

START Board Regular Meeting

May 22, 2025

3:30 PM to 5:00 PM

Hybrid - Teton County Commissioners Chambers & Zoom

I. Zoom Information

- A. <https://us02web.zoom.us/j/81835214832?pwd=OoSio3GbfjepP6keZs77rA4RWRNlBB.1>

1. Webinar ID: 818 3521 4832/ Passcode: 83001

- B. 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

IV. CONSENT AGENDA (3:40-3:50)

- A. Approval of Minutes
1. April 24, 2025, Regular Meeting
2. May 6, 2025, Special Meeting
B. Approval of MCI Contract to purchase two (2) over-the-road coaches

V. DISCUSSION ITEMS AND/OR ACTION ITEMS (3:50-4:45)

- A. Discussion/Action Items:
1. START Bus April 2025 Ridership Report – Bruce Abel
2. START On-Demand – Bruce Abel
i. East Jackson Ridership April 2025
3. FY26 Budget Update – Bruce Abel
4. START Bus April 2025 Financial Report – Bruce Abel
5. Airport Shuttle Pilot Update – Bruce Abel
6. Technology Update – Bruce Abel

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- i. Masabi phase 2 rollout
 - ii. Transit Signal Priority
7. Transit Development Plan Update – Bruce Abel
8. Regional Transportation Update – Dr. Charlotte Frei
- i. Parking Management and Parking Reform
 - ii. Traffic Impact Study Requirements
9. TVA Transportation Service Update
10. Director Search Update – LizAnn Eisen

VI. MATTERS FROM THE BOARD (4:45 - 5:00)

- A. Teton Valley Liaison Report -- Doug Self
- B. Town Liaison Report -- Kevin Regan
- C. County Report -- Wes Gardner
- D. Star Valley Liaison Report -- Vacant
- E. Matters from Board Members

VII. ADJOURNMENT (5:00 PM)

VIII. TIME AND PLACE FOR NEXT MEETING

- A. Next meeting: Thursday, June 26, 2025, from 3:30 pm to 5:00 pm – County Commissioner's Chambers
- B. Please click the link below to join the webinar:
<https://us02web.zoom.us/j/81835214832?pwd=OoSio3GbfjepP6keZs77rA4RWRNlBB.1>
- C. Webinar ID: 818 3521 4832 / Passcode: 83001

START Board Regular Monthly Meeting Minutes

April 24, 2025

3:30 PM – 5:00 PM

Hybrid – Teton County Commissioners Chambers & Zoom

I. ZOOM INFORMATION

A. <https://us02web.zoom.us/j/81835214832?pwd=OoSio3GbfjepP6keZs77rA4RWRNIBB.1>

Webinar ID: 818 3521 4832/ Passcode: 83001

B. The START Board reserves the right to close Public Comment via Zoom at any time. In-person comment will continue to be taken and written comments can always be submitted to the START Board by emailing: info@startbus.com

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

A. Call to Order

B. Roll Call

- START Board: LizAnn Eisen– In-person (Chair), Kristin Unruh –In-person (Vice-Chair & Treasurer), Ty Hoath – In-person (Secretary), Meghan Quinn – In-person, Jared Smith – Absent, Will Roscoe – Virtual
- Liaisons: Wes Gardner – In-Person (Teton County Liaison), Kevin Regan – In-person (Town of Jackson Liaison), Doug Self – Virtual (Teton Valley Liaison)
- Staff: Bruce Abel – In-person (START Director), Jason Pitts – In-person (START Ops Manager), Ann McClure – In-person (START Admin Assistant), Lea Colasuonno – Absent (Town Attorney), Tyler Sinclair – Absent (Town Manager)
- Other: Charlotte Frei – In-person (Regional Transportation Planning Administrator), Miles Contreras – Virtual (Travel Demand Management Coordinator)

III. PUBLIC COMMENT – any items not on today's agenda. (3:35-3:40)

This section is reserved for comments on items that are not otherwise included in this agenda. Public comment is limited to 3 minutes. As a general practice, the Board will not hold discussion or debate these items. Nor will they make decisions on items presented during this time, but rather refer to staff for follow-up. If you would like to speak to the Board during the meeting, please address them during this open public comment, when public comment is called on a specific agenda item, or send an email to info@startbus.com

A.

IV. CONSENT AGENDA (3:40-3:50)

A. Approval of Minutes

1. March 20, 2025, Regular Meeting
2. April 14, 2025, Special Meeting

B. Approval of Title VI Plan

Motion made by Ty Hoath, seconded by Kritin Unruh, to approve Consent Agenda as presented. All in favor. Motion carries unanimously.

V. DISCUSSION ITEMS AND/OR ACTION ITEMS (3:50-4:45)

A. DISCUSSION/ACTION ITEMS:

1. START Bus March 2025 Ridership Report – Bruce Abel
2. **START On-Demand – Bruce Abel**

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- i. East Jackson Ridership March 2025
 - 1. Decreased wait times in March
 - 2. On April 14 added feature to START on-Demand app to encourage people to take Town Shuttle instead of waiting for SoD. Trying to reduce wait times.
 - ii. Saw a large increase in Library ridership in March.
 - 1. Theory is that people in the 810 apartment complex are walking across the street and using SoD from the Library.
 - 2. Also seeing rides outside of Library hours. Coleman has been analyzing rides from the monthly Latitude and Longitude report SoD submits. Drivers say tough to drive by Library on way to Albertsons and not drop people off
 - 3. Contract year begins Dec 1. This is 5th year of 5 year contract. Coleman will be working on new RFP
- 3. FY26 Budget Update – Bruce Abel**
 - i. Town Manager made departmental recommendations, but joint departments (i.e., START) were not discussed.
 - ii. We have our first meeting with JIM on April 29
 - iii. Abel is not expecting any of our requested increases/new service to be included in the recommended budget
 - iv. Town is open to aspirational budget items. County is not.
 - v. During JIM presentation will address all adjustments. START Board will need to have Special meeting on May 5 or 6 to decide what cut items to advocate for. (Might also need to approve contract for MCI purchase)
 - vi. Special meeting will be Tuesday May 6 4 pm to 5 pm virtual only
- 4. START Bus March 2025 Financial Report – Bruce Abel**
 - i. Advertising spending has not all been booked yet
 - ii. Still looking into utilities, water, and sewage
 - iii. Professional services, still under budget, but now paying for TDP consultants. Also paying for procurement consultants.
 - iv. Our FY26 recommended budget appears to include professional services
 - v. Operations—this is our big month for salary. We paid winter bonuses
 - vi. Supervisor overtime—significantly over budget. We have already paid a ½ FTE in supervisor PTO
 - 1. Eisen—it will cost less if we add a position than what we are doing now?
 - 2. Abel—adding a position would be no cost. We are already paying for a ½ FTE. The proposed position would also drive, which also will be paid to someone.
 - 3. We lost 2 supervisors this year to stress. We need 4 supervisors. When someone goes on vacation you work 6/10s instead of 4/10s.
 - 4. Eisen— expressed concern about safety from fatigue
 - vii. Working with Fleet Shop to get more accurate numbers based on fleet age instead of historical trends
 - viii. Capital expenses we are underbudget because projects are multiyear.
 - ix. We have finished the radio project that allows us to communicate over the pass and down the valley
 - x. We executed the contract for the ADA paratransit vehicle
 - xi. We have issued a conditional notice to proceed to MCI for new over-the-road coaches
 - xii. Transit Signal Priority is in capital budget, still working on contract language

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- xiii. Hoath—asked about “capital minimum”? Need to contribute the proper amount. Abel—grant contracts, feds will pay 80% of vehicle, we will pay 20%. At budget request time, last year had budgeted LoNo buses, BUILD had battery electric. The budget request was to change from battery electric to hybrid electric, which changes the cost. LoNo grant has base grant for buses and supplement for upgrade. We requested to change to diesel. That allows us to slightly decrease our local match amount because the clean diesel costs less.
- xiv. The benefit of public transit is moving large numbers of people on buses. Our Proterras have not moved people in the last year.
- xv. Hoath—asked about spike in facilities maintenance? Abel—water and sewer is up. A new electric meter is being installed to better track usage of START vs Fleet Shop

5. **Airport Shuttle Pilot Update – Bruce Abel**

- i. Ridership down slightly compared to last year for average ridership per day.
- ii. When we look at enplanement and deplanement numbers from airport, we had an increase early on, flat in middle, then everything cratered late in the season
- iii. Our ridership is based on traveling. Many of the credit card payments have out-of-state zip codes associated with them.
- 1. This is in keeping with what we hear that locals can’t use the Airport Shuttle because there is no place for long-term parking
- iv. We have requested continuation for next winter. Partners are willing to participate

6. **Quarterly KPI Update – Jason Pitts**

- i. KPIs are good. Those that should be up are up, those that should be down are down
- ii. We had some of the best on-time performance in March at 81%
- iii. Mother Nature helped with the weather, but all credit goes to drivers
- iv. Preventable accidents are down. We had Zero Preventable Accidents in January. March was up a little, so looking at ways to improve.
- v. Hoath—expressed surprise at the impact of snow on KPIs. Pitts—yes, more snow brings more traffic and ice
- vi. Hoath—asked about comp-set or industry best practice for KPIs
- 1. Abel—there is the “national transit database” report from the FTA. It is not of great value to use because it compares us to areas that are not similar
- vii. Eisen—Asked about preparations for summer
- 1. Pitts—we are bringing long-term drivers in for retraining to refresh their skills. Began in January.
 - i. Drivers are finding it valuable as well
- viii. Unruh—asked about trends in complaints
 - 1. Pitts--People having trouble purchasing the wrong ticket on mobile app
 - 2. Pitts-- Considering adding signs about using cellphone light to flag drivers at night
- ix. Abel—remembered about capital project funds for bus stop improvements
 - 1. 3 high priority improvements: Real-time information at Stilson Transit Center, Miller Park, and Teton Village.
 - 2. Also identifying bus stops for benches and shelters. Coleman is working with Contreras.

7. **Technology Update – Bruce Abel**

- i. Masabi phase 2 rollout
- ii. Airport has expressed desire to extend employee pass purchases through the summer
- iii. Hoping to reengage with JHMR to bring them on Partner Portal platform over the summer
- iv. Hoping to roll out Partner Portal to TVA in the future

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- v. Hoath—asked about possible benefit for Airport to have formal transit agreement in place

- 1. Abel—it will depend on long-term plans for airport shuttle

8. Transit Development Plan Update – Bruce Abel

- i. Continuing to work with consultant. They were here in March, working on community outreach.
- ii. Survey ran March 17 to April 13. Goal was 500 survey responses, received 753
- iii. They also held pop-up events to meet citizens in person
- iv. They also had meetings with the citizen advisory committee and stakeholders
- v. We have received first deliverable, Existing Conditions Report “current status report” which sets out: this is current status, these are current services, this is utilization of current service, these are comments about potential changes
- vi. Received initial, 30,000 foot analysis of survey results. We have asked for cross tabulations between different areas. E.g, Teton Village surveys vs town of Jackson surveys
- vii. Want to look at “what is important to you” and “how are we doing”.
- viii. 4 quadrants: What is important and what we are doing well; What is important and we are not doing well; What is not important and we are doing well; What is not important and we are not doing well
- ix. Want to allocate resources to areas riders think are important, but think we are not doing well so we can improve
- x. Reviewing existing conditions report with Charlotte Frei. We want to have our responses to them in next two week. Consultants should provide additional analysis to us in next two weeks.
- xi. Quinn-asked when consultants will come back to present findings? Abel—sometime in the summer. Hopes to have more details to share during May 22 meeting.
- xii. Hoath—asked how development fits in (Virginian, etc). Abel—during initial set up we asked them to consider Virginian, Mogel, north South Park. Benefit of doing TDP every 5 years it gives opportunity to adjust to changes in the community.
- xiii. Hoath—asked about multi-modal transportation in our community data shared with TMD? Frei—yes, we have shared a lot of information with the consultant. We are in the process of reviewing a draft Safety Action Plan that includes mobility overlays. We could do better sharing information. The consultant performing Safe Streets for All is Alta, which is a different company.
- xiv. Hoath—are they including private transit? Abel—TVA shuttles are in the current inventory. Senior Center services are included. Does not think Salt Lake Express to Salt Lake is included. Report includes requests for transportation to Idaho Falls for medical appointments
- xv. Hoath—asked about Doug Self’s participation? Self participated in a stakeholder group.
- xvi. Eisen—asked about surveys in Spanish. Abel—28 of the 753. Eisen—asked if low response was related to cultural competency in questions. Abel—feels questions were fairly straightforward. We do want re-engage with that section of the community.
- xvii. Frei—a member of the consultant team is a native Spanish speaker and reviewed the survey. Asked for recommendations on process. Eisen—County has a contract with VoicesJH. Explained that cultural competency screens questions to ensure they will resonate with community.
- xviii. Frei— Will reach out to VoicesJH for focus groups over the summer.

9. TVA Transportation Service Agreement

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- i. Quinn—recused herself from this discussion and left the room
- ii. Abel—continuing discussions with TVA to continue system we used last year.
 - 1. Last year we provided Winter/Spring passes and then Summer/Fall passes.
 - 2. This year will be a single, annual pass seasonal to streamline logistics
 - 3. We have reached agreement on what this year's price will be. And are discussing establishing a 3-year contract.
 - 4. Abel and Quinn have exchanged emails. Abel will bring suggested contract to START Board. If Board approves it will go to JIM. Then will go to Town Council for signature. START Board can't sign multiyear contracts.
 - 5. Hoath—asked about timeline. Abel—hopes to have proposed long term contract ready for May 22 meeting. We are moving forward with this year, but hope to have a longer term contract in place.
- iii. Unruh brought Quinn back in.

10. Director Search Update – LizAnn Eisen

- i. Town is in the process of searching for a successor for Bruce.
- ii. Expect to have an update for the May 22 meeting
- iii. Unruh has participated in initial interviews
- iv. Eisen and Unruh will both participate in next round

VI. MATTERS FROM THE BOARD (4:45 – 5:00)

A. Town Liaison Report – Kevin Regan

- 1. Appreciates learning about Lead Driver/Supervisor position
- 2. Town Council is in budget process. It is different this year because there are 3 new council members
- 3. They are using software that lets them mockup various budget scenarios
- 4. He feels policy decisions will be a big factor
- 5. Sensitive to difficulties County is experiencing with the change in sales tax revenue

B. Teton Valley Liaison Report – Doug Self

- 1. City of Driggs is working on implementing the BUILD Grant. Downtown transit center project ready for construction this summer
 - i. Adding 48 parking spots to downtown park-n-ride and improving restroom
- 2. Working with Grand Targhee Resort on their base area development plan. It includes transit planning. Contreras will be assisting.
 - i. Would like to see the Targhee shuttle better integrate with the START commuter service
 - ii. Would like to see it be more seamless as a transit system
 - iii. Integrate with Transit App and joint marketing
- 3. Would like to see a stop at Driggs bus barn. There is a very dense housing development there, along with a number of social services. People would have to get off bus in Driggs and then get to those services somehow. It would be better if people could stay on the bus and get off closer.
- 4. Hoath—asked about using bus stop improvement funds for Doug's suggestion. Abel—it would be possible. Will look into it.
- 5. Hoath—asked for clarification on GTR master plan. Self—there is not currently a plan. There is a meeting on May 6.

C. County Report – Wes Gardner

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- ## VII. ADJOURNMENT (5:00 pm)

TIME AND PLACE FOR NEXT MEETING.

Please click the link below to join the webinar:

Webinar ID: 818 3521 4832 / Passcode: 83001

Ty Hoath, Secretary Date

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START Board Special Meeting Minutes

May 6, 2025

4:00 PM – 5:00 PM

Virtual via Zoom Only

I. ZOOM INFORMATION

- A. <https://us02web.zoom.us/j/84960339728?pwd=b8t3taWcCG3sOecCKKNR0bE9bBaxRt.1>

Webinar ID: 849 6033 9728/ Passcode: 83001

- B. 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 (4:00 PM – 4:05 PM)

- A. Call to Order 4:04 PM

- B. Roll Call

- START Board: LizAnn Eisen– Virtual (Chair), Kristin Unruh – Virtual (Vice-Chair & Treasurer), Ty Hoath – Virtual (Secretary), Meghan Quinn – Virtual, Jared Smith – Absent, Will Roscoe – Absent
- Liaisons: Wes Gardner – Virtual (Teton County Liaison), Kevin Regan – Absent (Town of Jackson Liaison), Doug Self – Absent (Teton Valley Liaison)
- Staff: Bruce Abel – Virtual (START Director), Jason Pitts – Virtual (START Ops Manager), Ann McClure – Virtual (START Admin Assistant), Lea Colasuonno – Absent (Town Attorney), Tyler Sinclair – Absent (Town Manager)
- Other: Charlotte Frei – Absent (Regional Transportation Planning Administrator), Miles Contreras – Absent (Travel Demand Management Coordinator)

III. DISCUSSION ITEMS AND/OR ACTION ITEMS (4:05 PM – 5:00 PM)

- A. DISCUSSION/ACTION ITEMS:

1. FY26 Budget Update
 - i. First joint meeting with Town and County last week
 - ii. As expected, the Manager's recommended budgets did not include START's requested service adjustments
 - iii. The County continues to deliberate as they address a \$9 million shortfall, as he heard from County Administrator earlier this week
 - iv. County directed internal departments: no new services, no new FTE
 - v. Abel presented START's request to the joint elected officials
 - vi. Service adjustments we requested were:
 1. Town Shuttle 2 round trips per day to address crowding at school bell times
 2. Teton Village new Summer Express to address peak hour overcrowding
 3. Van Pool implementation
 - vii. Reviewed requests and cost breakdown between federal government, Town and County
 - viii. Had a very good conversation about Van Pool. All conversations about service requests were good
 - ix. Town Manager's recommended budget does now include the Lead Driver/Supervisor position.

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- x. Question to START Board today is if we are given opportunity to request reconsideration to JIM what are priorities to advocate for?
- xi. Elected officials did acknowledge that START budget was respectful of current financial situation
- xii. Do we want to formally request reconsideration of any requests and what are our top priorities?
- xiii. Quinn—ask Abel which are his priorities, aside from van pool?
 - 1. Abel—Internal discussion indicates Van Pool and TV Summer Peak Hour service are top two priorities. Town Shuttle might be address with a scheduling change. The 3 pm bell time is challenging.
 - 2. Van pool is cost effective and allows us to address requests for more commuter service
 - 3. TV Express in the summer, we are already experiencing overloads
- xiv. Quinn – what would be the cost for a van pool program for the hospital? Do we have those figures?
 - 1. Abel—typically the way van pools work, the cost is shared by rider, employer, and public sector. We would lease a van. The fare to rider would pick up a portion, the employer would pick up a portion, and then a public subsidy.
 - 2. In the conversation with the JIM last week, it would be about \$4.50 subsidy per rider in a van pool, compared to average subsidy of \$7.50 per rider for START services last year.
 - i. A van pool would be most cost effective method for moving people of any of our services
 - ii. Average is \$7.50 to \$8. On Demand is most cost effective. ADA is least cost effective, but it serves a niche population
 - 3. In Denver, van pool users bought a monthly commuter pass
 - 4. Van pool would be operated under contract to a van pool service provider. Contractor would handle the logistics.
 - 5. Van pool would also allow us to restructure existing commuter service
- xv. Gardner—Apologized for missing beginning of meeting. Asked about \$440,000 that was in Capital Budget, that might have been a mistake. Was that confirmed?
 - 1. Abel—confirmed it was an error. Formatting error on spreadsheet. Correct total for service adjustments is \$355,900. We will have a \$525,000 on Capital Budget if we pursue as requested.
 - 2. Gardner—joked about Abel’s clever strategy. Appreciated Abel rejoining JIM meeting to discuss van pool. He looks forward to hearing START Board’s decision.
- xvi. Unruh—said it made sense to request reinstatement of Van Pool and Summer TV Express
- xvii. Hoath—Asked if Abel has preference between Van Pool and Summer TV Express
 - 1. Abel—[long pause] The Van Pool, although it does not address needs of TV employees.
 - 2. Eisen—asked for clarification on cost distribution? Abel—the \$54,400 is the net [the cost to public entity after employer contribution].
 - 3. Abel—Would like to see request for both since they serve important needs in community
 - 4. Quinn—asked how quickly the van pool could start?
 - i. Abel—van pool is in work plan for Charlotte Frei’s team so he is not sure
 - ii. Based on past experience, he thinks 6 months. Believes there is an untapped market

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5. Hoath—asked about proof of concept before jumping in?
 - i. Abel—worked on van pools during his career. They grew quickly.
 - ii. Many communities use van pools
 - iii. This would reinforce the concept that we are not a bus system, we are a mobility agency
2. Motion to request to advocate for Summer TV Express and Van Pool made by Hoath, seconded by Unruh. All in favor. Motion passes unanimously.
3. Abel—as we look at Airport Shuttle, not changes proposed. But we have examined ridership trends. 5:00 am is popular because of 7:00 am flights. Subsequent trips are not a well utilized because of gaps in flight times. Would like to be able to reallocate those driver service hours to other routes.
 - i. Asked Board, not for a formal motion but for approval, to have conversation with elected officials to have flexibility in our service plan to reallocate airport shuttle hours to other routes as needed.
 - ii. Board voiced support for seeking that flexibility

IV. ADJOURNMENT (5:00 pm)

Motion to adjourn at 4:35 pm made by Unruh and seconded by Quinn. All in favor.

TIME AND PLACE FOR NEXT MEETING.

Next meeting: Thursday, May 22, 2025 from 3:30 pm to 5:30 pm – County Commissioner's Chambers

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Webinar ID: 818 3521 4832 / Passcode: 83001

Ann McClure Date
START Administrative Assistant (Minutes Editor)

The undersigned duly qualified and acting secretary of the Southern Teton Area Rapid Transit Board certifies that the foregoing is a true and correct copy of the minutes approved at a legally convened meeting of the Southern Teton Area Rapid Transit Board.

Ty Hoath, Secretary Date

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STAFF Report

Meeting Date:	May 22, 2025	Meeting Title:	Regular Meeting
Submitting Department:	START	Presenter:	Bruce Abel, Transit Director
Agenda Item:	Authorize Purchase of New MCI Buses	Public Comment:	Yes

Purpose & Policy Considerations.

The purpose of this action item is for the Board to consider approval for START to enter into an Agreement with Motor Coach Industries (MCI) to purchase two (2) 45-foot heavy duty MCI over-the-road clean diesel-powered transit coaches ("Agreement").

Requested Action.

Staff requests Board approval for START to enter into an Agreement for a total price not to exceed \$1,760,000.

Recommendation.

Staff recommend that the Board approve the Agreement.

Background

START secured Federal Transit Administration (FTA) Section 5339 grants through the Wyoming Department of Transportation (WYDOT) to fund the acquisition of clean diesel-powered replacement transit coaches to be used in the provision of START services.

In order to expedite the procurement process and take advantage of the economies of scale, START previously decided to acquire these vehicles through the Washington State Department of Enterprise Services Cooperative Bus Purchasing Agreement. This method of procurement is FTA compliant and complies with WYDOT regulations for FTA subrecipients such as START.

START's FY25 budget includes the purchase of two (2) replacement MCI's with FTA section 5339 grants. START's procurement consultant has performed the FTA required independent cost estimates for these coaches. This contract effectuates the two-bus purchase, at a price not to exceed \$880,000 per coach, for a total cost not to exceed \$1,760,000.

Financial Impact

Sufficient funds are available in the adopted FY25 START budget to fund this acquisition at the price not to exceed \$880,000 per coach and a total cost not to exceed \$1,760,000.

Attachment

Bus Purchase Agreement Between Southern Teton Area Rapid Transit and MCI

Suggested Motion

I move to approve the Bus Purchase Agreement Between Southern Teton Area Rapid Transit and MCI, subject to minor changes by staff.

Prepared by

Bruce Abel, Transit Director

BUS PURCHASE AGREEMENT BETWEEN SOUTHERN TETON AREA RAPID TRANSIT AND MCI

This Bus Purchase Agreement Between Southern Teton Area Rapid Transit and Motor Coach Industries, Inc. ("**Agreement**") is made by and between Southern Teton Area Rapid Transit ("**START**"), and Motor Coach Industries, Inc. ("**Contractor**").

WHEREAS, START desires to purchase over-the-road transit coaches for its public transportation program;

WHEREAS, Contractor desires to furnish such coaches.

NOW, THEREFORE, the parties hereto agree as follows:

1. CONTRACT DOCUMENTS

This Agreement consists of the following, which are incorporated by this reference:

- a. Contractor's Quote dated August 19, 2024 for two (2) 45' Heavy-duty over-the-road diesel transit coaches;
- b. Contract and Specifications No. RFP #2020-06719-01 of the Washington State Department of Enterprise Services, Olympia, Washington;
- c. Requirements of the Federal Transit Administration; and
- d. General Conditions of START.

2. BUS COST

Contractor agrees to provide START **two (2)** 45-foot heavy-duty over-the-road diesel transit coaches at the following individual rate and total cost:

- a. Cost not to exceed \$880,000 for each 45-foot heavy-duty over-the-road transit coach.
- b. Cost not to exceed \$1,760,000 in total for two (2) coaches.

3. TRAINING

Contractor agrees to provide appropriate training and education as may be requested for the bus mechanic staff, which shall be developed in consultation with START and may, at START's election, be undertaken on-site at 55 Karns Way Jackson, Wyoming 83001. The cost of such training shall be mutually agreed upon by START and MCI prior to the delivery of such training.

4. TERM OF AGREEMENT

The term of this Agreement shall begin on the date last signed below and shall terminate on June 30, 2027 unless sooner terminated as provided for in the Contract Documents.

5. TITLE

Contractor shall provide adequate documents for registering the buses in the State of Wyoming to START at the time of delivery. Risk of loss on any bus remains with Contractor until delivery to START, at which point risk of loss passes to START.

6. INSURANCE

Pursuant to the Contract Documents, START shall be listed as an additional insured on all insurance required by the Contract Documents, with the exception of Workers' Compensation and Commercial Automobile Liability. Contractor agrees, in addition to the above, to list the Town of Jackson, Wyoming (and its agents, officers, and employees) as an additional insured.

7. **CONTRACTOR'S STATUS**

Neither the Contractor nor any party contracting with the Contractor shall be deemed to be an agent or employee of the START. The Contractor is and shall be an independent contractor and the legal relationship of any person performing services for the Contractor shall be one solely between that person and the Contractor.

8. **REPRESENTATIVES AND NOTICES**

- a. START hereby designates the Transit Director to act as its representative for the performance of this Agreement. START's representative shall have the power to act on behalf of START for all purposes under this Agreement. If for any reason START's representative is unavailable to execute performance under this Agreement, START further agrees to provide written notice, in accordance with this Section, of an alternate representative authorized to act on behalf of START.
- b. Contractor hereby designates the _____[insert institutional role]_____, _____[insert name], as its representative to act its representative to oversee the performance of this Agreement. Contractor's representative shall have full authority to represent and act on behalf of the Contractor for all purposes under this Agreement. If for any reason Contractor's representative is unavailable to execute performance under this Agreement, Contractor further agrees to provide written notice, in accordance with this Section, of an alternate representative authorized to act on behalf of Contractor.
- c. Any notice, request, demand, consent, approval, or other communication required or permitted under this Agreement shall be in writing and shall be deemed duly given (i) when delivered personally to the recipient, (ii) when sent by certified mail, return receipt requested, to the address specified below, or (iii) when sent by email to the email address specified below, provided that the sender has not received a delivery failure notification. A notice sent by email shall be deemed received on the date and time the email is sent, provided that (a) the email is sent to the recipient's designated email address as set forth below, (b) the sender does not receive a bounce-back or delivery failure notification, and (c) if the notice is sent outside of normal business hours (9:00 AM to 6:00 PM on business days), the notice shall be deemed received at 9:00 AM on the following business day:

Town:

Town of Jackson
Attn: Town Clerk
Attn: Transit Director
P.O. Box 1687
Jackson, Wyoming 83001
clerk@jacksonwy.gov

Contractor:

Either party may change its address or email address for notice purposes by providing written notice to the other party in accordance with the terms of this provision.

9. **AUTHORITY TO EXECUTE**

It is acknowledged that the parties hereto have the authority to enter into this Agreement, that none are bound by any previous agreement that adversely affects this Agreement, and that they are not subject to any restriction or limitation that would prevent them from performing their duties and obligations hereunder.

10. **ENTIRE AGREEMENT; AMENDMENT**

The parties agree that this Agreement reflects the entire agreement between the parties as to the subject matter hereof, and no prior or separate understandings or agreements between the parties are merged into this Agreement. No amendment of this Agreement shall be effective unless in writing and signed by both parties.

11. WAIVER; SEVERABILITY

A waiver by the either party regarding the breach of any of the provisions of this Agreement shall not bar the right of the other party to enforce the terms of this Agreement. If a Court finds any provision of this Agreement to be invalid or unenforceable, such finding shall not render the entire agreement void or unenforceable. If feasible, the offending provision shall be deemed modified within the limits of enforceability or validity. If the offending provision cannot be modified, it shall be stricken and all other provisions of this Agreement in all other respects shall remain valid and enforceable.

12. ASSIGNMENT

The Contractor shall not assign any of its rights nor transfer any of its obligations under this Agreement without the prior written consent of the START.

13. 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.

14. GOVERNING LAW; JURISDICTION; CONSTRUCTION

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.

15. RIGHTS AND REMEDIES OF THE START

The rights and remedies of the START provided herein shall not be exclusive and are in addition to any other rights and remedies provided by law or under the Agreement.

16. BINDING ON SUCCESSORS

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

17. GOVERNMENTAL IMMUNITY

The Town, to include START, does not waive its governmental immunity by entering into this Agreement, and fully retains all immunities and defenses provided by law with respect to any action based on or occurring as a result of this Agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement by their duly authorized officers as of the day and year first above written.

START:

By: _____

Title: LizAnn Eisen Board Chair

ATTEST:

By: _____

Title: _____

CONTRACTOR:

By: _____

Title: _____



START Ridership Report

START Regular Board Meeting April 24, 2025

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 April 24, 2025

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	431	19,078	117,928	14,913	14%
Totals 2023	352,359	332,287	25,685	27,499	1,000	5,724	176,101	920,655	123,825	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	123,825	16%

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	3,186	2,282	1,998	490	21,777	136,532	8,128	144,660	16,053	13%
February	35,416	70,082	2,888	2,464	2,292	473	20,472	134,087	9,748	143,835	26,263	24%
March	36,358	61,951	2,682	2,090	2,907	473	19,091	125,552	7,464	133,016	18,650	17%
April	28,387	19,967	2,489	2,074	532	416	10,844	64,709	2,652	67,361	17,344	37%
May	31,956	9,564	2,365	1,978	-	521	10,538	56,922		56,922	9,121	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	27,060	6,772	1,944	2,009	-	392	7,278	45,455	2,235	47,690	947	2%
December	33,044	59,088	2,215	2,357	1,061	409	17,686	115,860	8,512	124,372	(2,068)	-2%
Totals 2024	415,755	379,972	28,799	26,332	8,790	5,230	170,682	1,035,560	46,389	1,081,949	114,905	12%

2025	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	Monthly Total	GTR Shuttle	Monthly Total (plus GTR)	'25 vs. '24	
January	36,881	73,158	2,394	2,858	2,084	447	19,496	137,318	9,146	146,464	786	1%
February	34,800	74,868	2,189	2,882	2,122	394	17,150	134,405	9,723	144,128	318	0%
March	39,108	67,504	2,634	2,613	1,962	423	18,101	132,345	8,002	140,347	6,793	5%
April	31,943	22,951	2,397	2,308	306	414	9,966	70,285	2,948	73,233	5,576	9%
May								-		-	(56,922)	-100%
June								-		-	(73,665)	-100%
July								-		-	(81,190)	-100%
August								-		-	(78,050)	-100%
September								-		-	(68,515)	-100%
October								-		-	(55,023)	-100%
November								-		-	(45,455)	-100%
December								-		-	(115,860)	-100%
Totals 2025	142,732	238,481	9,614	10,661	6,474	1,678	64,713	474,353	29,819	504,172	(561,207)	-54%

Summary Tables:

Monthly Total - April Data ONLY:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Annual Total:
2018	27,458	17,489	2,275	2,412	-	446	-	-	50,080
2019	27,974	19,896	2,623	2,921	-	542	-	-	53,956
2020	7,457	289	991	653	-	205	-	-	9,595
2021	12,151	10,124	1,990	1,628	-	438	-	-	26,331
2022	18,327	13,026	2,262	1,781	-	461	-	-	35,857
2023	20,609	13,018	1,963	2,035	-	474	9,266	2,647	50,012
2024	28,387	19,967	2,489	2,074	532	416	10,844	2,652	67,361
2025	31,943	22,951	2,397	2,308	306	414	9,966	2,948	73,233

Monthly Comparisons for Each Service Type - April Data ONLY:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Monthly Variance:
2018 - 2019	516	2,407	348	509	-	96	-	-	3,876
	1.88%▲	13.76%▲	15.30%▲	21.10%▲	0.00%▲	21.52%▲	0.00%▲	0.00%▲	7.74%▲
2019 - 2020	(20,517)	(19,607)	(1,632)	(2,268)	-	(337)	-	-	(44,361)
	-73.34%▼	-98.55%▼	-62.22%▼	-77.64%▼	0.00%▲	-62.18%▼	0.00%▲	0.00%▲	-82.22%▼
2020 - 2021	4,694	9,835	999	975	-	233	-	-	16,736
	62.95%▲	3403.11%▲	100.81%▲	149.31%▲	0.00%▲	113.66%▲	0.00%▲	0.00%▲	174.42%▲
2021 - 2022	6,176	2,902	272	153	-	23	-	-	9,526
	50.83%▲	28.66%▲	13.67%▲	9.40%▲	0.00%▲	5.25%▲	0.00%▲	0.00%▲	36.18%▲
2022 - 2023	2,282	(8)	(299)	254	-	13	9,266	2,647	14,155
	11.07%▲	-0.06%▼	-15.23%▼	12.48%▲	0.00%▲	2.74%▲	100.00%▲	100.00%▲	28.30%▲
2023 - 2024	7,778	6,949	526	39	532	(58)	1,578	5	17,349
	27.40%▲	34.80%▲	21.13%▲	1.88%▲	100.00%▲	-13.94%▼	14.55%▲	0.19%▲	25.76%▲
2024-2025	3,556	2,984	(92)	234	(226)	(2)	(878)	296	5,872
	11.13%▲	13.00%▲	-3.84%▼	10.14%▲	-73.86%▼	-0.48%▼	-8.81%▼	10.04%▲	8.02%▲

YTD Totals for January through April Data:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	YTD Total:
2018	147,921	315,058	11,275	12,057	-	1,979	-	-	488,290
2019	144,844	338,093	11,513	11,546	-	1,906	-	-	507,902
2020	114,728	263,102	9,576	9,932	-	1,680	-	-	399,018
2021	52,219	134,022	8,186	7,269	-	1,554	-	-	203,250
2022	79,247	193,896	9,040	7,879	-	1,975	52,662	-	344,699
2023	110,442	173,203	9,174	9,208	-	1,974	78,569	26,612	409,182
2024	136,236	222,724	11,245	8,910	7,729	1,852	72,184	27,992	488,872
2025	142,732	238,481	9,614	10,661	6,474	1,678	64,713	29,819	504,172

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

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Annual Variance:
2018 - 2019	(3,077)	23,035	238	(511)	-	(73)	-	-	19,612
	-2.08%▼	7.31%▲	2.11%▲	-4.24%▼	-	-3.69%▼	-	-	4.02%▲
2019 - 2020	(30,116)	(74,991)	(1,937)	(1,614)	-	(226)	-	-	(108,884)
	-20.79%▼	-22.18%▼	-16.82%▼	-13.98%▼	-	-11.86%▼	-	-	-21.44%▼
2020 - 2021	(62,509)	(129,080)	(1,390)	(2,663)	-	(126)	-	-	(195,768)
	-54.48%▼	-49.06%▼	-14.52%▼	-26.81%▼	-	-7.50%▼	100.00%▲	-	-49.06%▼
2021 - 2022	27,028	59,874	854	610	-	421	52,662	-	141,449
	51.76%▲	44.67%▲	10.43%▲	8.39%▲	-	27.09%▲	#DIV/0!	-	69.59%▲
2022 - 2023	31,195	(20,693)	134	1,329	-	(1)	25,907	26,612	64,483
	39.36%▲	-10.67%▼	1.48%▲	16.87%▲	0.00%▲	-0.05%▼	49.19%▲	0.00%▲	18.71%▲
2023 - 2024	25,794	49,521	2,071	(298)	7,729	(122)	(6,385)	1,380	79,690
	18.93%▲	22.23%▲	18.42%▲	-3.34%▼	100.00%▲	-6.59%▼	-8.85%▼	4.93%▲	16.30%▲
2024-2025	6,496	15,757	(1,631)	1,751	(1,255)	(174)	(7,471)	1,827	15,300
	4.55%▲	6.61%▲	-16.96%▼	16.42%▲	-19.39%▼	-10.37%▼	-11.54%▼	6.13%▲	3.03%▲

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	2,194.33	12 months	
2025	3,553.67	3 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	2,399.92	12 months	
2025	3,204.67	3 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

2022

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	

2023

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	

2024

January 2024				
Teton Valley		AM	PM	
January	TV1	14	23	
	TV2	20	19	
	TV3	22	10	
Star Valley		AM	PM	
January	SV1	18	32	
	SV2	31	27	
	SV3	23	9	
February 2024				
Teton Valley		AM	PM	
February	TV1	17	25	
	TV2	24	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	12	22	
	TV2	21	16	
	TV3	19	9	
Star Valley		AM	PM	
March	SV1	18	30	
	SV2	26	24	
	SV3	23	7	
April 2024				
Teton Valley		AM	PM	
April	TV1	12	21	
	TV2	19	17	
	TV3	18	8	
Star Valley		AM	PM	
April	SV1	16	26	
	SV2	23	22	
	SV3	19	8	
May 2024				
Teton Valley		AM	PM	
May	TV1	10	21	
	TV2	18	14	
	TV3	16	7	
Star Valley		AM	PM	
May	SV1	14	27	
	SV2	18	18	
	SV3	19	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	
November 2024				
Teton Valley		AM	PM	
August	TV1 - 401	13	23	
	TV2 - 402	18	17	
	TV3 - 403	19	7	
Star Valley		AM	PM	
August	SV1 - 301	13	22	
	SV2 - 302	17	15	
	SV3 - 303	19	7	
December 2024				
Teton Valley		AM	PM	
August	TV1 - 401	14	27	
	TV2 - 402	20	15	
	TV3 - 403	22	10	
Star Valley		AM	PM	
August	SV1 - 301	14	25	
	SV2 - 302	21	16	
	SV3 - 303	19	7	

2025

January 2025				
Teton Valley		AM	PM	
January	TV1 - 401		17	33
	TV2 - 402		22	18
	TV3 - 403		23	9
Star Valley		AM	PM	
January	SV1 - 301		17	24
	SV2 - 302		19	19
	SV3 - 303		20	6
February 2025				
Teton Valley		AM	PM	
February	TV1 - 401		18	36
	TV2 - 402		25	21
	TV3 - 403		32	12
Star Valley		AM	PM	
February	SV1 - 301		16	30
	SV2 - 302		23	19
	SV3 - 303		18	4
March 2025				
Teton Valley		AM	PM	
March	TV1 - 401		15	33
	TV2 - 402		23	18
	TV3 - 403		27	9
Star Valley		AM	PM	
March	SV1 - 301		17	36
	SV2 - 302		26	20
	SV3 - 303		21	5
April 2025				
Teton Valley		AM	PM	
April	TV1 - 401		14	31
	TV2 - 402		19	15
	TV3 - 403		20	7
Star Valley		AM	PM	
April	SV1 - 301		13	29
	SV2 - 302		21	19
	SV3 - 303		22	5
May 2025				
Teton Valley		AM	PM	
May	TV1 - 401			
	TV2 - 402			
	TV3 - 403			
Star Valley		AM	PM	
May	SV1 - 301			
	SV2 - 302			
	SV3 - 303			
June 2025				
Teton Valley		AM	PM	
June	TV1 - 401			
	TV2 - 402			
	TV3 - 403			
Star Valley		AM	PM	
June	SV1 - 301			
	SV2 - 302			
	SV3 - 303			

July 2025				
Teton Valley		AM	PM	
July	TV1 - 401			
	TV2 - 402			
	TV3 - 403			
Star Valley		AM	PM	
July	SV1 - 301			
	SV2 - 302			
	SV3 - 303			
August 2025				
Teton Valley		AM	PM	
August	TV1 - 401			
	TV2 - 402			
	TV3 - 403			
Star Valley		AM	PM	
August	SV1 - 301			
	SV2 - 302			
	SV3 - 303			
September 2025				
Teton Valley		AM	PM	
August	TV1 - 401			
	TV2 - 402			
	TV3 - 403			
Star Valley		AM	PM	
August	SV1 - 301			
	SV2 - 302			
	SV3 - 303			
October 2025				
Teton Valley		AM	PM	
August	TV1 - 401			
	TV2 - 402			
	TV3 - 403			
Star Valley		AM	PM	
August	SV1 - 301			
	SV2 - 302			
	SV3 - 303			
November 2025				
Teton Valley		AM	PM	
August	TV1 - 401			
	TV2 - 402			
	TV3 - 403			
Star Valley		AM	PM	
August	SV1 - 301			
	SV2 - 302			
	SV3 - 303			
December 2025				
Teton Valley		AM	PM	
August	TV1 - 401			
	TV2 - 402			
	TV3 - 403			
Star Valley		AM	PM	
August	SV1 - 301			
	SV2 - 302			
	SV3 - 303			



East Jackson Ridership Report

April 2025

Rides: 8,366 / 403,758

Passengers (unlinked passenger trips): 9,966 / 551,337

Vehicle revenue hours: 1,284 / 57,267

Total vehicle hours: 1,508 / 64,276

Vehicle revenue miles: 11,271 / 510,431

Total vehicle miles: 12,661 / 552,620

Passenger miles: 9,230 / 479,885

Unique rider accounts (month / year to date): 967 / 2,752

Passengers per revenue hour: 7.8 / 9.6

Percent of rides shared: 37%

Average wait time: 10 minutes

Average ride time: 5 minutes

Average ride length: 0.9 miles

Average experience rating: 4.9 out of 5

Wheelchair rides: 3

No shows: 165

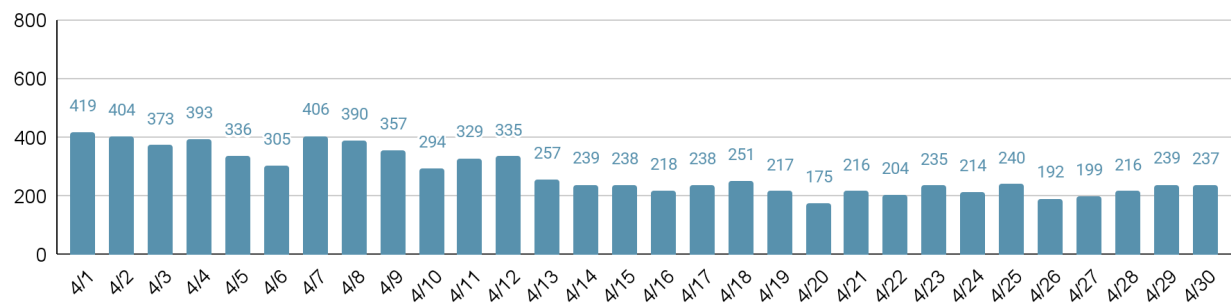
Percent of rides more than 5 min late to pickup: 6%

(month to date / all time)

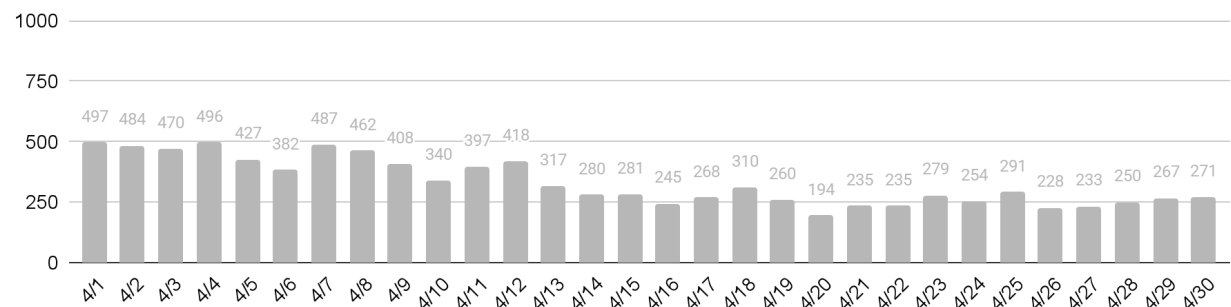
Passengers to/from the library: 369

Passengers to/from START: 78

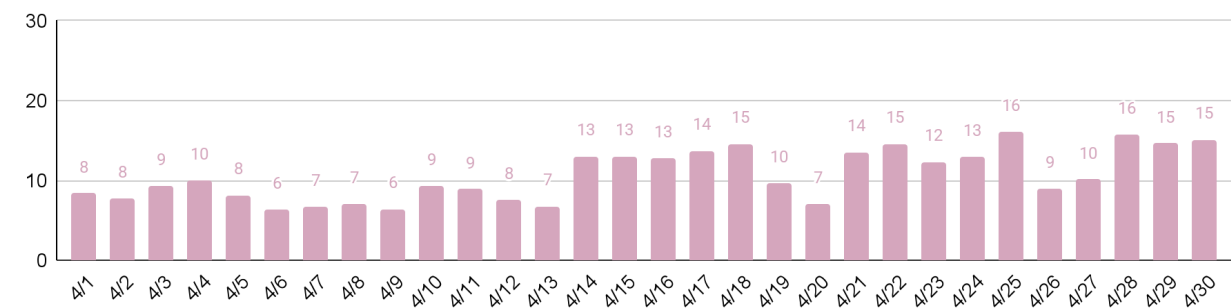
Rides



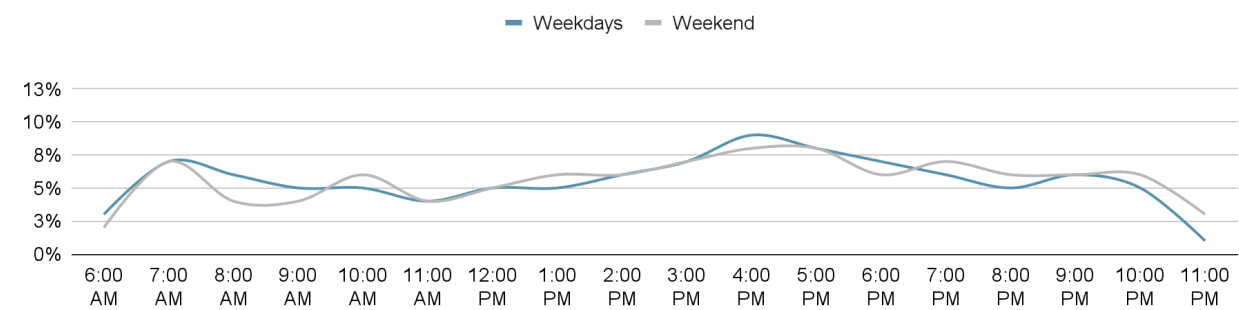
Passengers



Average Wait time



Pickups by Hour



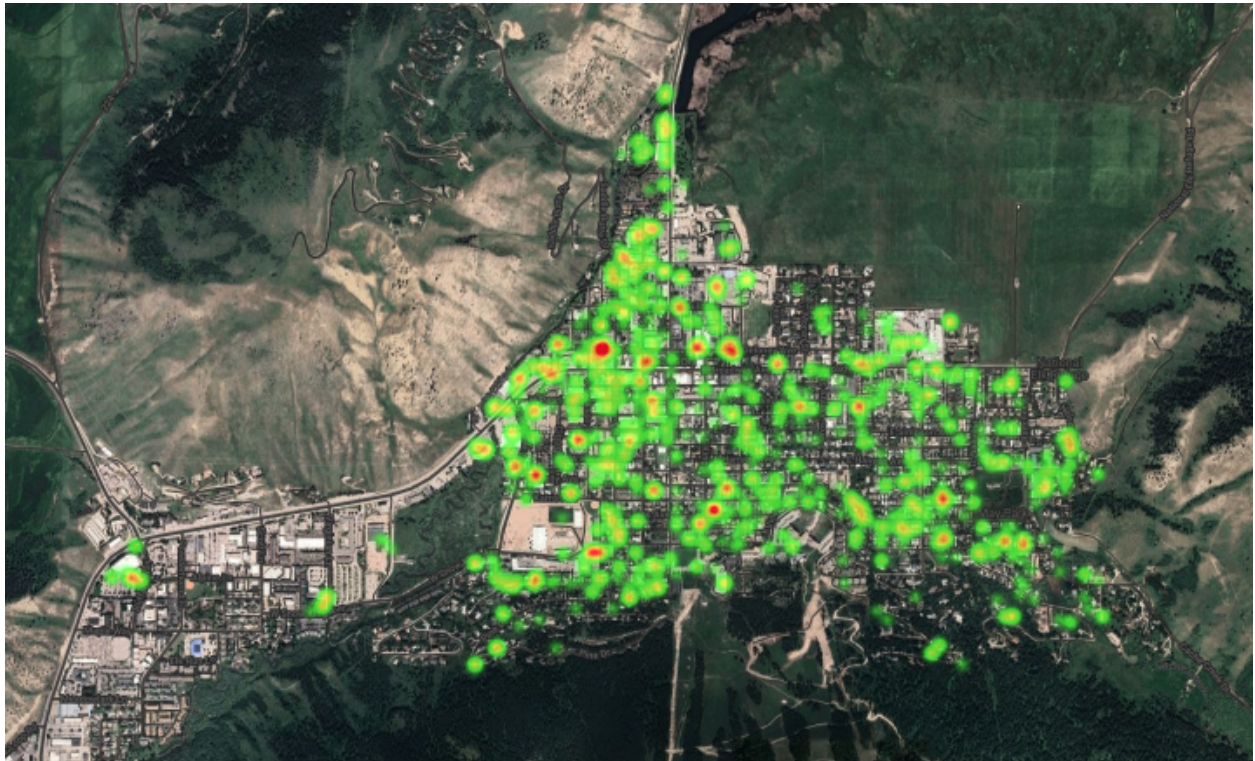
Wait Time Distribution

- 0 - 5 min: 32%
- 5 - 10 min: 28%
- 10 - 15 min: 18%
- 15 - 20 min: 10%
- 20 - 25 min: 6%
- 25 - 30 min: 3%
- 30+ min: 3%

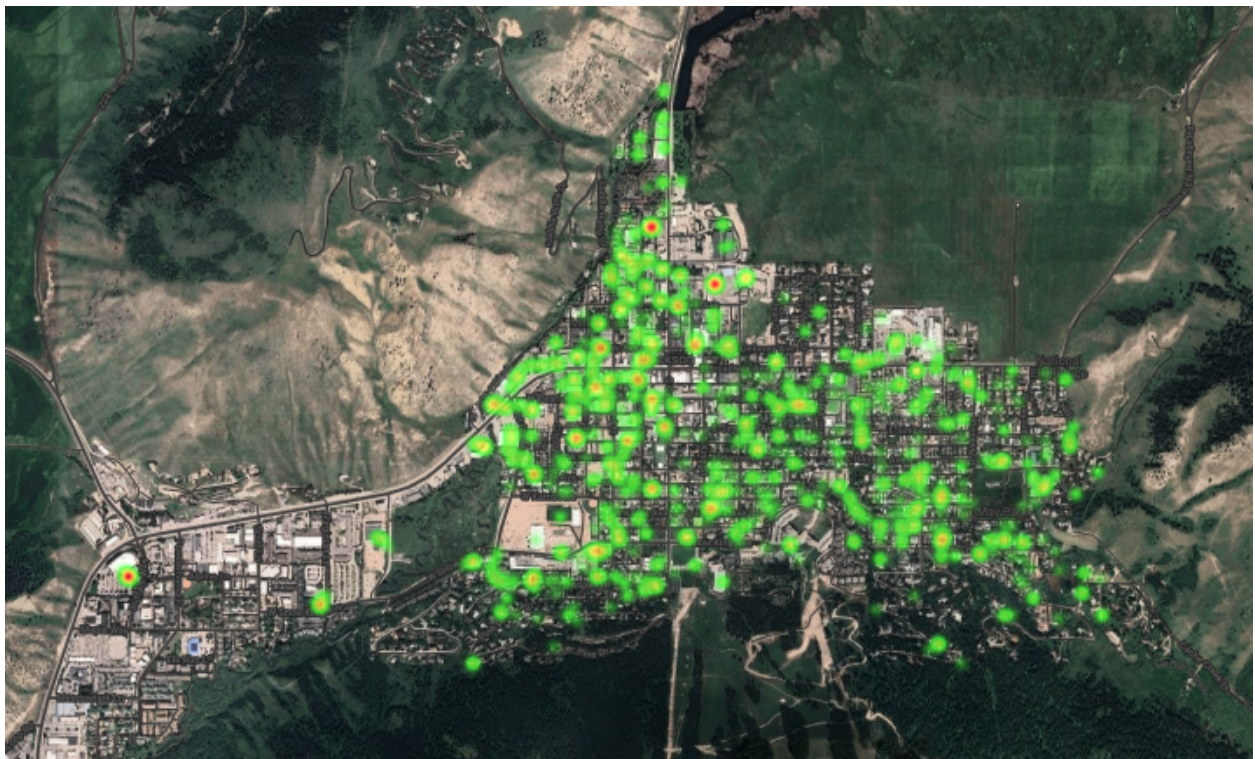
Passenger Distribution

- 1 Passenger Request: 86%
- 2 Passenger Request: 11%
- 3 Passenger Request: 3%
- 4 Passenger Request: 1%

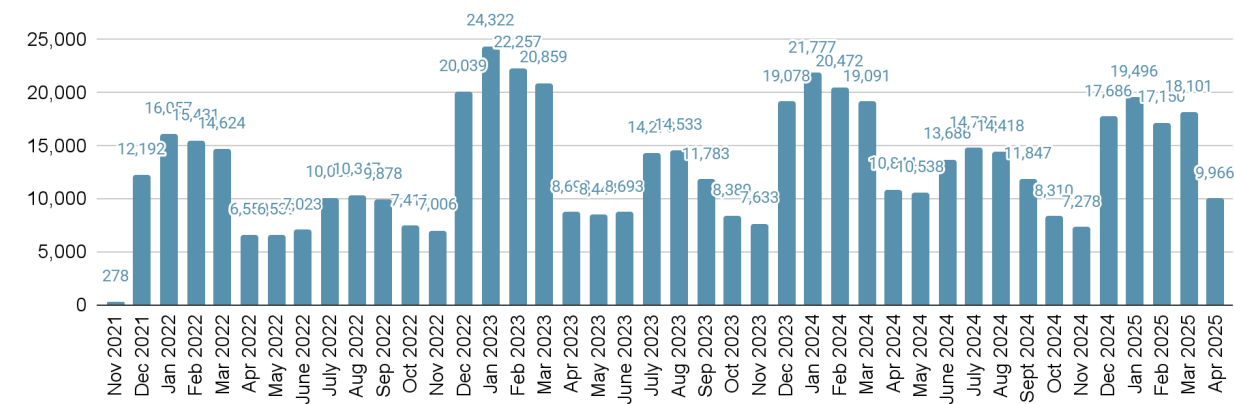
Pickups Heat Map



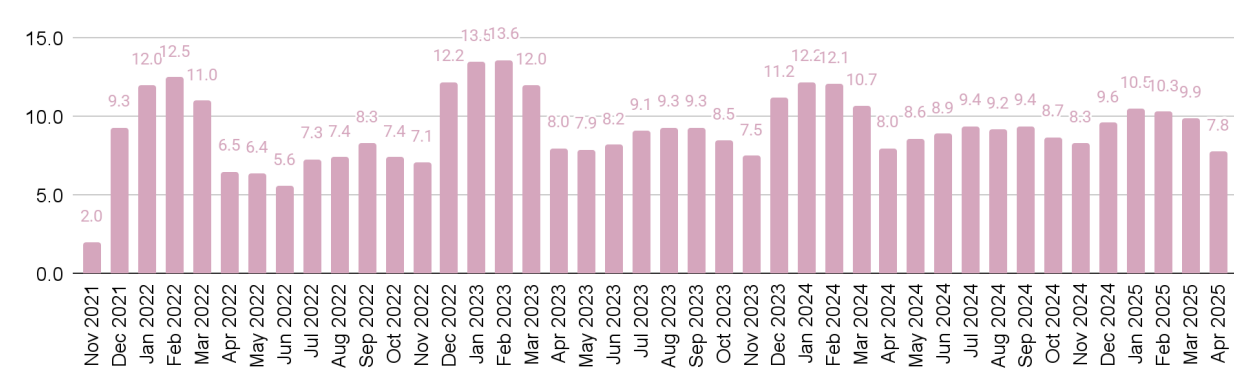
Dropoffs Heat Map



All Time - Passengers



All Time - Passengers / Revenue Hour



Town of Jackson, Wyoming
START Bus System

Monthly Financial Report

for the month of

4/30/2025

month

10

83.333%

	Period Actual	Period Budget (div by 12)	Period Variance	YTD Actual	YTD Budget	YTD Variance	%	Total Budget	Budget remaining	%
Revenues:										
Intergovernmental	\$ 113,049.50	\$ 1,081,001.17	\$ (967,951.67)	\$ 2,958,896.76	\$ 10,810,011.67	\$ (7,851,114.91)	27.372%	\$ 12,972,014.00	\$ 10,013,117.24	22.810%
Charges for Service	327,309.59	\$ 173,921.67	\$ 153,387.92	2,196,831.61	\$ 1,739,216.67	\$ 457,614.94	126.312%	\$ 2,087,060.00	\$ (109,771.61)	105.260%
Miscellaneous	8785.61	\$ 21,178.33	\$ (12,392.72)	228,189.58	\$ 211,783.33	\$ 16,406.25	107.747%	\$ 254,140.00	\$ 25,950.42	89.789%
subtotal	\$ 449,144.70	\$ 1,276,101.17	\$ (826,956.47)	\$ 5,383,917.95	\$ 12,761,011.67	\$ (7,377,093.72)	42.190%	\$ 15,313,214.00	\$ 9,929,296.05	35.159%
transfers in	93506.83	\$ 126,106.00	\$ (32,599.17)	967,752.92	\$ 1,261,060.00	\$ (293,307.08)	76.741%	\$ 1,513,272.00	\$ 545,519.08	63.951%
Total	\$ 542,651.53	\$ 1,402,207.17	\$ (859,555.64)	\$ 6,351,670.87	\$ 14,022,071.67	\$ (7,670,400.80)	45.298%	\$ 16,826,486.00	\$ 10,474,815.13	37.748%
Expenditures										
Administration	\$ 186,895.44	\$ 177,219.75	\$ 9,675.69	\$ 1,474,384.12	\$ 1,772,197.50	\$ (297,813.38)	83.195%	\$ 2,126,637.00	\$ 652,252.88	69.329%
Operations	864,891.51	\$ 705,068.75	\$ 159,822.76	<u>5,810,565.52</u>	\$ 7,050,687.50	\$ (1,240,121.98)	82.411%	8,460,825.00	2,650,259.48	68.676%
subtotal	\$ 1,051,786.95	\$ 882,288.50	\$ 169,498.45	\$ 7,284,949.64	\$ 8,822,885.00	\$ (1,537,935.36)	82.569%	\$ 10,587,462.00	\$ 3,302,512.36	68.807%
Capital outlay	\$ 6,075.00	\$ 621,731.67	\$ (615,656.67)	\$ 92,359.65	\$ 6,217,316.67	\$ (6,124,957.02)	1.486%	\$ 7,460,780.00	\$ 7,368,420.35	1.238%
Subtotal (cume)	\$ 1,057,861.95	\$ 1,504,020.17	\$ (446,158.22)	\$ 7,377,309.29	\$ 15,040,201.67	\$ (7,662,892.38)	49.051%	\$ 18,048,242.00	\$ 16,990,380.05	40.876%
Transfers out	\$ -	\$ 13,748.92	\$ (13,748.92)	\$ 94,177.00	\$ 137,489.17	\$ (43,312.17)	68.498%	\$ 164,987.00	\$ 70,810.00	57.081%
Total (cume)	\$ 1,057,861.95	\$ 1,517,769.08	\$ (459,907.13)	\$ 7,471,486.29	\$ 15,177,690.83	\$ 7,706,204.54	49.227%	\$ 18,213,229.00	\$ 10,741,742.71	41.022%
Net Revenue over Expenditures	\$ (515,210.42)	\$ (115,561.92)	\$ (399,648.50)	\$ (1,119,815.42)	\$ (1,155,619.17)	\$ (15,376,605.34)	96.902%	\$ (1,386,743.00)	\$ (266,927.58)	80.751%