

START Board Regular Meeting

June 26, 2025

3:30 PM - 5:00 PM

Hybrid – Teton County Commissioners Chambers & Zoom

I. Zoom Information

- A. <https://us02web.zoom.us/j/81835214832?pwd=OoSio3GbfjepP6keZs77rA4RWRNlBB.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. May 22, 2025, Regular Meeting

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

- A. DISCUSSION/ACTION ITEMS:
1. START Bus May 2025 Ridership Report – Bruce Abel
 2. START On-Demand – Bruce Abel
 - i. East Jackson Ridership May 2025
 3. FY26 Budget Update – Bruce Abel
 4. START Bus May 2025 Financial Report – Bruce Abel
 5. Capital Update – Bruce Abel

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6. Technology Update – Bruce Abel

i. Transit Signal Priority

7. Transit Development Plan Update – Bruce Abel

8. 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, July 24, 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=OoSio3GbfjepP6keZs77rA4RWRNIBB.1>

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START Board Regular Monthly Meeting Minutes

May 22, 2025

3:30 PM – 5:00 PM

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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 – Absent, Jared Smith – Virtual, Will Roscoe – Virtual
- Liaisons: Wes Gardner – In-Person (Teton County Liaison), Kevin Regan – In-person (Town of Jackson Liaison), Doug Self – Absent (Teton Valley Liaison)
- Staff: Bruce Abel – In-person (START Director), Jason Pitts – In-person (START Ops Manager), Ann McClure – In-person (START Admin Assistant), Tate Coleman – In-person (START Service Planner), Lea Colasuonno – In-person (Town Attorney), Susan Purcell – In-person (Assistant Town Attorney)
- Other: Charlotte Frei – In-person (Regional Transportation Planning Administrator)

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. Julien Hass—Touch on a few subjects:

The morning commuter buses, the schedule seems to be slightly off for buses from Alpine and Etna arriving in Jackson. They miss the outgoing Local bus by a few minutes. Asked if we can adjust timing.

Next, Bruce mentioned van pool as a potential idea for the future of transit. It would be great if the START Board, along with the town and county, could explore this. It could be great for commuters starting work at odd times that don't coincide with the bus schedule, but have the same start time as coworkers.

Finally, if we could make changes to our bus infrastructure. Lights that can be turned on and off at bus stops in town. In the morning and evening the bus will drive by because the driver can't see a passenger waiting. It is frustrating. It would also be good to have a few more shelters.

Regarding the Transportation Management Plan, if we are looking at bus stops to eliminate, maybe consolidate stops that are very close together.

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

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6/24/2025

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

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

A. DISCUSSION/ACTION ITEMS:

1. Introduced Tate Coleman, new Service Planner
 - i. He is excited to join START and help with service planning
2. Introduced Susan Purcell, Assistant Town Attorney
 - i. She will be supporting START going forward
3. **START Bus April 2025 Ridership Report – Bruce Abel**
 - i. Village and Town Shuttle are main components of ridership growth
 - ii. We continue our upward trend
4. **START On-Demand – Bruce Abel**
 - i. East Jackson Ridership April 2025
 - ii. We continue to see decreases in ridership.
 - iii. We are seeing an improvement in the wait times, decreased from 19 minutes down to 10 minutes.
 - iv. Still reaching 9.6 passengers per hour since inception
 - v. We looked at wait times since implementing Library and START facility island stops
 1. START facility was added because drivers without personal vehicles can no longer use town vehicles to get breakfast or lunch.
 2. There is a correlation between the increase in wait time and the addition of the Library and START
 3. In April our winter drivers left and the wait times improved a bit
 4. We have added to the SoD app the suggestion to use the Town Shuttle if people are nearby
 - vi. Hoath—referencing ridership on fixed and commuter routes, asked about absorbing passenger capacity. We haven't triggered need for additional coach? Abel—Agreed there is unused capacity on existing commuter services, unfortunately. We are operating 55 passenger coaches. We are looking at adjustments to the commuter schedules to better service the 9:00 am work start.
 - vii. Hoath—commented about being first four months of the year. Is spike expected to continue forward? Spike for Teton Valley, Village, and Town Shuttle. Abel—pleased with month compared to same month prior year, the increase is larger. We had a slow January, so overall growth is slower.
5. **FY26 Budget Update – Bruce Abel**
 - i. Final votes not until in June.
 - ii. The van pool is now in the Town Manager's recommended budget
 - iii. Town asked for more information about TV Express for peak hours
 - iv. We are currently understaffed to provide planned Summer service. We asked for flexibility to provide what we can with the drivers we have
 1. This is similar to what happened during COVID. We were given flexibility and managerial oversight to do what we needed to

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- v. One of the rationales of the van pool is to provide for smaller groups and non-traditional travel times. That conversation appeared to resonate with officials.
 - vi. There are more meetings coming up in late May and early June
 - vii. Regarding Capital Plan, at the May 13 meeting with T & C the request was made to analyze costs of purchasing all hybrid. There is information in the packet.
 - 1. Another request to change funding for BUILD grant from hybrid to diesel. This morning had a conversation with FTA. Asked about amending BUILD Grant. Did not sound positive to switch to clean diesel because grant was for electric.
 - 2. Received revised price quotes from Gillig, Hybrid cost up to \$1m. Clean diesel cost is now \$700,000. Diesel cost not as high as anticipated, but was what we anticipated for hybrid.
 - 3. Hoath—Asked about anticipated prices. Abel—when budget prepared, clean diesel budgeted \$800,000, but now \$700,000. We anticipated \$1.1m for hybrid.
 - viii. Hoath—asked about County issues that could effect START. Abel—The County is still trying to balance its budget. They have a later adoption date than town. Two years ago they made cuts, which included cuts to START
- 6. START Bus April 2025 Financial Report – Bruce Abel**
- i. Last month we were under in salaries. That is no longer the case because we paid winter bonuses and not underbudget to prior extent.
 - ii. Advertising is no longer underbudget to extent it was previously because we paid our share of airport shuttle
 - iii. We have begun paying for Transit Development Plan, so professional services is not underbudget to the extent that it was.
 - iv. Grand Targhee Resort appears underbudget. GTR bills us for their expenses. We submit that to ITD for reimbursement. When we receive those funds we pay GTR. As a result that line item has major lag in it. We are also looking into whether a year-end accrual last year had an impact on this year.
 - v. Hoath—will there be another accrual? Abel—it appears we over-accrued and over-reversed. It is being looked into.
 - vi. Hoath—is there anything you want to get into this year's budget that we should accelerate? Abel—not at the moment, but we are building a list for next year.
 - vii. Abel—more capital update—shared with FTA we are having major hurdles with WYDOT regarding Transit Signal Priority. We have removed that from the FY26 budget because we don't expect to resolve it soon. Similarly, there are issues with the BUILD grant that we need to defer TSP to next year from a cash-flow perspective.
 - viii. Hoath—should we be worried about losing BUILD Grant if we don't finish TSP? Abel—during the conversation this morning it did not appear that we are at risk.
- 7. Airport Shuttle Pilot Update – Bruce Abel**
- i. Abel was invited to attend the Airport Board of Directors Retreat to discuss strategies for next year
 - ii. Has also been invited to present to Travel and Tourism Bureau
 - iii. Airport Shuttle has not been discussed during budget meetings
- 8. Technology Update – Bruce Abel**
- i. Masabi phase 2 rollout
 - 1. We have had conversations with JHMR about adding them to partner portal program
 - 2. Our objective would be to get their year-round employees signed up over the summer
 - 3. We appreciate the assistance of our partners at JHMR

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4. Hoath—asked if winter would be a roll out to just JHMR or entire? Abel—we hope TVA will be the next partner to join. We have had conversations. We have a different strategy for TVA for this year.
5. Hoath—asked how the van pool would fit in with Masabi. Abel—have not looked at that yet. Not at that level of detail. Van Pool being managed by Dr Charlotte Frei's office.
6. We are continuing to work with Masabi regarding the issue with the Stored Value Wallet not working as expected.
 - i. McClure--We have recruited 4 town employees to pilot public version of the smartcard to see if there are any issues that were not revealed in testing.

- ii. Transit Signal Priority—[see above]

9. Transit Development Plan Update – Bruce Abel

- i. We have received from the consultant the first deliverable: Existing Condition Report
- ii. Reviews our current service and KPIs. Assessment of our community.
- iii. Report was delivered to Frei and Abel. We have provided comments on the draft
- iv. We also recently received draft report of the survey results from March and April. Still reviewing it
- v. We have also begun the process of what we would want to adjust for the summer survey.
1. We are working with County to see if we can use VoicesJH to reach their membership
2. We had the Spanish version of the survey reviewed and there were only minor changes
- vi. We also received first round of alternative services. Still reviewing.
- vii. Hoath—asked about the Equity Task Force being dissolved. Abel—confirmed
- viii. Eisen—Asked about VoicesJH contract term. Frei—her understanding is contract was terminated in March, but did not use all the service we prepaid for. Discussing if we can still use those services.

10. TVA Transportation Service Update

- i. Recall that in March of 2024 TVA withdrew from the funding agreement.
- ii. They chose to go back to the strict language in contract, which called for purchase of an annual pass for every employee on the mountain
- iii. That resulted in a payment slightly in excess of what it would have been under the old funding agreement
- iv. This year, TVA still wants to use a per-pass approach for every employee. Between TVA Director Quinn and Abel there is agreement, but we need to have discussions with Town before bringing that to the START board.
- v. We have sold passes to TVA with escalators.
- vi. TVA picked up the passes and are distributing them to employees
- vii. Eisen confirmed when a long term agreement is ready it will be brought to the START Board for approval and then taken to JM for acceptance, and Town for execution.
- viii. Abel—confirmed. Also we are in the final year of transit funding contract with JHMR and have started discussions with new CFO

11. Regional Transportation Update – Dr. Charlotte Frei

- i. Parking Management and Parking Reform
1. We are working toward a June 13 go-live for parking garage arm-bar. That is unlikely. We still need to test the equipment. Now aiming for late June. Maybe not until the fall so we are not working on it during peak summer.

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2. During Town Council February retreat where they prioritized staff work plans she has been directed to review larger parking reform and management strategy
 - i. There are 770 parking spaces on-street in 3-hour zone and approximately 700 off-street parking spaces.
 - ii. How we manage those will affect road share, and people's decision to use transit.
3. Hoath—Asked how parking works with Safe Streets Initiative. Does it affect START? Frei—Related to parking, the SSI identified top corridors and intersections for accidents and near misses. The majority are within town limits.
4. Related to parking, Pearl St was identified as very dangerous. Red curbs should be 20 ft long, but usually only 5 ft or 10 ft. That can obstruct stop signs is a large vehicle is parked nearby. We can use the data to work with Town Council to address these issues. Daylighting those intersections would benefit pedestrians and bus drivers
5. Hoath—Parking is a feeder for public transit. There are big housing developments coming up. Are we thinking about parking in relation to those?
6. Frei—our comprehensive plans call for us to make walking and taking the bus more convenient than driving alone. For Northern South Park the plan calls for making “complete streets”. Miles will be working with housing department to provide comments on the design to make sure it is walkable and bikeable.
7. Abel—Charlotte and her team are looking at micro level. But we have also made sure the TDP consultants are aware of all this development so they can factor them into the 5 year outlook.
8. Eisen—asked if that includes additional bus stops or service? Adding Virginian Lane residents to a bus that is often busy can be challenging. Frei—we've identified the Library as a mobility hub. From a transit efficiency standpoint, rather than putting a stop at Virginian, make it easy to cross the street to the Library.
9. Abel—Library continues to grow in popularity for SoD, which shows we need to consider it as an important location.
10. Smith—asked about Northern South Park receiving an impact fee assessment. Does that allow for capital and operational contributions to START? Frei—yes, there were several sub conditions. The gist is that the applicant will contribute impact fees or exactions proportionate to their impact on the transportation network. And it is up to the discretion of the County Commissioners how those fees will be spent within the study area. The study area had a defined boundary of the area we study in the West Jackson plan. We've identified initial improvements focused on street improvements. Exaction Fees can only fund new capital, not operating and maintenance costs. Working with Abel for Total Cost of Ownership.
11. Hoath—asked about traffic impact clarification. Frei—morning peak hour is more pronounced. We can anticipate trip generation for this new neighborhood and where people will go. That helps us estimate capacity.
12. Hoath—asked about HOV. Frei- it is outside the scope of this project. Has to be applied to High School Lane and South Park Loop.
 - ii. Traffic Impact Study Requirements
12. **Bus Stop Improvements – Abel**, related to Charlotte's report, we have grant funds for bus stop improvements. This is a project Tate is focusing on and working with Miles. Working to prioritize which stops to improve, and the types of improvements.

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- i. Hoath—asked about including lights in the upgrades. Abel—our team is already working on a campaign to encourage riders to use their cellphones at night to signal driver. Very early stages.

13. Director Search Update – LizAnn Eisen

- i. Thanked Town Internal Services for scheduling meet & greets with early candidates.
- ii. Continuing to interview
- iii. Bruce has agreed to extend through July 31 with the goal to have someone onboard July 1
- iv. Board Members should watch for invitations to meet & greet sessions

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

A. Teton Valley Liaison Report – Doug Self--Absent

B. Town Liaison Report – Kevin Regan

- 1. Town has been working hard on the budget process.
 - i. We recently discussed some of the START proposals
 - ii. As one elected, he appreciated how the START Board identified priorities. It had an impact on the elected
 - iii. One county commissioner expressed concern about increased service to Teton Village. Concerned it might favor some businesses. Regan hopes there will be further discussion
 - iv. Regan feels START service benefits everyone. If a parking space is freed up; one additional car not turning left, for example
 - v. Hoath—asked if there is any information/data Regan needs from Bruce to help educate other elected officials? Regan—one county commissioner asked questions, but it was toward the end of the discussion so not time for questions. Would be helpful for Bruce to provide information Regan can share.
 - vi. Regan—During budget meetings, there was public comment from Mr Hass about rider experience. If people continue to be frustrated, they might get a car.

C. County Report – Wes Gardner –absent

D. Star Valley Liaison Report - Vacant

E. Matters from Board Members -- none

VII. ADJOURNMENT (4:36 pm)

Motion to adjourn at 4:36 pm made by Unruh, seconded by Hoath. All in favor.

TIME AND PLACE FOR NEXT MEETING.

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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

DRAFT

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Memorandum

To: START Board of Directors
From: Bruce Abel, Transit Director
Date: June 26, 2025
RE: May 2025 monthly recap

Ridership- May 2025 ridership was up approximately 4.5 % as compared to May of 2024. Calendar year-to-date START ridership is up approximately 3.1% as compared to the first five (5) months of 2025.

Ridership on the Town Shuttle and Teton Village services continue to account for much of the ridership increase. Teton Village service 2025 YTD ridership increased by 6.7% compared to the first 5 months of 2024. Town Shuttle ridership also increased 6.7% in the first 5 months of 2025 versus the first 5 months of 2024. Star Valley commuter ridership was down slightly compared to last March and continues to be down through the first 5 months of 2025 versus the first 5 months of 2024. Teton Valley commuter ridership in May was up 18.5% compared to last May and YTD ridership on Teton Valley routes is up approximately 19.5% compared to the first 5 months of 2024.

START-on-Demand- Ridership on START-on-Demand (SOD) East Jackson continues to experience a loss of ridership as ridership decreased approximately 18.4% when compared to May 2024. SOD did operate at approximately 8.0 passengers per hour for the month of May and 9.6 passengers per hour since project inception. These results are well above minimum service standards of 3 passengers per hour and above industry norms for on-demand service. SOD average wait times did decrease from 19 minutes in February to 15 minutes in March to 10 minutes in April, but increased again in May to an average wait time of 14 minutes. 63% of trips had a wait time of 15 minutes or less in May. Wait times of 15 minutes tend to be a good point of reference for on-demand service as this mirrors the best frequency on fixed route service. The continuing trend of ridership loss and increases in wait time on SOD service is of concern and is a topic of conversation with Downtowner LLC, the contractor that operates START-on-Demand for START.

SOD has been providing service to the Teton County Library since the beginning of the summer season 2024. Ridership to the Library has increased markedly since the inception of the Library service and may be contributing to the increase in wait time as this location is outside of the initial SOD service area. This service has not expanded the East Jackson service area but has functioned as a single stop that is served to/from the East Jackson service area during the hours that the library is open. SOD continued to serve the Library stop through the winter 24-25 and Spring 2025 seasons and is continuing to do so as we transition to summer service levels. SOD implemented a feature in the SOD software to direct riders to the Town Shuttle if the rider's origin and destination is close to the Town Shuttle route. This change was effective with the new spring season. This is being done in an attempt to better manage demand. START's new service planner, Tate Coleman, has a background in microtransit service and has begun analyzing SOD ridership trends and performance.

The monthly START-on-Demand report includes latitude/longitude information for SOD ridership. This report is routinely provided to START as a routine management tool to enable us to compare detailed

trip information to the summary reports that we receive. We provide this information to those Directors who wish to receive it.

FY 26 Budget Process-

The Town of Jackson Town Council approved the Town's FY 26 Budget at the Town Council's regularly scheduled meeting held on June 16, 2025. The START budget was included as part of the Town's overall budget. The approved START budget is lower than START's initial budget request as it did not include all of the service enhancements requested by the START Board. The service enhancements requested but **not** approved in the adopted budget included two added round trips on the Town Shuttle to address overcrowding at "bell times" and winter service enhancements on the Teton Village Express to provide additional capacity. Requested service enhancements that **are** included in the approved FY26 budget include a pilot van pool program to be managed by Dr. Charlotte Frei and the Teton County Transportation Department team, and expanded START summer peak hour service to Teton Village to address overcrowding at peak hours.

Non-service-related adjustments included in the adopted FY26 START budget include the reclassification of an unfilled Full-time driver position to become a "supplemental service supervisor". This new position will allow START to select and train an additional service supervisor in order to provide supervisory coverage for the PTO hours of existing service supervisors without incurring overtime. When the occupant of this position is not supervising, they will drive regularly scheduled START service. Other elements of the "non-service" related elements of the budget include the enhancement of the driver bonus program to now allow for bonus payments for returning seasonal drivers to return and to pay referral bonuses to returning seasonal drivers that refer new drivers to START.

A number of minor non-substantive line-item budget changes were included in areas such as vehicle maintenance and related areas. One notable change in the START line item budget is the reduction of the START professional services line item as the requested funding for a "mini-BUILD grant consultant" is not included in the final approved FY 26 budget.

The final approved FY 26 START capital budget includes, among the other items requested by the Board, the purchase of two (2) replacement diesel-electric hybrid buses and four (4) clean diesel buses to replace six (6) existing START diesel buses that have reached the end of their useful life age and/or mileage. The Board may recall that there was a fair amount of conversation among the elected officials regarding the propulsion of the buses and how many of each type would be purchased. The final approved budget reflects the original START Board budget request. All other elements of the Board's original capital request are included in the budget and did not elicit any substantive conversation with the elected officials.

Last but not least, START was awarded \$4,979,449 in WYDOT/FTA 5311 funding for the federal FY 26 fiscal year (October 1, 2025- September 30, 2026). These funds are to support START Operating, administrative and maintenance expense. START budgeted \$4.1 M in 5311 funding in the now-adopted FY 26 budget.

Financial Report- The financial report for the month of May 2025 represents financial transactions through the first 11 months (91.7%) of the FY 25 fiscal year. Overall, we have spent approximately 77% of the administrative budget and approximately 77% of the operations budget.

Significant variances thru the first 11 months of FY 25 include:

Administrative:

- Utilities- under budget- running significantly below last year. This appears to be due to prior years expense being impacted by utility cost associated with the construction of the fleet maintenance facility.
- Water and sewer- over budget- still investigating to see if it is timing or level of expense. Or related to the construction of the new fleet maintenance facility as mentioned above.
- Professional services- under budget- we recently began paying invoices for the contract for the TDP and have just approved contracting for procurement assistance. I project that we will come in minimally under budget. The FY 26 budget addresses the need to carry these projected expenses into next year as projects (e.g. TDP and procurement) will extend beyond the current Fiscal Year.
- Building maintenance related expenses- under budget-running significantly less than last year. This allowed us to undertake unanticipated repairs to the bus wash. We also continue to wait on parts for repairs to the high-speed access door to the bus wash; and
- Travel training and meetings- under budget- Jason and Tate each attended training conferences in June. Jason Pitts attended the Community Transportation Association of America (CTAA) annual training conference and Tate attended a National Transit Institute (NTI) sponsored Service Planner training conference.

Operations:

- Part time salaries and wages- Winter season bonuses are now reflected on the financial statements and we are under budget. We are 92% of the way thru the year and have spent 80% of budget.
- supervisor overtime- over budget- START promotes that supervisor vacation be taken during the summer/fall months. This results in extraordinary overtime expense during the summer and fall months as supervisors incur overtime when covering the vacations of other supervisors. We have also experienced staff turnover in the supervisor position and have incurred overtime expense during the training process for two (2) new supervisors. The adopted FY26 budget includes a "lead driver"/supplemental supervisor" position that will provide for a half time supervisor and half time driver in next year's budget. This will address the overage in supervisor overtime.
- maintenance related expense (not our budget input)- under budget- new vehicles under warranty. New fleet requires less maintenance. This issue should be addressed in the recently adopted FY26 budget;
- Grand Targhee grant administration- under budget- a timing issue. These expenses are not incurred until we receive payment from Idaho Transportation Department (ITD) for costs associated with Grand Targhee's operation of the Targhee shuttle. Requests for reimbursement have been submitted for GTR expenses though March 2025. We are awaiting payment from ITD

for the current calendar year. Prior year underage relates to the reversal of a year end FY24 accrual.

START has not incurred any meaningful capital expense thus far in FY 25. Major elements of the capital budget relate to acquisition of transit buses, over-the-road buses, ADA replacement van and a supervisor's car along with bus stop improvements, the implementation of Transit Signal Priority (TSP) on START buses and in WYDOT traffic signals and the replacement of radios on START buses.

The replacement of START bus radios is complete. These new radios allow START buses to communicate with Local first responders through the State sponsored WyoLink communications system. This project is **complete**.

We have completed the procurement process to purchase the ADA replacement van. We are anticipating delivery in August or September of 2025. This project is essentially **complete**.

START and RTPA/Teton County Transportation Department staff are currently engaged in identifying locations for improvements to START bus stops/shelters, etc. We anticipate bringing a recommended plan to the START Board in July and to begin improvements this summer/fall. START staff hopes to have a preliminary assessment to discuss with the Board at the June 26 meeting.

The START Board engaged HNTB to assist START through the vehicle acquisition process and we are well into the process of acquiring two (2) new over-the-road buses. START received the WYDOT grant contract for the over-the-road coaches and the START Board awarded a contract to MCI at the May 22 START Board meeting. We have completed the Independent Cost Estimate (ICE) for this procurement and have completed the pre-award Buy-America audit. We have just received our approval letter from Washington State Department of Enterprise services to purchase these buses through the Bus Purchasing Coop. This is the last step in placing the order. We issued the final Notice to Proceed (NTP) on June 24, 2025. New buses should be delivered in just under one year.

We have received updated price quotes from Gillig for both the purchase of Hybrid electric transit buses and clean diesel transit buses. HNTB is assisting START/Teton County through the process of securing WYDOT and FTA approval to convert the BUILD grant for the purchase of two (2) battery electric buses to purchase two (2) hybrid electric buses instead. HNTB has also begun the process of assisting START to purchase four (4) clean diesel buses in lieu of LoNo funded battery electric buses. The latest price for a hybrid electric bus is \$1.1M each. The FY 26 budget request was increased to incorporate this latest pricing and is incorporated into the adopted START FY26 budget. Staff has worked with WYDOT to amend the WYDOT grant to purchase four (4) clean diesel buses which now cost \$700,000 per bus. The grant contract for this amendment is under review for possible language changes due to the change of Administration. This new pricing is also incorporated into the approved FY 26 START budget.

The Transit Signal Priority (TSP) project is currently behind schedule as we continue the process of negotiating language for an agreement with WYDOT for the division of labor regarding installation and maintenance of the TSP equipment for the BUILD funded project. Staff recently held an internal conversation on this item last week and also discussed this project with WYDOT Executive leadership on June 24.

Funding for all of these capital projects, with the exception of the radio replacement project, has been carried over/re-budgeted in the now-approved FY 26 capital budget.

We will continue to monitor FY 25 expenses and report significant variances to the Board.

Town Budget Update-

Sales Tax: The Town budgeted a total of \$24,902,498 in sales tax for FY25. Town has collected \$20,666,080. This is \$78,922 (0.4%) behind budget projections.

Lodging Tax: The Town budgeted a total of \$1,894,445 in lodging tax revenues for FY25. Town has collected \$1,537,388. This is \$28,182 (1.8%) behind budget projections

Staff has attached April 2025 Town Sales Tax and Lodging Tax reports for the START Board's information.

Summer 2025 Service update- Summer service began May 24, 2025. START's 2025 summer season service level is virtually identical to the service provided last summer 2024. Summer service does not include Teton Village Express service nor the Teton Village South service. In addition, the frequency of service on the Teton Village Local route is every 60 minutes versus every 40 minutes in the winter. The "span of service" (length of service day) on the Town Shuttle and Village Local is increased slightly to end operation later in the night compared to spring service levels. START's provision of Airport Shuttle service (pilot phase 2.0) ended on April 13, 2025.

START has received approval to add summer peak hour Express service to Teton Village as part of the now-approved FY26 budget.

We continue to be understaffed in terms of the number of drivers needed to deliver the planned expanded summer service to the Village and we continue to recruit. A few winter drivers have come back for summer, but we are still understaffed. We have been able to routinely provide additional "tripper" service to the Village in the morning to accommodate overcrowding on buses but our ability to provide added p.m. trips has been limited.

Fall season service will begin on September 29, 2025. Staff is currently reviewing possible changes to the commuter schedules to better meet worker start and end times in Jackson and Teon Village. Staff is also reviewing ways to improve connections between commuter services and Teton Village service. We hope to socialize any such changes during the month of July for potential implementation in the Fall.

Airport Shuttle Update- Staff continues conversations with our partners to develop strategies to improve shuttle performance for winter 2025-2026. Staff recently met with TTB and Airport staff and the Transit Director met with the Airport Board of Directors and Airport staff as part of the Airport Board retreat on June 19.

Technology update- START/Masabi went live with phase 2, Smart Cards, for the START fare payment system on Monday December 16, 2024. Staff continued to work with the Jackson Hole Airport to pilot the new Partner Portal component of the Smart Card system to allow employees to participate in employer-based fare payment for START services. The pilot seems to have worked well. JAC has committed to extend the employee pass purchase program as we move forward. START staff is preparing to extend the employer pass program to include JHMR as our next step in the project roll out.

Other elements of the Smart Card system allow for customers to purchase smart cards and assign money to the smart card wallet to be used to purchase fares on START services. There have been a few

small speedbumps in the road since the rollout. Staff is continuing to work through these issues with Masabi.

TDP Update- Transportation Management and Design (TMD) has been working on a Five (5) Year Strategic Transit Development Plan (TDP) and Comprehensive Fare Study for START since the first of the year. TMD staff were in Town during mid March to kick off outreach activities. These activities included Project Advisory Committee (PAC) meetings, Stakeholder meetings, general public intercept interviews and the implementation of the winter season rider/community survey. 781 completed surveys were received versus a target of 500. Staff recently provided comments on the draft of the first project deliverable, the Existing Conditions report, from TMD. Staff has recently received the draft report regarding the results of the public survey and public outreach efforts conducted during March and April. We reviewed this report and prepared comments for TMD. Staff has recently received initial concepts for alternative transit service designs from TMD and we will provide comments in the near future.

We will be glad to answer any questions that you might have.

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



START Ridership Report

START Regular Board Meeting June 26, 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%

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	36,868	9,174	2,025	2,343	-	496	8,599	59,505		59,505	2,583	5%
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	179,600	247,655	11,639	13,004	6,474	2,174	73,312	533,858	29,819	563,677	(501,702)	-48%

Summary Tables:

Monthly Total - May Data ONLY:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Annual Total:
2018	34,639	5,769	2,671	2,962	-	422	-	-	46,463
2019	34,349	6,478	2,343	3,340	-	437	-	-	46,947
2020	9,411	510	932	813	-	253	-	-	11,919
2021	14,762	3,800	1,699	1,745	-	482	-	-	22,488
2022	22,372	4,748	1,995	1,871	-	539	-	-	31,525
2023	24,642	8,844	2,203	2,409	-	470	9,233	-	47,801
2024	31,956	9,564	2,365	1,978	-	521	10,538	-	56,922
2025	36,868	9,174	2,025	2,343	-	496	8,599	-	59,505

Monthly Comparisons for Each Service Type - May Data ONLY:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Monthly Variance:
2018 - 2019	(290)	709	(328)	378	-	15	-	-	484
	-0.84% ▼	12.29% ▲	-12.28% ▼	12.76% ▲	0.00% ▲	3.55% ▲	0.00% ▲	0.00% ▲	1.04% ▲
2019 - 2020	(24,938)	(5,968)	(1,411)	(2,527)	-	(184)	-	-	(35,028)
	-72.60% ▼	-92.13% ▼	-60.22% ▼	-75.66% ▼	0.00% ▲	-42.11% ▼	0.00% ▲	0.00% ▲	-74.61% ▼
2020 - 2021	5,351	3,290	767	932	-	229	-	-	10,569
	56.86% ▲	645.10% ▲	82.30% ▲	114.64% ▲	0.00% ▲	90.51% ▲	0.00% ▲	0.00% ▲	88.67% ▲
2021 - 2022	7,610	948	296	126	-	57	-	-	9,037
	51.55% ▲	24.95% ▲	17.42% ▲	7.22% ▲	0.00% ▲	11.83% ▲	0.00% ▲	0.00% ▲	40.19% ▲
2022 - 2023	2,270	4,096	208	538	-	(69)	9,233	-	16,276
	9.21% ▲	46.31% ▲	9.44% ▲	22.33% ▲	0.00% ▲	-14.68% ▼	100.00% ▲	#DIV/0!	34.05% ▲
2023 - 2024	7,314	720	162	(431)	-	51	1,305	-	9,121
	22.89% ▲	7.53% ▲	6.85% ▲	-21.79% ▼	#DIV/0!	9.79% ▲	12.38% ▲	#DIV/0!	16.02% ▲
2024-2025	4,912	(390)	(340)	365	-	(25)	(1,939)	-	2,583
	13.32% ▲	-4.25% ▼	-16.79% ▼	15.58% ▲	#DIV/0!	-5.04% ▼	-22.55% ▼	#DIV/0!	4.34% ▲

YTD Totals for January through May Data:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	YTD Total:
2018	182,560	320,827	13,946	15,019	-	2,401	-	-	534,753
2019	179,193	344,571	13,856	14,886	-	2,343	-	-	554,849
2020	124,139	263,612	10,508	10,745	-	1,933	-	-	410,937
2021	66,981	137,822	9,885	9,014	-	2,036	-	-	225,738
2022	101,619	198,644	11,035	9,750	-	2,514	59,201	-	382,763
2023	135,084	182,047	11,377	11,617	-	2,444	87,802	26,612	456,983
2024	168,192	232,288	13,610	10,888	7,729	2,373	82,722	27,992	545,794
2025	179,600	247,655	11,639	13,004	6,474	2,174	73,312	29,819	563,677

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

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Annual Variance:
2018 - 2019	(3,367)	23,744	(90)	(133)	-	(58)	-	-	20,096
	-1.84% ▼	7.40% ▲	-0.65% ▼	-0.89% ▼	-	-2.42% ▼	-	-	3.76% ▲
2019 - 2020	(55,054)	(80,959)	(3,348)	(4,141)	-	(410)	-	-	(143,912)
	-30.72% ▼	-23.50% ▼	-24.16% ▼	-27.82% ▼	-	-17.50% ▼	-	-	-25.94% ▼
2020 - 2021	(57,158)	(125,790)	(623)	(1,731)	-	103	-	-	(185,199)
	-46.04% ▼	-47.72% ▼	-5.93% ▼	-16.11% ▼	-	5.33% ▲	100.00% ▲	-	-45.07% ▼
2021 - 2022	34,638	60,822	1,150	736	-	478	59,201	-	157,025
	51.71% ▲	44.13% ▲	11.63% ▲	8.17% ▲	-	23.48% ▲	#DIV/0!	-	69.56% ▲
2022 - 2023	33,465	(16,597)	342	1,867	-	(70)	28,601	26,612	74,220
	32.93% ▲	-8.36% ▼	3.10% ▲	19.15% ▲	0.00% ▲	-2.78% ▼	48.31% ▲	0.00% ▲	19.39% ▲
2023 - 2024	33,108	50,241	2,233	(729)	7,729	(71)	(5,080)	1,380	88,811
	19.68% ▲	21.63% ▲	16.41% ▲	-6.70% ▼	100.00% ▲	-2.99% ▼	-6.14% ▼	4.93% ▲	16.27% ▲
2024-2025	11,408	15,367	(1,971)	2,116	(1,255)	(199)	(9,410)	1,827	17,883
	6.35% ▲	6.21% ▲	-16.93% ▼	16.27% ▲	-19.39% ▼	-9.15% ▼	-12.84% ▼	6.13% ▲	3.17% ▲

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	2,600.80	5 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	2,327.80	5 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	



START Ridership Report

START Regular Board Meeting June 26, 2025

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	13	28	
	TV2 - 402	19	17	
	TV3 - 403	20	9	
Star Valley		AM	PM	
May	SV1 - 301	13	22	
	SV2 - 302	16	18	
	SV3 - 303	19	5	
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

May 2025

Rides: 7,072 / 410,830

Passengers (unlinked passenger trips): 8,599 / 559,936

Vehicle revenue hours: 1,078 / 58,345

Total vehicle hours: 1,254 / 65,530

Vehicle revenue miles: 9,912 / 520,343

Total vehicle miles: 11,103 / 563,723

Passenger miles: 8,423 / 488,308

Unique rider accounts (month / year to date): 886 / 3,003

Passengers per revenue hour: 8.0 / 9.6

Percent of rides shared: 42%

Average wait time: 14 minutes

Average ride time: 6 minutes

Average ride length: 1.0 miles

Average experience rating: 4.9 out of 5

Wheelchair rides: 1

No shows: 160

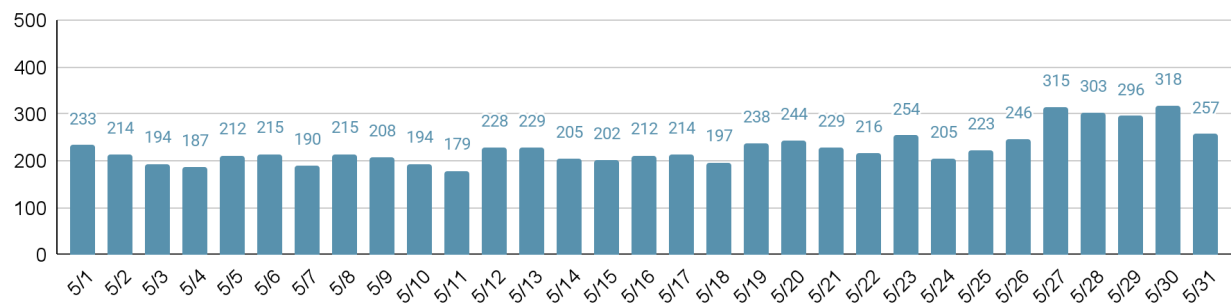
Percent of rides more than 5 min late to pickup: 11%

(month to date / all time)

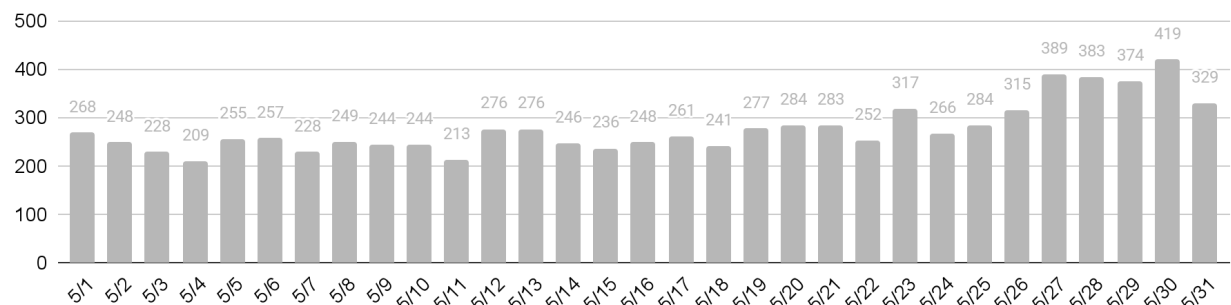
Passengers to/from the library: 372

Passengers to/from START: 78

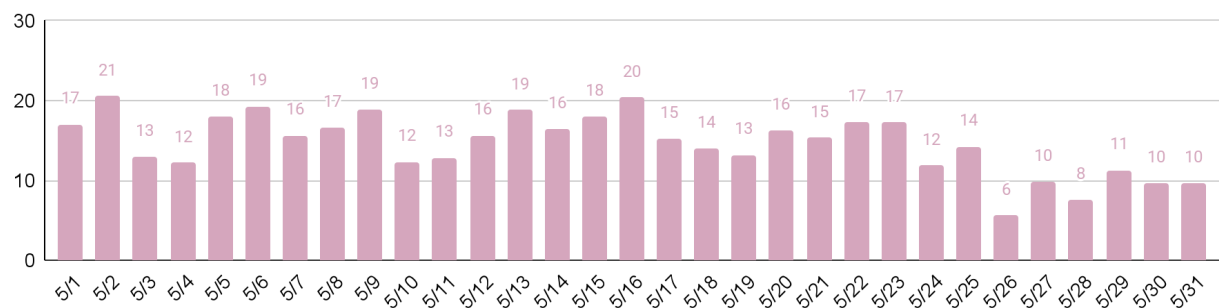
Rides



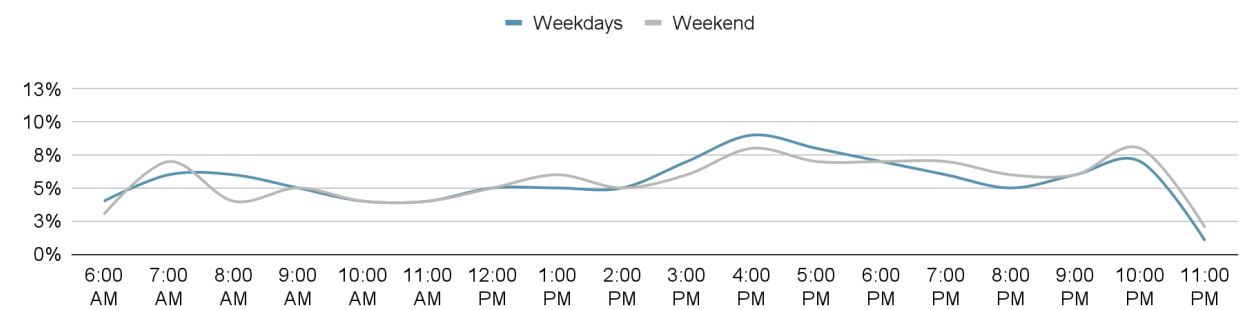
Passengers



Average Wait time



Pickups by Hour



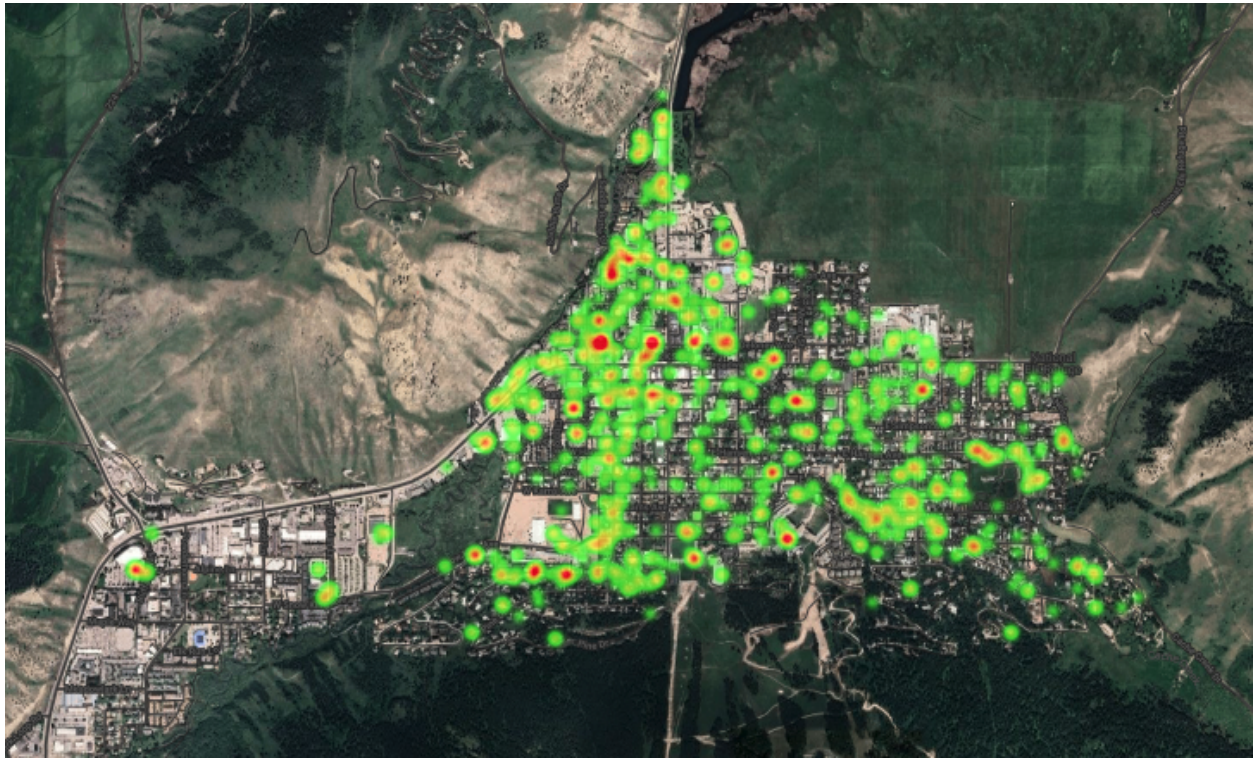
Wait Time Distribution

- 0 - 5 min: 21%
- 5 - 10 min: 24%
- 10 - 15 min: 18%
- 15 - 20 min: 13%
- 20 - 25 min: 9%
- 25 - 30 min: 6%
- 30+ min: 10%

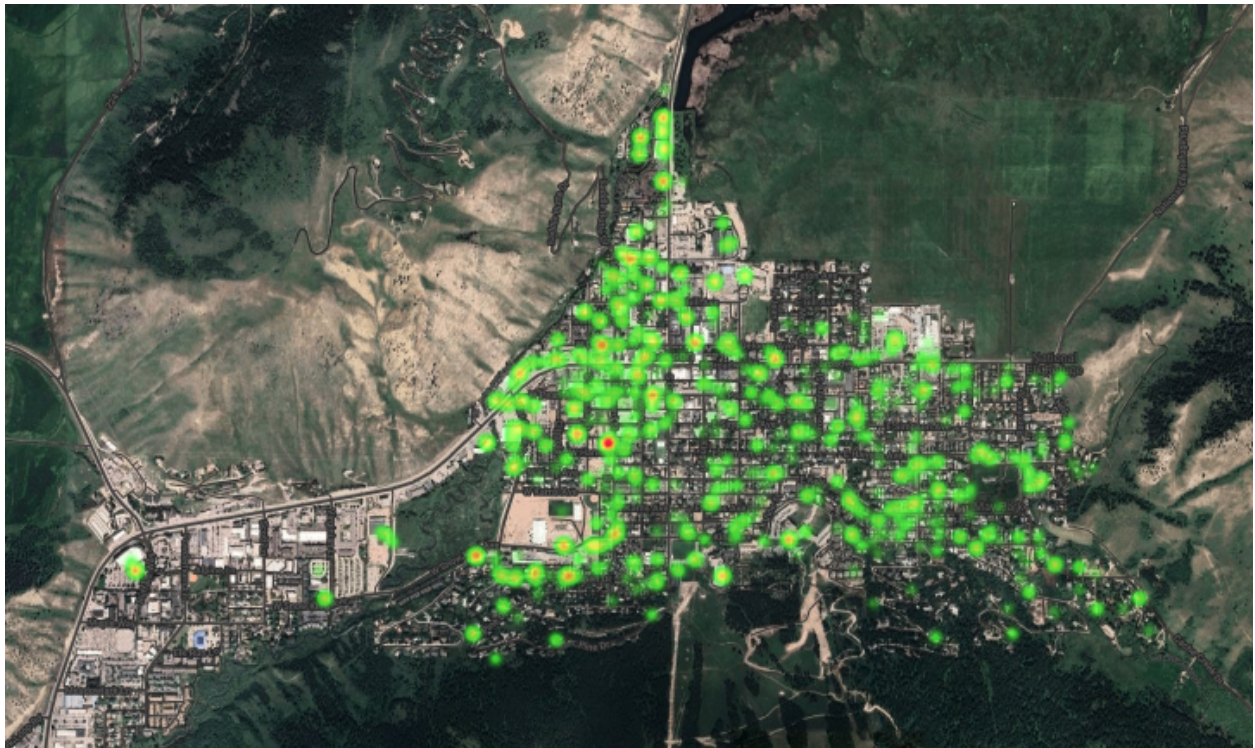
Passenger Distribution

- 1 Passenger Request: 85%
- 2 Passenger Request: 11%
- 3 Passenger Request: 3%
- 4 Passenger Request: 1%

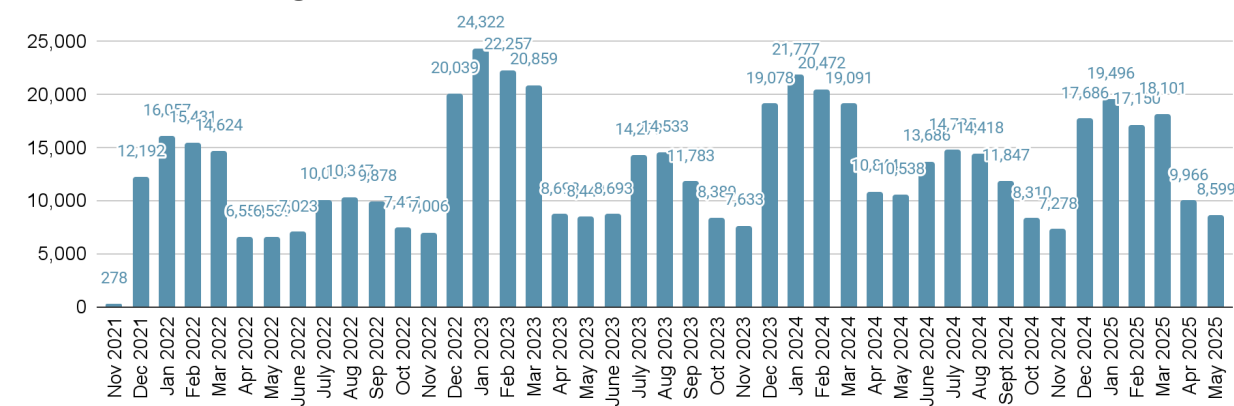
Pickups Heat Map



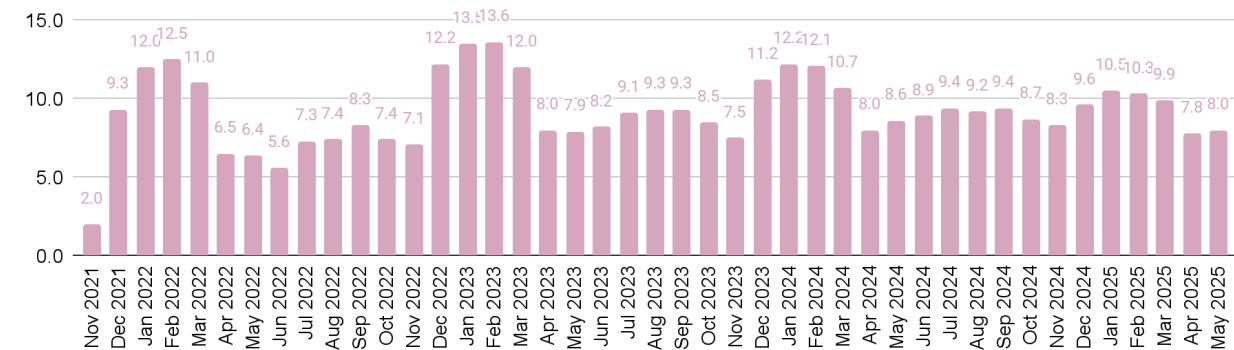
Dropoffs Heat Map



All Time - Passengers



All Time - Passengers / Revenue Hour



Town of Jackson, Wyoming
START Bus System

Monthly Financial Report

for the month of

5/31/2025

month

11

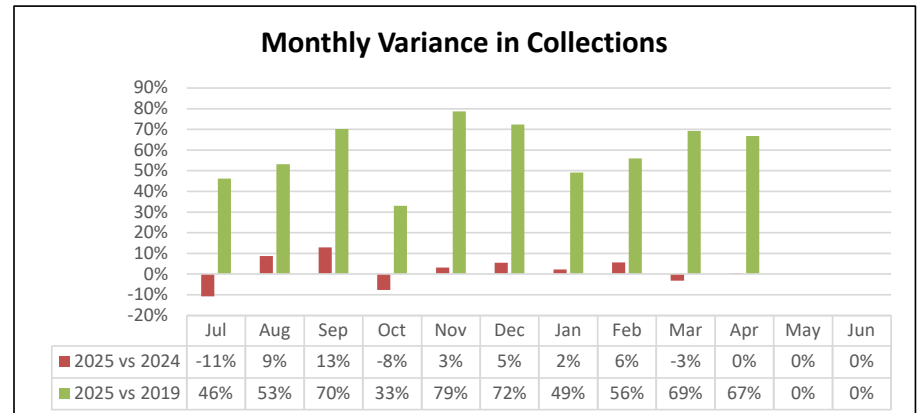
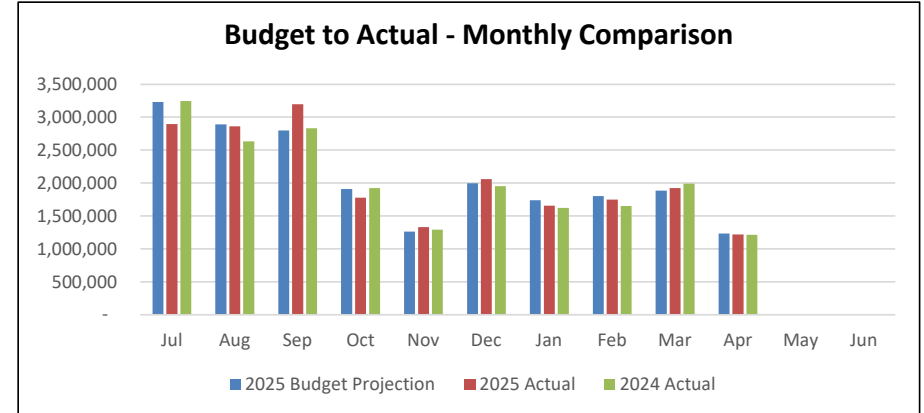
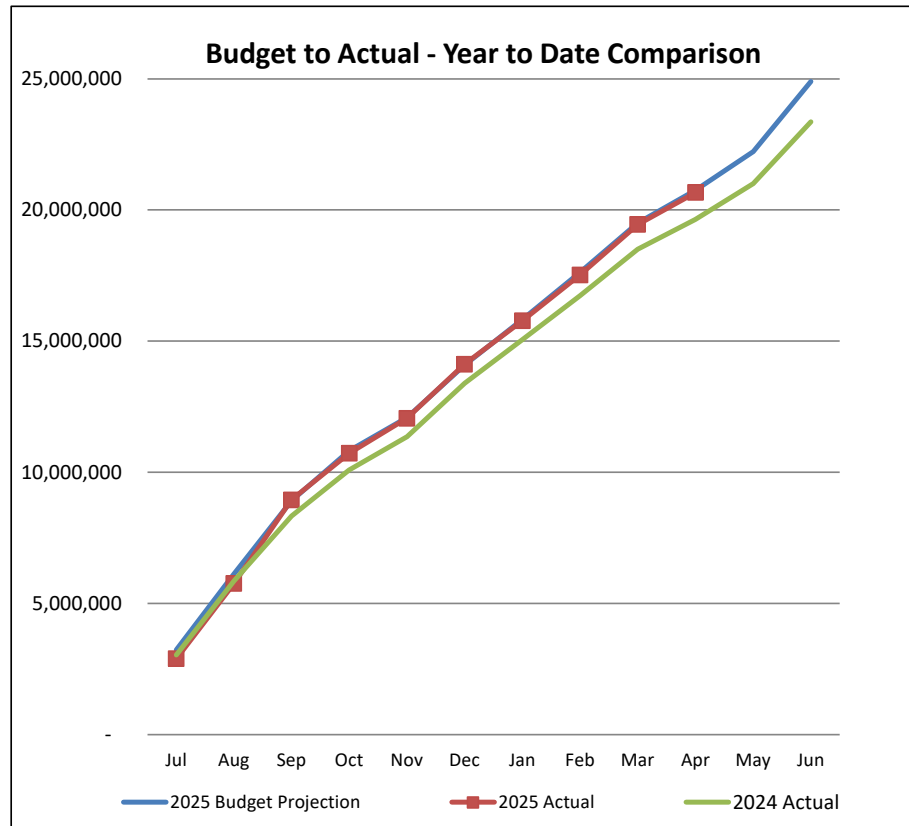
91.667%

	Period Actual	Period Budget (div by 12)	Period Variance	YTD Actual	YTD Budget	YTD Variance	%	Total Budget	Budget remaining	%
Revenues:										
Intergovernmental	\$ 968,017.00	\$ 1,082,042.83	\$ (114,025.83)	\$ 3,926,913.76	\$ 11,902,471.17	\$ (7,975,557.41)	32.992%	\$ 12,984,514.00	\$ 9,057,600.24	30.243%
Charges for Service	38,405.78	\$ 173,921.67	\$ (135,515.89)	2,235,237.39	\$ 1,913,138.33	\$ 322,099.06	116.836%	\$ 2,087,060.00	\$ (148,177.39)	107.100%
Miscellaneous	3683.5	\$ 21,178.33	\$ (17,494.83)	239,194.14	\$ 232,961.67	\$ 6,232.47	102.675%	\$ 254,140.00	\$ 14,945.86	94.119%
subtotal	\$ 1,010,106.28	\$ 1,277,142.83	\$ (267,036.55)	\$ 6,401,345.29	\$ 14,048,571.17	\$ (7,647,225.88)	45.566%	\$ 15,325,714.00	\$ 8,924,368.71	41.769%
transfers in	93506.83	\$ 127,147.67	\$ (33,640.84)	1,061,259.75	\$ 1,398,624.33	\$ (337,364.58)	75.879%	\$ 1,525,772.00	\$ 464,512.25	69.556%
Total	\$ 1,103,613.11	\$ 1,404,290.50	\$ (300,677.39)	\$ 7,462,605.04	\$ 15,447,195.50	\$ (7,984,590.46)	48.310%	\$ 16,851,486.00	\$ 9,388,880.96	44.285%
									-	
									-	
Expenditures									-	
Administration	\$ 95,097.73	\$ 179,303.08	\$ (84,205.35)	\$ 1,568,183.28	\$ 1,972,333.92	\$ (404,150.64)	79.509%	\$ 2,151,637.00	\$ 583,453.72	72.883%
Operations	252,600.84	\$ 705,068.75	\$ (452,467.91)	6,188,516.18	\$ 7,755,756.25	\$ (1,567,240.07)	79.793%	8,460,825.00	2,272,308.82	73.143%
subtotal	\$ 347,698.57	\$ 884,371.83	\$ (536,673.26)	\$ 7,756,699.46	\$ 9,728,090.17	\$ (1,971,390.71)	79.735%	\$ 10,612,462.00	\$ 2,855,762.54	73.090%
Capital outlay	\$ -	\$ 621,731.67	\$ (621,731.67)	\$ 92,359.65	\$ 6,839,048.33	\$ (6,746,688.68)	1.350%	\$ 7,460,780.00	\$ 7,368,420.35	1.238%
Subtotal (cume)	\$ 347,698.57	\$ 1,506,103.50	\$ (1,158,404.93)	\$ 7,849,059.11	\$ 16,567,138.50	\$ (8,718,079.39)	47.377%	\$ 18,073,242.00	\$ 17,725,543.43	43.429%
Transfers out	\$ -	\$ 13,748.92	\$ (13,748.92)	\$ 122,263.00	\$ 151,238.08	\$ (28,975.08)	80.841%	\$ 164,987.00	\$ 42,724.00	74.105%
Total (cume)	\$ 347,698.57	\$ 1,519,852.42	\$ (1,172,153.85)	\$ 7,971,322.11	\$ 16,718,376.58	\$ 8,747,054.47	47.680%	\$ 18,238,229.00	\$ 10,266,906.89	43.707%
Net Revenue over Expenditures	\$ 755,914.54	\$ (115,561.92)	\$ 871,476.46	\$ (508,717.07)	\$ (1,271,181.08)	\$ (16,731,644.93)	40.019%	\$ (1,386,743.00)	\$ (878,025.93)	36.684%

TOWN OF JACKSON, WYOMING
SALES TAX COLLECTIONS (4% and 1%)
April-25

Receipt Month	FY2021	FY2022	FY2023	FY2024	23/24	23/24	24/25		24/25	Budget Projection	Leading (Lagging) Budget Projection		12 Mth Rolling Avg	Sales Month
					Dollar Change	Percent Change	FY2025	Dollar Change	Percent Change		Dollars	Percent		
Sep	\$ 1,769,138	\$ 2,940,727	\$ 3,038,206	\$ 3,244,506	\$ 206,300	6.8%	\$ 2,894,448	\$ (350,058)	-10.8%	\$ 3,229,754	\$ (335,305)	-10.4%	3.7%	Jul
Oct	2,037,216	2,581,592	2,814,295	2,630,958	(183,337)	-6.5%	\$ 2,861,004	\$ 230,046	8.7%	2,891,177	(30,172)	-1.0%	5.5%	Aug
Nov	1,772,257	2,361,890	2,483,817	2,829,986	346,169	13.9%	\$ 3,194,976	\$ 364,990	12.9%	2,795,725	399,251	14.3%	5.5%	Sep
Dec	1,499,343	1,717,038	1,753,812	1,923,486	169,674	9.7%	\$ 1,776,493	\$ (146,993)	-7.6%	1,908,178	(131,685)	-6.9%	4.1%	Oct
Jan	1,039,309	1,177,089	1,264,886	1,291,898	27,011	2.1%	\$ 1,331,808	\$ 39,910	3.1%	1,264,867	66,941	5.3%	4.2%	Nov
Feb	1,447,249	1,784,364	2,040,430	1,954,291	(86,139)	-4.2%	\$ 2,061,191	\$ 106,900	5.5%	1,995,756	65,435	3.3%	5.0%	Dec
Mar	1,611,959	1,645,074	1,654,046	1,620,381	(33,664)	-2.0%	\$ 1,656,161	\$ 35,779	2.2%	1,739,658	(83,498)	-4.8%	5.3%	Jan
Apr	1,398,575	1,844,145	1,688,657	1,653,199	(35,459)	-2.1%	\$ 1,746,600	\$ 93,402	5.6%	1,801,253	(54,653)	-3.0%	5.9%	Feb
May	1,405,909	1,779,975	1,763,405	1,990,492	227,087	12.9%	\$ 1,925,552	\$ (64,940)	-3.3%	1,883,359	42,193	2.2%	4.6%	Mar
Jun	1,060,978	1,232,457	1,134,129	1,213,859	79,730	7.0%	\$ 1,217,848	\$ 3,989	0.3%	1,235,276	(17,428)	-1.4%	4.3%	Apr
Jul	1,395,334	1,386,747	1,370,962	1,470,800	99,838	7.3%								May
Aug	2,354,092	2,207,435	2,348,839	2,960,282	611,444	26.0%								Jun
Totals	\$ 18,791,359	\$ 22,658,532	\$ 23,355,485	\$ 24,784,138	\$ 1,428,653	6.1%	\$ 20,666,080	\$ 313,025	1.5%	\$ 20,745,003	\$ (78,922)	-0.4%		

Budgeted Sales Tax for FY 2025 +3% \$ 24,902,498
 Budgeted Sales Tax Year-to-Date 20,745,003
 Actual Sales Tax Collected Year-to-Date 20,666,080
 Leading (Lagging) Budget - through April **\$ (78,922)**

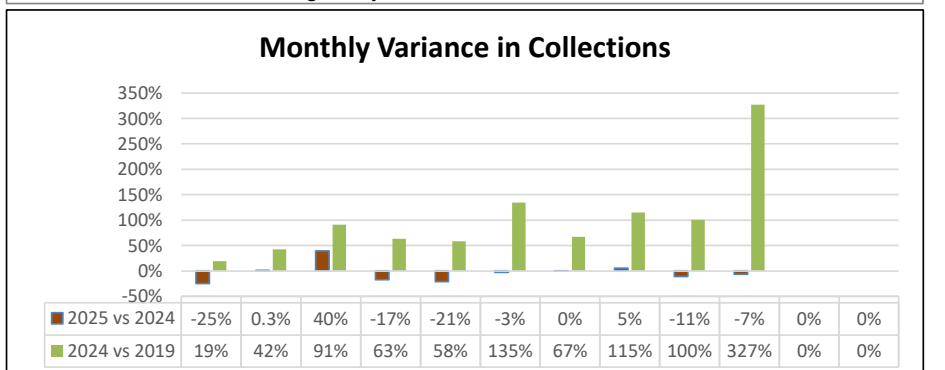
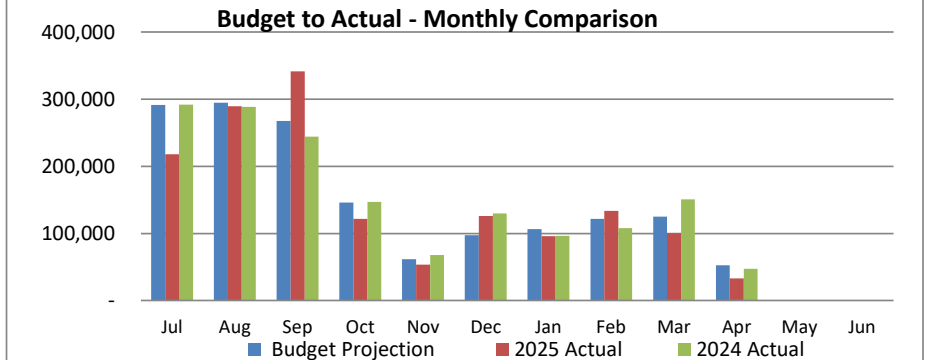
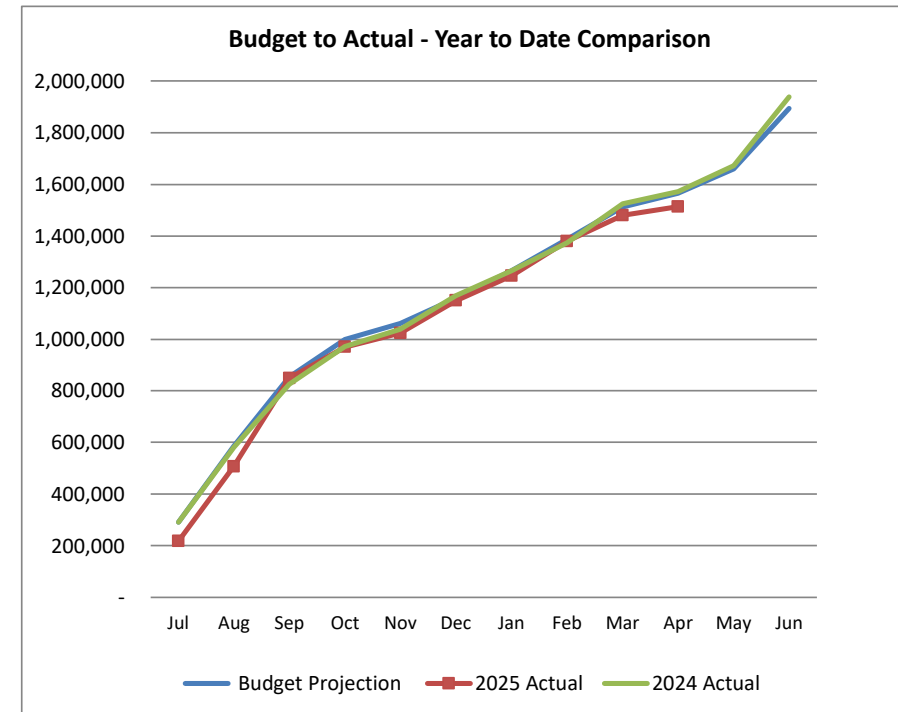


TOWN OF JACKSON, WYOMING
LODGING TAX COLLECTIONS
April-25

Month Received (2 mos. lag)	Lodging Tax - Total				Town				County			
	Total	Promotion T&T Board	Visitor Impact	General Fund	Visitor Impact	General Fund	Total	T/C Split Percent	Visitor Impact	General Fund	Total	T/C Split Percent
July	1,554,629	932,777	466,389	155,463	163,562	54,521	218,083	35.1%	302,826	100,942	403,768	64.9%
August	1,524,743	914,846	457,423	152,474	217,093	72,364	289,457	47.5%	240,330	80,110	320,440	52.5%
September	2,102,348	1,261,409	630,705	210,235	255,877	85,292	341,169	40.6%	374,828	124,943	499,770	59.4%
October	638,348	383,009	191,504	63,835	91,156	30,385	121,541	47.6%	100,348	33,449	133,798	52.4%
November	202,503	121,502	60,751	20,250	40,175	13,392	53,566	66.1%	20,576	6,859	27,435	33.9%
December	663,077	397,846	198,923	66,308	94,488	31,496	125,985	47.5%	104,435	34,812	139,246	52.5%
January	654,044	392,427	196,213	65,404	71,971	23,990	95,961	36.7%	124,242	41,414	165,656	63.3%
February	803,740	482,244	241,122	80,374	85,188	28,396	113,584	35.3%	155,934	51,978	207,911	64.7%
March	884,300	530,580	265,290	88,430	100,412	33,471	133,883	37.9%	164,878	54,959	219,837	62.1%
April	248,858	149,315	74,657	24,886	33,118	11,039	44,157	44.4%	41,539	13,846	55,386	55.6%
May	-	-	-	-	-	-	-	---	-	-	-	---
June	-	-	-	-	-	-	-	---	-	-	-	---
Totals	\$ 9,276,588	\$ 5,565,953	\$ 2,782,977	\$ 927,659	\$ 1,153,041	\$ 384,347	\$ 1,537,388	41.4%	\$ 1,629,936	\$ 543,312	\$ 2,173,248	58.6%

Town of Jackson	30% Visitor Impact	10% General Fund	Total
Budgeted Lodging Tax for FY 2025	\$ 1,420,834	\$ 473,611	\$ 1,894,445
Budgeted Lodging Tax Year-to-Date	1,174,178	391,393	1,565,570
Actual Lodging Tax Collected Year-to-Date	1,153,041	384,347	1,537,388
Leading (Lagging) Budget - through April	(21,137)	(7,046)	(28,182)

	FY2024		FY2025		Increase (Decrease)	
	Year-to-Date	Year-to-Date	Year-to-Date	Year-to-Date		
T&T 60%	\$ 5,434,637	\$ 5,565,953	\$ 131,316	2%		
Town of Jackson	1,572,047	1,537,388	(34,659)	-2%		
Teton County	2,071,044	2,173,248	102,203	5%		



TOWN OF JACKSON, WYOMING
RESERVE BALANCES AT 04/30/2025

FUND	UNRESTRICTED	ASSIGNED	RESTRICTED	TOTAL FUNDS
<u>General Fund</u>	\$ 18,055,474			\$ 18,055,474
<u>Special Revenue Funds</u>				
Affordable Housing		3,204,346	1,403,794	4,608,140
Parking Exactions		1,691,567	229,186	1,920,754
Park Exactions			652,601	652,601
Employee Housing		2,935,601		2,935,601
Animal Care Fund			576,605	576,605
Lodging Tax Fund			365,995	365,995
START Bus System			1,414,654	1,414,654
<u>Capital Projects Fund</u>				
Capital Projects (5th Cent)		9,155,590		9,155,590
2006 Specific Purpose Excise Tax			17,727	17,727
2010 Specific Purpose Excise Tax			76,918	76,918
2014 Specific Purpose Excise Tax			3,239,916	3,239,916
2016 Specific Purpose Excise Tax			365,768	365,768
2019 Specific Purpose Excise Tax			8,751,365	8,751,365
2022 Specific Purpose Excise Tax			556,028	556,028
<u>Enterprise Funds</u>				
Water Utility			6,450,731	6,450,731
Sewage Utility			8,230,194	8,230,194
<u>Internal Service Funds</u>				
Employee Insurance		1,719,103		1,719,103
Fleet Management		(51,565)		(51,565)
Central Equipment		492,925		492,925
IT Services		437,461		437,461
Totals:	\$ 18,055,474	\$ 19,585,027	\$ 32,331,483	\$ 69,971,984