change FY25 Amend
Ops	2,919,210	2,666,335	2,399,676	(266,659)	(-17.8%)
Capital	706,518	586,147	-	(586,147)	(-100.0%)

County

	FY25 Adopted	FY26 Request	FY26 Recomm'd	Recomm'd Adjustment	% Change FY25 Amend
Ops	3,426,898	3,534,445	3,180,966	(353,479)	(7.2%)
Capital	717,282	586,147	-	(586,147)	

Highlights

- Projected Revenue $4.3m offsets the Town and County contributions to operations

Parks and Recreation

	Current Fund Balance	Projected 15% Requirement
FY24	$647,617	$516,134
FY25 (as of 3/25)	$6,272,982	$1,463,389
FY26		

Highlights

- Staff are recommending utilizing fund balance to fund 100% of capital expenditures
- Could consider utilizing fund balance to reduce FY26 Town and County contributions – Not Recommended

Total Expenditures	FY25 Amended	FY26 Request	FY26 Recomm'd	Difference	% Change
START Bus System	$18,048,242	$17,821,353	$17,451,776	(369,577)	-3%
Fire/EMS	11,541,237	11,178,230	10,406,809	(771,421)	-10%
Emergency Management	422,842	425,031	421,281	(3,750)	0%
Parks & Recreation	11,971,505	11,281,090	10,095,952	(1,185,138)	-16%
Victim Services	447,616	481,143	482,901	1,758	8%
Animal Shelter/Control	457,986	517,966	515,752	(2,214)	13%
Affordable Housing Operations	1,365,214	1,389,772	1,383,687	(6,085)	1%
Radio Services Agreement	1,289,162	1,293,290	1,093,290	(200,000)	-15%
Treatment Court	198,543	258,441	258,441	-	30%
Pathways Operations	281,425	285,080	285,080	-	1%
Transportation	753,642	754,089	536,589	(217,500)	-29%
Planning	206,688	183,250	183,250	-	-11%
Total	**$46,984,102**	**$45,868,735**	**$43,114,808**	**(2,753,927)**	**-31%**

Full-Time Equivalents	**FY22**	**FY23**	**FY24**	**FY25**	**FY26**
START Bus System	40.49	43.90	42.61	45.44	45.81
Fire/EMS	37.00	43.00	43.00	44.00	45.00
Emergency Management	2.00	2.00	2.00	2.00	2.00
Parks & Recreation	33.00	36.00	50.00	50.00	50.00
Victim Services	3.00	3.00	3.00	3.00	3.00
Animal Shelter/Control	2.90	3.95	3.95	3.95	4.20
Affordable Housing Operations	6.00	7.00	7.00	7.00	7.00
Radio Services Agreement			-	-	-
Treatment Court	1.00	1.00	1.00	1.00	1.00
Pathways Operations	1.00	1.00	1.00	1.00	1.00
Transportation	-	1.00	1.00	2.00	2.00
Planning	2.00	2.00	2.00	1.00	1.00
	128.39	**143.85**	**156.56**	**160.39**	**162.01**

Joint Departments and Divisions not Discussed

- Drug Court
- Animal Shelter
- Victim Services
- Dispatch
- Radio Services

Budget Calendar

- Joint Meeting, May 13, 2025
- Joint Meeting, June 2, 2025.

Joint Boards Budget Review

- Jackson Hole Airport
- Energy Conservation Works
- Travel and Tourism Board

- May 5, 2025, Joint Meeting for Consideration of Approval