

START Board Regular Meeting

July 24, 2025

3:30 PM - 5:00 PM

Virtual Via 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. June 26, 2025, Regular Meeting
B. Approval of Gillig Bus Purchase Contract

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

- A. Discussion/Action Items:
1. Endorsement of Transit Signal Priority Staff Report
 2. START Bus June 2025 Ridership Report – Bruce Abel
 3. START On-Demand – Bruce Abel
 4. i. East Jackson Ridership June 2025
 5. START Bus June 2025 Financial Report – Bruce Abel
 6. Capital Update – Bruce Abel

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7. Q2 KPIs for April/May/June – Jason Pitts
8. Technology Update – Bruce Abel
 - i. Masabi phase 2 rollout
9. Airport Shuttle Pilot Update – Bruce Abel
10. Transit Development Plan Update – Bruce Abel
11. Regional Transportation Update – Dr. Charlotte Frei
 - i. Impact Fee nexus based on a capital plan and 5-year trip forecast
 - ii. Parking update
12. 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, August 28, 2025 from 3:30 pm to 5:00 pm – County Commissioner's Chambers
Please click the link below to join the webinar:
<https://us02web.zoom.us/j/81835214832?pwd=OoSio3GbfjepP6keZs77rA4RWRNlBB.1>
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START Board Regular Monthly Meeting Minutes

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=OoSio3GbfejP6keZs77rA4RWRNIBB.1>

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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 (3:45 pm)

B. Roll Call

- START Board: LizAnn Eisen– In-person (Chair), Kristin Unruh –Virtual (Vice-Chair & Treasurer), Ty Hoath – Virtual (Secretary)(joined at 3:55 pm), Meghan Quinn – Virtual, Jared Smith – Absent, Will Roscoe – Virtual
- Liaisons: Wes Gardner – Absent (Teton County Liaison), Kevin Regan – Absent (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 – Absent (Town Attorney), Susan Purcell – In-person (Assistant Town Attorney)
- Other: Charlotte Frei – Absent (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.

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

A. Approval of Minutes

1. May 22, 2025, Regular Meeting

Motion to approve Consent Agenda as presented made by Will Roscoe, seconded by Kristen Unruh, all in favor. Motion carries unanimously.

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

A. DISCUSSION/ACTION ITEMS:

1. **START Bus May 2025 Ridership Report – Bruce Abel**

- i. TV and TS continue to provide majority of ridership increase
- ii. Teton Valley Commuter continues to grow

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2. START On-Demand – Bruce Abel

- i. East Jackson Ridership May 2025
- ii. Continue to see a loss of ridership. Down approximately 18% compared to May of 2024.
- iii. Still operating above national standard
- iv. Wait times increased again in May
- v. Continuing discussions with Downtowner LLC about ways to improve
- vi. Discussion today, the Library is a top 10 hot spot in desired location. Trying to disaggregate the impact of the Library expansion on on-Demand service
- vii. Library expanded geographical footprint of SoD, which influences wait times
- viii. Looking into best way to serve the Library
- ix. Coleman has experience in micro-transit. He is analyzing ridership data. Downtowner management is also examining.
- x. It is a problem of success, but it is having negative impact.
- xi. We are looking into “abandonment” metrics. People who went on SoD app, saw wait time, but did not book a trip.

3. FY26 Budget Update – Bruce Abel

- i. Town of Jackson did approve the budget on June 16.
- ii. Adopted budget includes Van Pool service
- iii. Adopted Budget includes summer peak hour service expansion to the Village
- iv. Did not include “bell time” service on Town Shuttle
- v. Did not include all day expansion of winter service to Village to improve capacity
- vi. Given financial situation facing Town and County, he is pleased with results
- vii. Budget does include Supplemental Supervisor position
- viii. Bonus structure now includes bonus for returning seasonal driver. Also includes referral bonus for seasonal driver who brings another driver.
- ix. Budget did not include “mini-BUILD grant consultant”
- x. Many line items with low budget spend are in the area of vehicle maintenance. It has been addressed in FY26 budget to better reflect fleet age.
- xi. Elected officials discussed 6 replacement buses. Final result was 2 hybrid and 4 clean diesel, which is the original START Board recommendation
- xii. We have been notified by WYDOT that our 5311 Grant for operations/maintenance/administration was approved for \$4.9 million dollars. It is on a reimbursement basis, we have to incur the expense to receive the funds.
- xiii. Eisen said the JH News and Guide says the County approved budget on Tuesday, but are still working on addressing the deficit. They have until August to finalize mill levy

4. START Bus May 2025 Financial Report – Bruce Abel

- i. Major expenditure under budget is in Vehicle Maintenance. It was addressed in new budget by adjusting downward
- ii. Supervisor overtime was addressed in new budget with lead driver/supervisor position, which is now being called Supplemental Supervisor.
- iii. Grand Targhee is a timing issue.
- iv. Capital recap, included replacement of radios. This project is complete.
- v. ADA van purchase contract has been signed. Scheduled for receipt in September timeframe.
- vi. Continue to work on bus stop improvement project
- 1. We’ve completed the inventory to capture information about condition of the various stops.

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7/15/2025

2. We have unmet, ongoing maintenance. Plan to sequester funds for deferred maintenance before making new improvements.
3. Eisen asked if this list is comprehensive for immediate deferred maintenance needs
 - i. Abel—yes. We put our heads together with Charlotte and Miles to determine which issues to review. Want to take care of most immediate needs.

4. Vehicle acquisition

- i. We have given final notice to proceed to MCI
- ii. We anticipate receiving new buses in just under a year
- iii. We will replace 2 MCI coaches that are 16 and 18 years old currently
- iv. Last step was reapproval to purchase through the Washington State bus co-op.
- v. We will now begin the initial steps for the new Gillig buses
 1. Grant contract language is under review due to changes in federal administration

5. Capital Update – Bruce Abel

6. Technology Update – Bruce Abel

- i. Transit Signal Priority
 1. We had a meeting with WYDOT earlier this week
 2. He is skeptical about their willingness to participate
 3. WYDOT executive team did not say No, but they are having another internal meeting about it
 4. There is a timeliness aspect. The County Commissioners want to remove the bike path over the Pass element from the BUILD grant and move those revenue to other projects
 5. FTA does not want grant altered piecemeal. If we are going to remove elements we should do it all at once. Submit one request.
- ii. We are still working with Masabi on issues with Stored Value Wallet accounts
- iii. We hope to have JHMR full-time employees enrolled in partner portal by end of summer

7. Transit Development Plan Update – Bruce Abel

- i. We have many balls in the air.
- ii. We provided comment to first phase of public outreach from spring
- iii. We have their first set of alternatives. Will provide feedback soon
- iv. Summer survey will be July 1 to 31
- v. August 13 we will have public outreach at the People's Market
- vi. Survey has gone through a second review for Spanish
- vii. Has discussed with Susan Scarlata to have survey distributed to Voices JH
 1. County's contract has expired so can't use it.
- viii. We have funding for peak hour service to the Village, but we are understaffed
 1. We have been able to back-up the morning bus and are seeing high ridership
 2. We are not backing up the 5:10 pm departing the Village because ridership levels have not been high. We anticipate it might be necessary after July 4
 3. We are continuing to recruit more drivers and have 2 new drivers in training.
 4. Eisen asked about how drivers feel about traffic volume
 5. Abel—this year Memorial Day was early. Yellowstone set a record for May visits, GTNP had second best May attendance
 6. Pitts there are lines on Broadway. Typical patterns, but a little earlier. Ridership is slightly up from last June, but nothing significant. Traffic is up in town.

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

- ## VII. ADJOURNMENT (4:17 pm)

TIME AND PLACE FOR NEXT MEETING.

Next meeting: Thursday, July 24, 2025 from 3:30 pm to 5:00 pm – County Commissioner’s Chambers

Please click the link below to join the webinar:

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

Webinar ID: 818 3521 4832 / Passcode: 83001

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

Ty Hoath, Secretary Date

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STAFF Report

Meeting Date:	July 24, 2025	Meeting Title:	Regular Meeting
Submitting Department:	START	Presenter:	Bruce Abel, Transit Director
Agenda Item:	Authorize Purchase of New Gillig 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 Gillig, LLC (Gillig) to purchase four (4) 40-foot Heavy-duty clean diesel low-floor transit buses and two (2) 40-foot heavy duty Allison Egan Flex Low Floor transit buses ("Agreement").

Requested Action.

Staff requests Board approval for START to enter into an Agreement with Gillig, LLC for a total price not to exceed \$4,950,000.

Recommendation.

Staff recommend that the Board approve the Agreement.

Background

START secured 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.

Teton County/START also secured Federal Transit Administration (FTA) funding through the Better Utilizing Investments to Leverage Development (BUILD) grant program to fund the acquisition of diesel electric hybrid buses to be used in the provision of START services. This funding flows through Teton County's BUILD project.

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

START's adopted FY26 budget includes the purchase of four (4) Gillig clean diesel transit buses to replace four (4) older diesel transit buses that have reached the end of their useful age and/or mileage. These vehicles will be purchased utilizing a WYDOT/ FTA section 5339 grant. START's adopted FY 26 budget also includes the purchase of two (2) hybrid electric buses to replace two (2) older diesel buses that have also reached the end of their useful life age and/or mileage. These buses will be funded through Teton County's BUILD grant.

START's procurement consultant has initiated the FTA required independent cost estimate process for these coaches as well as the pre-award Buy America audits. This contract effectuates both the four-bus clean diesel bus purchase and the two-bus hybrid electric bus purchase. The price of a clean diesel transit bus will not exceed \$700,000 per bus, and the price of a hybrid transit bus price will not exceed \$1.075 million per bus. The total cost of this procurement will not exceed \$4,950,000. These prices are potentially subject to adjustment in the case of significant cost increases due to the possible imposition of tariffs on good imported into United States.

Financial Impact

Sufficient funds are available in the adopted FY25 START budget to fund the purchase of these buses at a price not to exceed \$700,000 per clean diesel transit bus and \$1,075,000 per hybrid electric transit bus. The total cost of this bus acquisition project will not exceed \$4,950,000.

Attachment

Bus Purchase Agreement Between Southern Teton Area Rapid Transit and Gillig, LLC

Suggested Motion

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

Prepared by

Bruce Abel, Transit Director

BUS PURCHASE AGREEMENT BETWEEN SOUTHERN TETON AREA RAPID TRANSIT AND GILLIG, LLC

This Bus Purchase Agreement Between Southern Teton Area Rapid Transit and Gillig LLC. ("**Agreement**") is made by and between Southern Teton Area Rapid Transit ("**START**"), and Gillig , LLC. ("**Contractor**").

WHEREAS, START desires to purchase transit buses 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 and Price Variances dated May 20,2025 for four (4) 40' Heavy-duty clean diesel low-floor transit buses;
- b. Contractor's Quote and Price Variances dated May 20,2025 for two (2) 40' Heavy-duty Allison Egen Flex Low Floor transit buses;
- c. Contract and Specifications No. RFP #2020-06719-01 of the Washington State Department of Enterprise Services, Olympia, Washington;
- d. Requirements of the Federal Transit Administration; and
- e. General Conditions of START.

2. BUS COST

Contractor agrees to provide START four (4) 40' Heavy-duty clean diesel low-floor transit buses and two (2) 40' Heavy-duty Allison Egen Flex Low Floor transit buses at the following individual rates and total cost:

- a. Cost not to exceed \$700,000 for each 40-foot heavy-duty clean diesel low-floor transit bus;
- b. Cost not to exceed \$1,075,000 for each 40' Heavy-duty Allison Egen Flex Low Floor transit bus;
- c. Cost not to exceed \$4,950,000 in total for all six (6) transit buses;
- d. These prices are subject to possible adjustment to reflect substantial increases in cost that might arise due to the imposition of tariffs on goods imported into the United States. Such adjustments in cost shall be mutually agreed to in writing and signed by both parties prior to the beginning of the actual bus manufacturing process and the entry of the buses onto the assembly line.

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. The cost of such training, if any, shall be mutually agreed upon by START and Gillig 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, 2028 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:

CONTRACTOR:

By: _____

By: _____

Title: LizAnn Eisen Board Chair

Title: _____

ATTEST:

By: _____

Title: _____



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Memorandum

To: START Board of Directors
From: Bruce Abel, Transit Director
Date: July 24, 2025
RE: June 2025 monthly recap

Ridership- June 2025 START system ridership was down approximately 3.0 % as compared to June of 2024. This is the first time since the end of the COVID pandemic that monthly START ridership did not exhibit an increase in month over same month prior year ridership. Calendar year-to-date START ridership continues to be up. Calendar 2025 year-to-date ridership is up approximately 2.3% as compared to the first six (6) months of 2025.

Ridership on the Town Shuttle and Teton Village services continue to account for much of the YTD ridership increase. Teton Village June ridership exhibited a 4.0% decline in ridership compared to June 2024. However, Teton Village 2025 YTD ridership increased by 5.9% compared to the first 6 months of 2024. Town Shuttle ridership also decreased in June 2025 compared to June of 2024 (-1.1%). However, Town Shuttle ridership increased 5.3% in the first 6 months of 2025 versus the first 6 months of 2024. Star Valley commuter ridership was down compared to last June and continues to be down through the first 6 months of 2025 versus the first 6 months of 2024. Teton Valley commuter ridership in June was up 26.7% compared to last June. YTD ridership on Teton Valley routes is up approximately 20.5% compared to the first 6 months of 2024.

START-on-Demand- Ridership on START-on-Demand (SOD) East Jackson continues to experience a loss of ridership as ridership in June 2025 decreased approximately 10.6% when compared to June of 2024. Year-to-date ridership on SOD is down approximately 11.3% compared to the first 6 months of 2024.. SOD did operate at approximately 8.1 passengers per hour for the month of June 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 did improve to 10 minutes in June which is a positive. 79% of trips had a wait time of 15 minutes or less in June and 90 % of trips had wait time of 20 minutes or less. 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 remains a concern and is a topic of conversation with Downtowner LLC, the contractor that operates START-on-Demand for START.

SOD has been serving 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. The Library 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 this summer. 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 2025spring 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. 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.

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 June 2025 represents financial transactions for the entirety of FY 25, absent final adjustments to "accrue" certain expenses to comply with FTA financial reporting requirements. I will refer to this financial report as "first close" so that we are able to distinguish this year-end financial recap with future financial recaps that include yet-to-be-made year-end adjustments.

Overall, START spent approximately 80.5% of the administrative budget and approximately 82.6 of the operations budget in FY 25. This translates to approximately 82.2% of the overall budget as our first close financial recap indicates expenditures of \$8,720,011.08 versus a budget of \$10,612,462.00.

Approximately 47.4% of the overall variance can be explained by salary and wage related expenses coming in under budget. Underspending in the Administrative area accounted for approximately 5.5% of the overall "savings". These savings are primarily due to the fact that the Service Planning and Marketing position was not filled until March. Operating "savings" in the salary and wage arena accounted for 41.9 % of overall savings and are still being analyzed as we did provide all of the planned services other than periodic service challenges caused by staffing shortages. These sporadic challenges

caused minimal reductions in Town Shuttle service delivery. Even with these challenges, START managed to provide occasional “back-up” service to Teton Village to address overcrowding in the a.m. peak hours experienced in the early summer. We continue to provide this service to Teton Village in the new budget year as the FY 26 budget provides funding for the planned provision of this service.

Another approximately 21.8% of the START budget “savings” were due to Fleet Maintenance Shop expense coming in under budget. This appears to be primarily due to the fact that the Fleet Shop FY 25 budget submittal did not account for the relatively low age of the START fleet. This issue was discussed and addressed in the FY26 budget process

Another approximately 15% of START’s budget “savings” was due to timing of START payments to Grand Targhee to support the operation of the Grand Targhee Resort (GTR) shuttle and an error made during the budget process. The GTR shuttle expense line item reflects reimbursement payments to GTR for the expense that GTR incurs in providing the shuttle and as such these payments occur several months after GTR incurs the expense. Also, I budgeted for 2 years of expense because the Idaho Transportation Department (ITD) grant that supports the GTR operation is a 2 year grant I did not adjust the 2 year number to reflect one year’s expectations when the budget was prepared.

The above mentioned budget variances account for approximately 84% of START’s budget savings. Other minor contributors to “savings” in START expenditures in FY 25 include “savings” in: Professional services, START-on-Demand and Software as a Service (SaaS). Professional Services underspend is due in part to the timing of payments to the consultant for the TDP and timing of payments for the procurement consultant. Funding for the continuing activities of the TDP was reappropriated in the FY 26 budget as was funding for the procurement consultant. Both activities are well underway

START did not incur any meaningful capital expense in FY 25. Major elements of the FY 25 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 provided an inventory of existing stops and current conditions to the START Board at the June 26 meeting and are meeting with Town Public Works staff and RTPS staff regarding potential improvements.

The START Board engaged HNTB to assist START through the vehicle acquisition process and we are essentially complete with the acquisition process for the two (2) new over-the-road buses. 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 activities. Staff issued the final Notice to Proceed (NTP) on June 24, 2025. New buses should be delivered in March or April of 2026.

We have received updated price quotes from Gillig for both the purchase of Hybrid electric transit buses and clean diesel transit buses. START/Teton County has secured FTA approval to convert the purchase of two (2) BUILD grant funded battery electric buses to purchase two (2) hybrid electric buses instead. The latest price for a hybrid electric bus is \$1.1M each. The approved FY26 budget includes this latest pricing. Staff has worked with WYDOT to amend the WYDOT grant to purchase four (4) clean diesel buses that now cost \$700,000 per bus. The grant contract for this amendment continues to be 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) continues to be a challenge and is the subject of discussion at START's upcoming Board meeting and the Town of Jackson August 18 Town Council meeting. Staff continues to have challenges with 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. Town and County staff, along with the BUILD consultants have held numerous internal conversations regarding this issue. Staff also discussed this project with WYDOT Executive leadership on June 24. The BUILD consultant team has also held several conversations with WYDOT personnel. Funding for TSP was NOT included in START's approved FY26 budget and staff is of the opinion that it is appropriate to request removal of this project component from the BUILD grant at this time. Staff is suggesting instead that we undertake WYDOT required Consolidated Operations Plan (ConOps) studies and pursue future capital grants to fund TSP if the ConOps plan shows potential benefit to START bus operations and presents information that will lead to WYDOT approval to implement TSP.

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

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 received budget 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. We currently have two (2) new drivers in training and anticipate providing additional service to the Village in the next several weeks.

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 August 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. START and Airport staff attended the July TTB Board meeting and discussed the results of the winter 24/25 service. TTB, Airport and START staff will reconvene during the last week of July to continue conversations regarding the winter 25/26 season.

Technology update- (No change) 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. Activities completed to date include:

- held the first Project Advisory Committee (PAC) meetings and Stakeholder meetings,
- conducted general public intercept interviews and the implementation of the winter season rider/community survey. 781 completed surveys were received versus a target of 500.
- TMD provided draft of the first project deliverable, the Existing Conditions report,
- Staff provided feedback to Existing conditions draft
- TMD delivered the draft report regarding the results of the public survey and public outreach efforts conducted during March and April,
- Staff provided feedback on the draft public outreach report,
- Staff has recently received initial concepts for alternative transit service designs from TMD and has provided initial feedback regarding initial service design concepts. Additional concepts have been received and are under review,
- Summer survey went live July 1, 2025 and will remain open through the end of July
- TMD staff will be in town the week of August 11 to seek public feedback on draft service alternatives

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



STAFF Report

Meeting Date:	July 24, 2025	Meeting Title:	Regular Meeting
Submitting Department:	START	Presenter:	Bruce Abel, Transit Director
Agenda Item:	Endorsement of TSP staff report	Public Comment:	Yes

Purpose & Policy Considerations.

To review the proposed Wyoming Department of Transportation (WYDOT) conditions of installation and operations of Component 2 of the TMCI BUILD Grant (Transit Signal Prioritization) and determine if the potential benefit of the Transit Signal Prioritization (TSP) project provides an acceptable return on investment that factors in the cost of both the near term capital investment as well as long term required operations and maintenance staff time and budget commitments. Also to consider endorsement of the drafted staff report recommending removal of this project component from the BUILD grant.

Requested Action.

Consider whether or not the potential benefits of the Transit Signal Priority (TSP) project currently included in the TCMI BUILD grant provide an acceptable return on investment to merit the continued inclusion of the TSP project in the BUILD grant. Consider endorsement of draft staff report recommending removal of TSP from the BUILD grant.

Recommendation.

Staff recommends that the Board endorse the attached staff report to Jackson Town Council recommending removal of Component 2, TSP from the BUILD grant.

Background

Teton County, Wyoming is the direct recipient of a federal BUILD (Better Utilizing Investments to Leverage Development) transportation grant from the U.S. Department of Transportation for the Teton Mobility Corridor Improvements (TMCI) project. The TMCI project comprises 13 components in the Greater Yellowstone Region of Idaho and Wyoming, spanning over 30 miles from Driggs, ID to Jackson, WY through the Teton Mountain range along the WY-22/ID-33 transportation corridor. The Town of Jackson/ START, the City of Driggs, Teton County, Idaho, and the Idaho Transportation Department are sub-recipients of the BUILD Grant funds.

START, as a sub-recipient to the BUILD grant, is responsible for the administration and implementation of the TSP project. The TSP system operates by transmitting a signal from an on-board unit contained within a bus to devices installed within WYDOT's traffic signal controller cabinet. TSP modifies normal traffic signal operations to reduce delay for the transit vehicle by providing green light priority, thus, giving buses priority at signalized intersections.

The TSP project is projected to improve transit service reliability between the proposed Stilson Transit Center and the Town of Jackson. Research conducted at the time of the BUILD grant application indicated the system could attract up to an additional 85,000 boardings (rides) per year. Although the BUILD grant explicitly prohibits funding for emergency vehicle installation, the system itself would be compatible with any future emergency vehicle initiative.

As planned, the TSP system would consist of hardware, software, and on-board unit (buses) installation for:

- Up to 12 signalized intersections
- Approximately 36 buses

The BUILD team, including START and the TSP consultants, has coordinated with the WYDOT regarding the partnership and collaboration required for this project to be installed at the existing WYDOT traffic signals in the greater Jackson area. WYDOT has required the development of two main administrative documents. One document is a Cooperative Agreement between START/Town of Jackson and WYDOT which articulates the roles, responsibilities, and requirements of each entity. The other required document is a Concept of Operations Plan

which details how and when the TSP operates and estimates additional passenger vehicle delay at each intersection.

WYDOT has expressed considerable concern over the impacts the TSP system would have on passenger vehicles. Green extensions and early greens for buses may delay cross-street traffic or vehicles waiting at red lights. WYDOT has noted that they receive numerous complaints from the traveling public about delay or wait times at these signals regularly during the peak seasons of travel and during peak hours of the day.

Following multiple rounds of conversations with WYDOT, the following section synthesizes and summarizes the current state of the previously mentioned agreements:

1. **Cooperative Agreement** – This agreement memorializes the roles, responsibilities, and requirements of both parties, START and WYDOT. Currently, three articles of the agreement are of concern to START:

- *“Retain an engineering consultant licensed or registered in the state of Wyoming specializing in traffic signal timing and transit prioritization”*
 - This long-term retainage of a consultant firm for the life of the project requires involvement to monitor, report, study, and coordinate for the life of the TSP implementation, which will incur unknown budgetary costs.
- *“Long term maintenance and operations”*
 - WYDOT requires that START employ and/or contract with a qualified signal technician to perform routine maintenance, emergency timing updates, and traffic impact timing assessments in coordination with WYDOT for at least a 5-year period of system use. In addition, financial management for WYDOT payments related to any signal cabinet maintenance or activities agreed upon in the Cooperative Agreement for payment to WYDOT must be tracked and processed. At this time, START does not have a contractual mechanism to manage this long-term obligation.
- *“Termination of Agreement”*
 - With 30 days’ notice, WYDOT can terminate the Cooperative Agreement and disconnect the TSP system from use if WYDOT finds the delays or level of service unacceptable.
 - Potential Ramification to START – The Federal Transit Administration (FTA) requires that all U.S. Department of Transportation funded projects be in service for the useful life agreed upon for the respective project. In the case of TSP, the useful life is 5 years. If for any reason, whether it be WYDOT disengagement of the system or if the TSP system is removed from service, the FTA would require START to engage the U.S. Department of Transportation and request a disposition as to the ramifications, which can be up to and including the repayment of federal funds by START to the FTA based on a depreciated value analysis.

2. **Concept of Operations Plan (Con-Ops)** – This document provides an analysis of the implementation of the TSP system. WYDOT will review the results of this plan to determine how and when the TSP can be implemented at individual intersection locations. Currently, there is no agreed upon performance metric that would either permit or prohibit the installation at any of the 12 intersection locations. The Concept of Operations Plan would require approximately 3-4 months to complete.

WYDOT has verbally expressed they would be willing to allow for the installation of the TSP equipment as stated in the grant application, however, WYDOT would not allow the system to operate until the Concept of Operations Plan is complete and operational performance measures are agreed upon.

Time is of the essence for the implementation of all BUILD grant project components. Direction is needed to either continue expending professional services dollars to develop the Concept of Operations Plan or cease activities and request removal of the TSP project from the BUILD grant, including a request to redistribute the federal funds to other BUILD projects. Time is also of the essence in that Teton County staff is pursuing the removal of the Teton Pass Trail from the BUILD grant and FTA staff has suggested that any/all such requests to remove project

components from the BUILD grant be packaged as a single request, thus necessitating a decision on the TSP project.

Possible Alternatives.

Alternative 1: Proceed with the TSP system installation without assurance that WYDOT would permit activation of the system at any or all of the signals for signal prioritization.

Alternative 2: Reduce the number of intersections the TSP is installed at in order to allow for budget to align with scope. The benefit and effectiveness of the system will not be fully realized, but this can be considered a phased approach. A request to the FTA would be required for this revised grant agreement language. While this approach has been discussed with the FTA, this approach also carries the risk that WYDOT may not permit implementation of TSP at any signals prior to the completion of the Concept of Operations Plan.

Note: For purposes of the Federal Transit Administration, the TSP system has a 5-year useful life, however there is no mandatory service life of the system.

Fiscal Impact.

- The original “all-in” cost estimate for the TSP project was \$763,020: \$225,833 of BUILD grant funds, and \$537,187 of local match (shared between Teton County and the Town of Jackson at 54% - 46% respectively).
- The current “all-in” cost estimate for the TSP program is \$920,000. With \$225,833 of BUILD funds, and \$694,167 of local match (shared between Teton County and the Town of Jackson at 54% - 46% respectively).
- WYDOT payments from START – The Cooperative Agreement conditions state that START will pay WYDOT for any maintenance on TSP equipment installed on WYDOT maintained traffic signal infrastructure, design reviews, construction oversight, and indirect costs. This cost is unknown at this time.
- Contractual retainage of an engineering consultant for the life of the TSP system has unknown, long term funding needs until the Cooperative Agreement is agreed upon and executed.

Note: “All-in” cost estimates include professional services, vendor equipment purchases, construction management, and equipment installation. This does not include long-term/on-going START obligations.

Staff Impact.

There are two levels of staff impact as articulated below:

1. Short term involvement – START will be involved with contract management, consultant coordination, internal staff collaboration, and general guidance through contract procurement, installation, implementation, and project close-out
2. Long term maintenance and operations – WYDOT requires that START employ and/or contract with a qualified engineer/ signal technician to perform routine maintenance, emergency timing updates, and traffic impact timing assessments in coordination with the WYDOT for at least the 5-year period of service life of the system. In addition, financial management for WYDOT payments related to any signal cabinet maintenance or activities agreed upon in the Cooperative Agreement for payment to the WYDOT must be tracked and processed.

Attachments or Links.

August 18, 2025 Staff Report for Jackson Town Council

Suggested Motion

I move to endorse the attached staff report to Jackson Town Council recommending that a request be made to FTA to remove the TSP project for the BUILD grant including a request to reallocate federal funds associated with TSP to other components of the BUILD grant, and

I move to request that the Town of Jackson and Teton County Wyoming allocate funds to perform the WYDOT required Concept of Operations (ConOps) plan for future consideration of Transit Signal Priority in the Jackson/Teton County area, and

I move to direct staff to apply for a future Federal Transit Administration capital grant for the implementation of Transit Signal Priority if the Concept of Operations Plan indicates improved efficiency for transit operations and secures WYDOT approval.

Prepared by

Bruce Abel, Transit Director

STAFF REPORT



Meeting Date:	August 18, 2025	Meeting Title:	Regular
Submitting Department:	START	Presenter:	Bruce Abel
Agenda Item:	Consideration of the Possible Removal of the Transit Signal Priority Project from the BUILD Grant	Public Comment:	Yes

Purpose & Policy Considerations.

To review the proposed Wyoming Department of Transportation (WYDOT) conditions of installation and operations of Component 2 of the TMCI (Teton Mobility Corridor Improvements) BUILD Grant and determine if the potential benefit of the Transit Signal Prioritization (TSP) project provides an acceptable return on investment that factors in the cost of both the near term capital investment as well as long term required operations and maintenance staff time and budget commitments.

Requested Action.

Staff requests that the Council consider whether the potential benefits of the TSP project currently included in the BUILD grant merit the continued inclusion of the TSP project in the BUILD grant program.

Recommendations.

Staff recommends that:

1. The Council consider requesting removal of the TSP project from the BUILD grant.
2. The Council make a request to Teton County for removal of the TSP project from the BUILD grant including a request to reallocate the federal funds associated with the TSP project to other components of the BUILD grant program.
3. The Council consider reallocation of a portion of the local match allocated to the TSP project to perform the Concept of Operations Plan outlined below.
4. The Council consider application for a future Federal Transit Administration capital grant for the implementation of the TSP if the Concept of Operations Plan indicates improved efficiencies for transit operations and secures WYDOT approval for implementation of TSP.

Background.

Teton County, Wyoming is the direct recipient of a federal BUILD (Better Utilizing Investments to Leverage Development) transportation grant from the U.S. Department of Transportation for the Teton Mobility Corridor Improvements (TMCI) project. The TMCI project comprises 13 components in the Greater Yellowstone Region of Idaho and Wyoming, spanning over 30 miles from Driggs, ID to Jackson, WY through the Teton Mountain range along the WY-22/ID-33 transportation corridor. The Town of Jackson/ START, the City of Driggs, Teton County, Idaho, and the Idaho Transportation Department are sub-recipients of the BUILD Grant funds.

START, as a sub-recipient to the BUILD grant, is responsible for the administration and implementation of the TSP project. The TSP system operates by transmitting a signal from an on-board unit contained within a bus to devices installed within WYDOT's traffic signal controller cabinet. TSP modifies normal traffic signal operations to reduce delay for the transit vehicle by providing green light priority, thus, giving buses priority at signalized intersections.

The TSP project is projected to improve transit service reliability between the proposed Stilson Transit Center and the Town of Jackson. Research conducted at the time of the BUILD grant application indicated the system could attract up to an additional 85,000 boardings (rides) per year. Although the BUILD grant explicitly prohibits funding for emergency vehicle installation, the system itself would be compatible with any future emergency vehicle initiative.

As planned, the TSP system would consist of hardware, software, and on-board unit (buses) installation for:

- Up to 12 signalized intersections
- Approximately 36 buses

The BUILD team, including START, has coordinated with the WYDOT regarding the partnership and collaboration required for this project to be installed at the existing WYDOT traffic signals in the greater Jackson area. WYDOT has required the development of two main administrative documents. One document is a Cooperative Agreement between START/Town of Jackson and WYDOT which articulates the roles, responsibilities, and requirements of each entity. The other required document is a Concept of Operations Plan which details how and when the TSP operates and estimates additional passenger vehicle delay at each intersection.

Analysis & Key Policy Questions.

WYDOT has expressed considerable concern over the impacts the TSP system would have on passenger vehicles. Green extensions and early greens for buses may delay cross-street traffic or vehicles waiting at red lights. WYDOT has noted that they receive numerous complaints from the traveling public about delay or wait times at these signals regularly during the peak seasons of travel and during peak hours of the day.

Following multiple rounds of conversations with WYDOT, the following section synthesizes and summarizes the current state of the previously mentioned agreements:

- 1) **Cooperative Agreement** – This agreement memorializes the roles, responsibilities, and requirements of both parties, START and WYDOT. Currently, three articles of the agreement are of concern to START:
 - *“Retain an engineering consultant licensed or registered in the state of Wyoming specializing in traffic signal timing and transit prioritization”*
 - This long-term retainage of a consultant firm for the life of the project requires involvement to monitor, report, study, and coordinate for the life of the TSP implementation, which will incur unknown budgetary costs.
 - *“Long term maintenance and operations”*
 - WYDOT requires that START employ and/or contract with a qualified signal technician to perform routine maintenance, emergency timing updates, and traffic impact timing assessments in coordination with WYDOT for at least a 5-year period of system use. In addition, financial management for WYDOT payments related to any signal cabinet maintenance or activities agreed upon in the Cooperative Agreement for payment to WYDOT must be tracked and processed. At this time, START does not have a contractual mechanism to manage this long-term obligation.
 - *“Termination of Agreement”*
 - With 30 days’ notice, WYDOT can terminate the Cooperative Agreement and disconnect the TSP system from use if WYDOT finds the delays or level of service unacceptable.
 - Potential Ramification to START – The Federal Transit Administration (FTA) requires that all U.S. Department of Transportation funded projects be in service for the useful life agreed upon for the respective project. In the case of TSP, the useful life is 5 years. If for any reason, whether it be WYDOT disengagement of the system or if the TSP system is removed from service, the FTA would require START to engage the U.S. Department of Transportation and request a disposition as to the ramifications, which can be up to and including the repayment of federal funds by START to the FTA based on a depreciated value analysis.

- 2) Concept of Operations Plan (Con-Ops)** – This document provides an analysis of the implementation of the TSP system. WYDOT will review the results of this plan to determine how and when the TSP can be implemented at individual intersection locations. Currently, there is no agreed upon performance metric that would either permit or prohibit the installation at any of the 12 intersection locations. The Concept of Operations Plan would require approximately 3-4 months to complete.

WYDOT has verbally expressed they would be willing to allow for the installation of the TSP equipment as stated in the grant application, however, WYDOT would not allow the system to operate until the Concept of Operations Plan is complete and operational performance measures are agreed upon.

Time is of the essence for the implementation of all BUILD grant project components. Direction is needed to either continue expending professional services dollars to develop the Concept of Operations Plan or cease activities and request removal of the TSP project from the BUILD grant, including a request to redistribute the federal funds to other BUILD projects. Time is also of the essence in that Teton County staff is pursuing the removal of the Teton Pass Trail from the BUILD grant and FTA staff has suggested that any/all such requests to remove project components from the BUILD grant be packaged as a single request, thus necessitating a decision on the TSP project.

Possible Alternatives.

Alternative 1: Proceed with the TSP system installation without assurance that WYDOT would permit activation of the system at any or all of the signals for signal prioritization.

Alternative 2: Reduce the number of intersections the TSP is installed at in order to allow for budget to align with scope. The benefit and effectiveness of the system will not be fully realized, but this can be considered a phased approach. A request to the FTA would be required for this revised grant agreement language. While this approach has been discussed with the FTA, this approach also carries the risk that WYDOT may not permit implementation of TSP at any signals prior to the completion of the Concept of Operations Plan.

Note: For purposes of the Federal Transit Administration, the TSP system has a 5-year useful life, however there is no mandatory service life of the system.

Comprehensive Plan & Priority Alignment.

- Chapter 2. Climate Sustainability
 - Principle 2.1 – Reduce consumption of non-renewable energy
 - Policy 2.1.d – Allow and encourage onsite renewable energy generation
 - Principle 2.3 – Reduce greenhouse gas emissions through transportation
 - Policy 2.3.a – Meet future transportation demand through the use of alternative modes
 - Policy 2.3.b – create a safe, efficient, interconnected multimodal transportation network
 - Principle 2.4.a – Increase energy efficiency in buildings
 - Policy 2.4.a – Construct energy efficient buildings
- Chapter 7. Multimodal Transportation
 - Principle 7.1 – Meet future transportation demand with walk, bike, carpool, transit, and micro mobility infrastructure
 - Policy 7.1.c – Interconnect all modes of transportation
 - Principle 7.2 – Reduce greenhouse gases from vehicles to below 2012 levels

Fiscal Impact.

- The original “all-in” cost estimate for the TSP project was \$763,020: \$225,833 of BUILD grant funds, and \$537,187 of local match (shared between Teton County and the Town of Jackson at 54% - 46% respectively).

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Note: “**All-in**” cost estimates include professional services, vendor equipment purchases, construction management, and equipment installation. This does not include long-term/on-going START obligations.

Staff Impact.

There are two levels of staff impact as articulated below:

1. Short term involvement – START will be involved with contract management, consultant coordination, internal staff collaboration, and general guidance through contract procurement, installation, implementation, and project close-out
2. Long term maintenance and operations – WYDOT requires that START employ and/or contract with a qualified engineer/ signal technician to perform routine maintenance, emergency timing updates, and traffic impact timing assessments in coordination with the WYDOT for at least the 5-year period of service life of the system. In addition, financial management for WYDOT payments related to any signal cabinet maintenance or activities agreed upon in the Cooperative Agreement for payment to the WYDOT must be tracked and processed.

Attachments or Links.

N/A

Suggested Motion.

Motion 1

I move to request that Town staff be directed to ask Teton County submit a request to FTA to remove the TSP project from the BUILD grant including a request to reallocate the federal funds associated with the TSP project to other components of the BUILD grant program.

Motion 2

I move to reallocate a portion of the local match allocated to the Transit Signal Prioritization project to perform the Concept of Operations Plan.

Motion 3

I move to direct staff to apply for a future Federal Transit Administration capital grant for the implementation of the Transit Signal Prioritization project if the Concept of Operations Plan indicates improved efficiencies for transit operations and secures WYDOT approval for the project.



START Ridership Report

START Regular Board Meeting July 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 July 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	36,868	9,174	2,025	2,343	-	496	8,599	59,505		59,505	2,583	5%
June	37,773	16,545	2,015	2,493	-	409	12,229	71,464	1,162	72,626	(2,201)	-3%
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	217,373	264,200	13,654	15,497	6,474	2,583	85,541	605,322	30,981	636,303	(430,238)	-42%

Summary Tables:

Monthly Total - June Data ONLY:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Annual Total:
2018	48,549	17,599	2,815	2,547	-	436	-	-	71,946
2019	45,211	16,765	2,285	2,682	-	518	-	-	67,461
2020	12,345	2,276	1,426	1,250	-	301	-	-	17,598
2021	17,143	9,446	2,100	1,827	-	550	-	-	31,066
2022	27,176	14,083	2,308	2,097	-	493	-	-	46,157
2023	33,304	17,151	2,150	2,408	-	452	12,605	765	68,835
2024	38,183	17,234	2,160	1,969	-	433	13,686	1,312	74,977
2025	37,773	16,545	2,015	2,493	-	409	12,229	1,162	72,626

Monthly Comparisons for Each Service Type - June Data ONLY:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Monthly Variance:
2018 - 2019	(3,338)	(834)	(530)	135	-	82	-	-	(4,485)
	-6.88% ▼	-4.74% ▼	-18.83% ▼	5.30% ▲	0.00% ▲	18.81% ▲	0.00% ▲	0.00% ▲	-6.23% ▼
2019 - 2020	(32,866)	(14,489)	(859)	(1,432)	-	(217)	-	-	(49,863)
	-72.69% ▼	-86.42% ▼	-37.59% ▼	-53.39% ▼	0.00% ▲	-41.89% ▼	0.00% ▲	0.00% ▲	-73.91% ▼
2020 - 2021	4,798	7,170	674	577	-	249	-	-	13,468
	38.87% ▲	315.03% ▲	47.27% ▲	46.16% ▲	0.00% ▲	82.72% ▲	0.00% ▲	0.00% ▲	76.53% ▲
2021 - 2022	10,033	4,637	208	270	-	(57)	-	-	15,091
	58.53% ▲	49.09% ▲	9.90% ▲	14.78% ▲	0.00% ▲	-10.36% ▼	0.00% ▲	0.00% ▲	48.58% ▲
2022 - 2023	6,128	3,068	(158)	311	-	(41)	12,605	765	22,678
	18.40% ▲	17.89% ▲	-7.35% ▼	12.92% ▲	0.00% ▲	-9.07% ▼	100.00% ▲	100.00% ▲	32.95% ▲
2023 - 2024	4,879	83	10	(439)	-	(19)	1,081	547	6,142
	12.78% ▲	0.48% ▲	0.46% ▲	-22.30% ▼	#DIV/0!	-4.39% ▼	7.90% ▲	41.69% ▲	8.19% ▲
2024-2025	(410)	(689)	(145)	524	-	(24)	(1,457)	(150)	(2,351)
	-1.09% ▼	-4.16% ▼	-7.20% ▼	21.02% ▲	#DIV/0!	-5.87% ▼	-11.91% ▼	-12.91% ▼	-3.24% ▼

YTD Totals for January through June Data:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	YTD Total:
2018	231,109	338,426	16,761	17,566	-	2,837	-	-	606,699
2019	224,404	361,336	16,141	17,568	-	2,861	-	-	622,310
2020	136,484	265,888	11,934	11,995	-	2,234	-	-	428,535
2021	84,124	147,268	11,985	10,841	-	2,586	-	-	256,804
2022	128,795	212,727	13,343	11,847	-	3,007	66,224	-	435,943
2023	168,388	199,198	13,527	14,025	-	2,896	100,407	27,377	525,818
2024	206,375	249,522	15,770	12,857	7,729	2,806	96,408	29,304	620,771
2025	217,373	264,200	13,654	15,497	6,474	2,583	85,541	30,981	636,303

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

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Annual Variance:
2018 - 2019	(6,705)	22,910	(620)	2	-	24	-	-	15,611
	-2.90% ▼	6.77% ▲	-3.70% ▼	0.01% ▲		0.85% ▲			2.57% ▲
2019 - 2020	(87,920)	(95,448)	(4,207)	(5,573)	-	(627)	-	-	(193,775)
	-39.18% ▼	-26.42% ▼	-26.06% ▼	-31.72% ▼		-21.92% ▼			-31.14% ▼
2020 - 2021	(52,360)	(118,620)	51	(1,154)	-	352	-	-	(171,731)
	-38.36% ▼	-44.61% ▼	0.43% ▲	-9.62% ▼		15.76% ▲	100.00% ▲		-40.07% ▼
2021 - 2022	44,671	65,459	1,358	1,006	-	421	66,224	-	179,139
	53.10% ▲	44.45% ▲	11.33% ▲	9.28% ▲		16.28% ▲	#DIV/0!		69.76% ▲
2022 - 2023	39,593	(13,529)	184	2,178	-	(111)	34,183	27,377	89,875
	30.74% ▲	-6.36% ▼	1.38% ▲	18.38% ▲	0.00% ▲	-3.69% ▼	51.62% ▲	0.00% ▲	20.62% ▲
2023 - 2024	37,987	50,324	2,243	(1,168)	7,729	(90)	(3,999)	1,927	94,953
	18.41% ▲	20.17% ▲	14.22% ▲	-9.08% ▼	100.00% ▲	-3.21% ▼	-4.15% ▼	6.58% ▲	15.30% ▲
2024-2025	10,998	14,678	(2,116)	2,640	(1,255)	(223)	(10,867)	1,677	15,532
	5.06% ▲	5.56% ▲	-15.50% ▼	17.04% ▲	-19.39% ▼	-8.63% ▼	-12.70% ▼	5.41% ▲	2.44% ▲

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	2,582.83	6 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	2,275.67	6 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	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	14	28	
	TV2 - 402	25	20	
	TV3 - 403	21	12	
Star Valley		AM	PM	
June	SV1 - 301	13	25	
	SV2 - 302	21	17	
	SV3 - 303	19	7	

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	2,582.83	6 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	2,275.67	6 months

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

June 2025

Rides: 9,522 / 420,352

Passengers (unlinked passenger trips): 12,229 / 572,165

Vehicle revenue hours: 1,516 / 59,861

Total vehicle hours: 1,752 / 67,283

Vehicle revenue miles: 13,143 / 533,485

Total vehicle miles: 14,636 / 578,360

Passenger miles: 11,923 / 500,231

Unique rider accounts (month / year to date): 1,096 / 3,392

Passengers per revenue hour: 8.1 / 9.6

Percent of rides shared: 42%

Average wait time: 10 minutes

Average ride time: 6 minutes

Average ride length: 1.0 miles

Average experience rating: 4.9 out of 5

Wheelchair rides: 7

No shows: 186

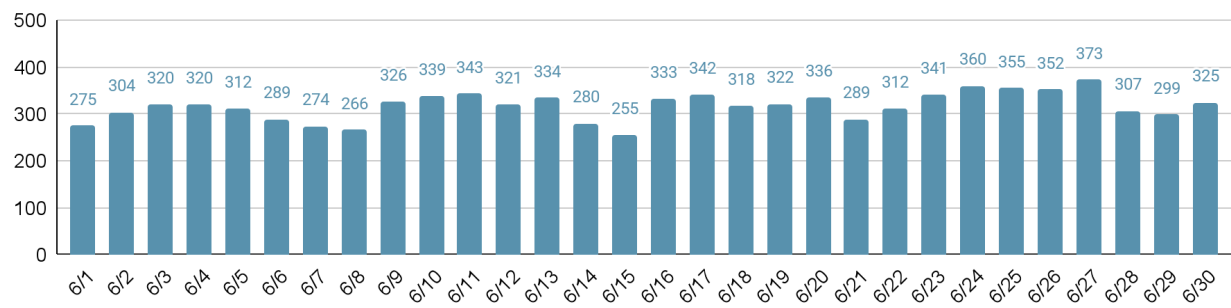
Percent of rides more than 5 min late to pickup: 9%

(month to date / all time)

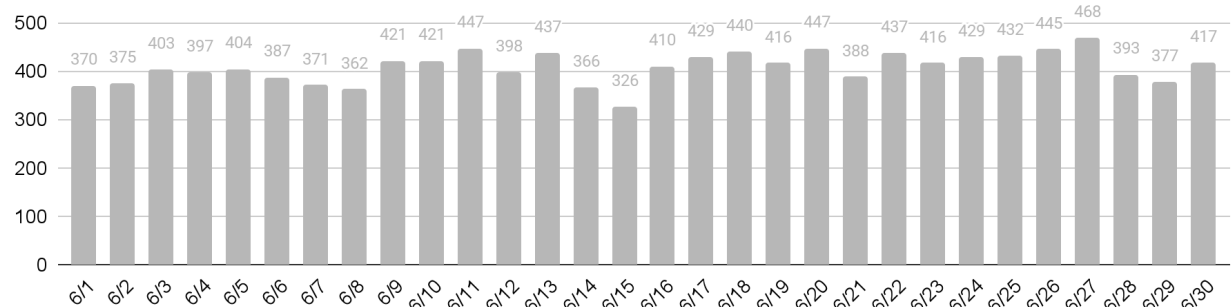
Passengers to/from the library: 364

Passengers to/from START: 34

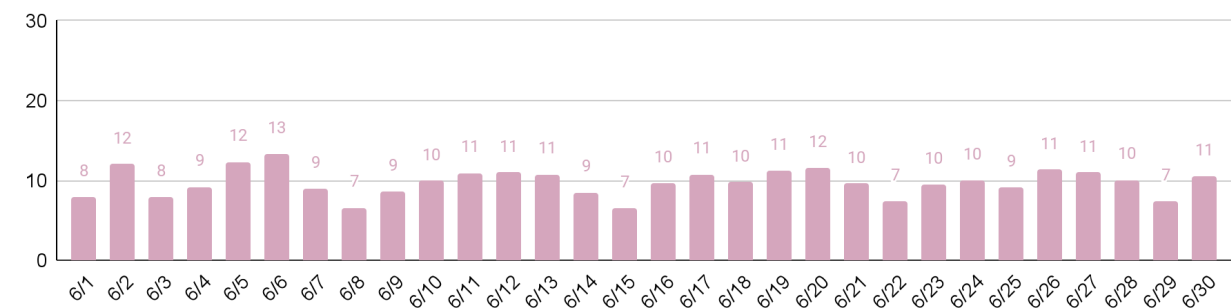
Rides



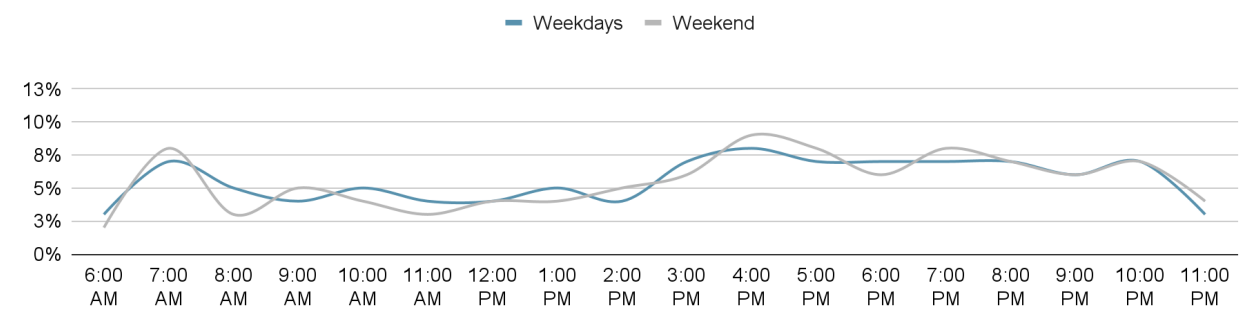
Passengers



Average Wait time



Pickups by Hour



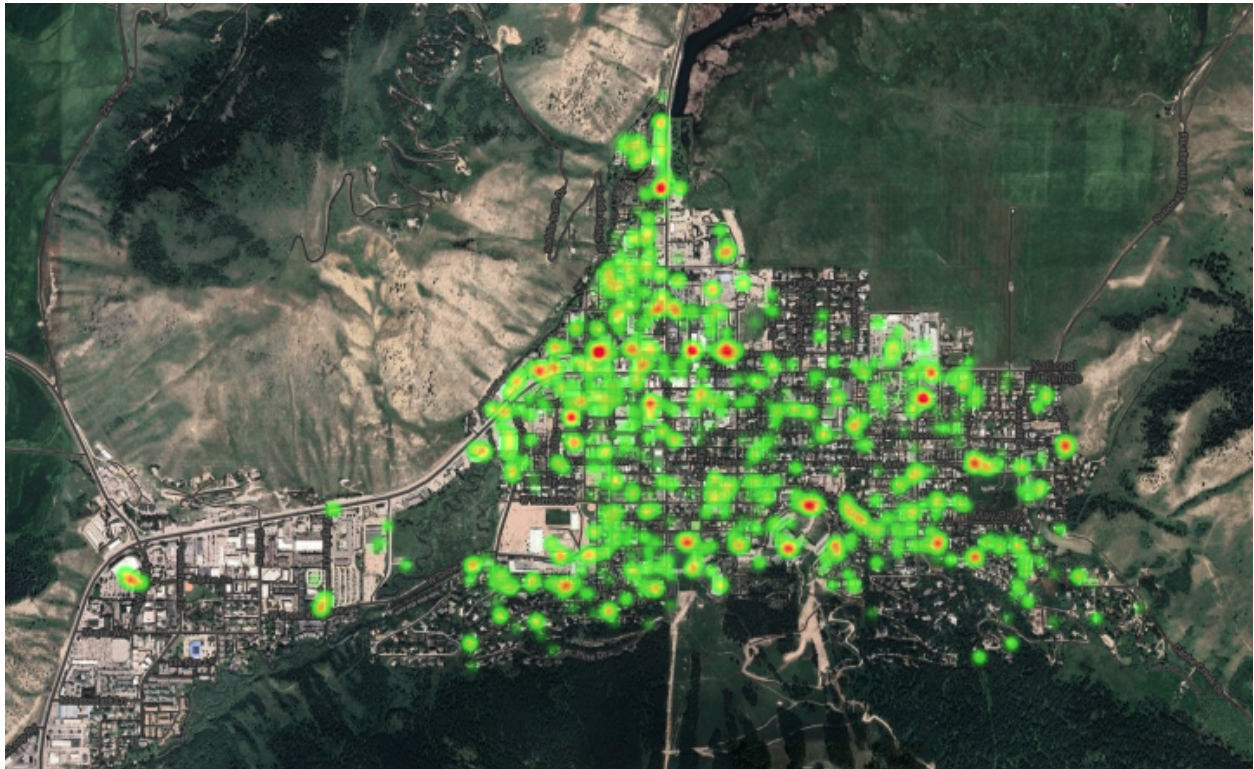
Wait Time Distribution

- 0 - 5 min: 29%
- 5 - 10 min: 31%
- 10 - 15 min: 19%
- 15 - 20 min: 11%
- 20 - 25 min: 5%
- 25 - 30 min: 2%
- 30+ min: 2%

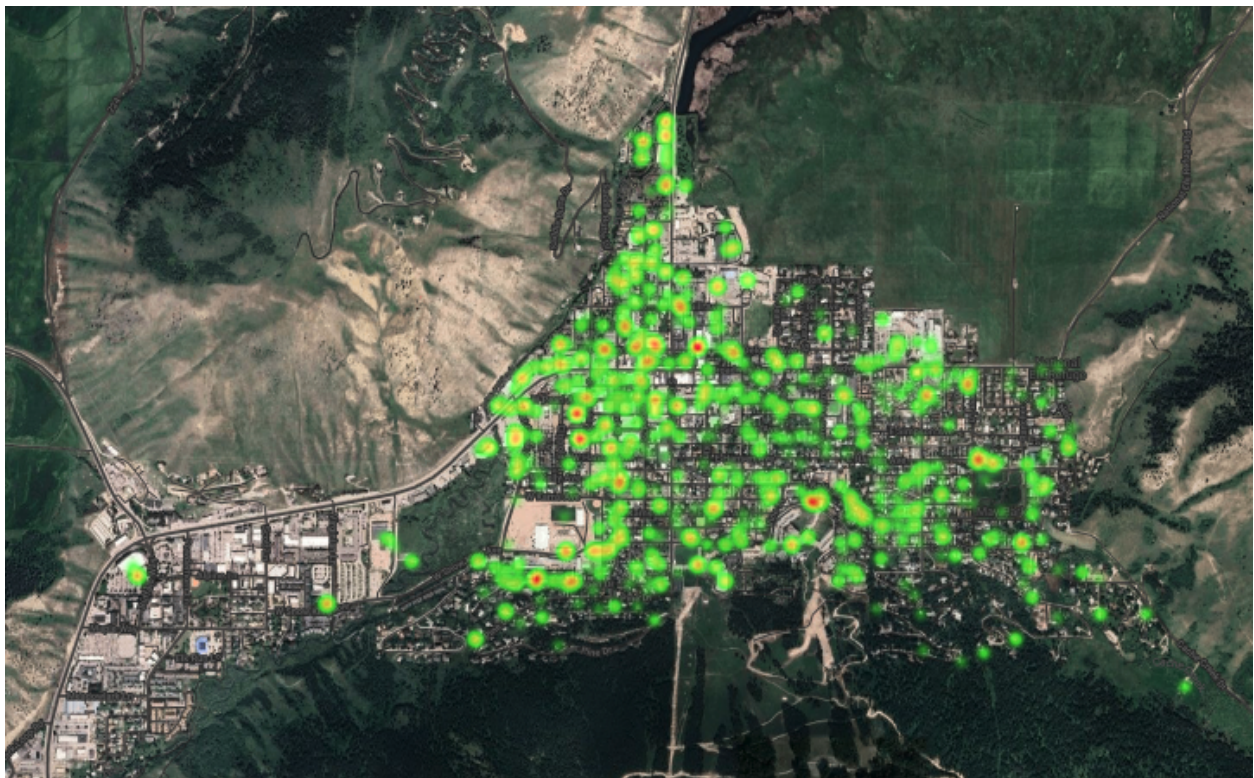
Passenger Distribution

- 1 Passenger Request: 80%
- 2 Passenger Request: 15%
- 3 Passenger Request: 3%
- 4 Passenger Request: 2%

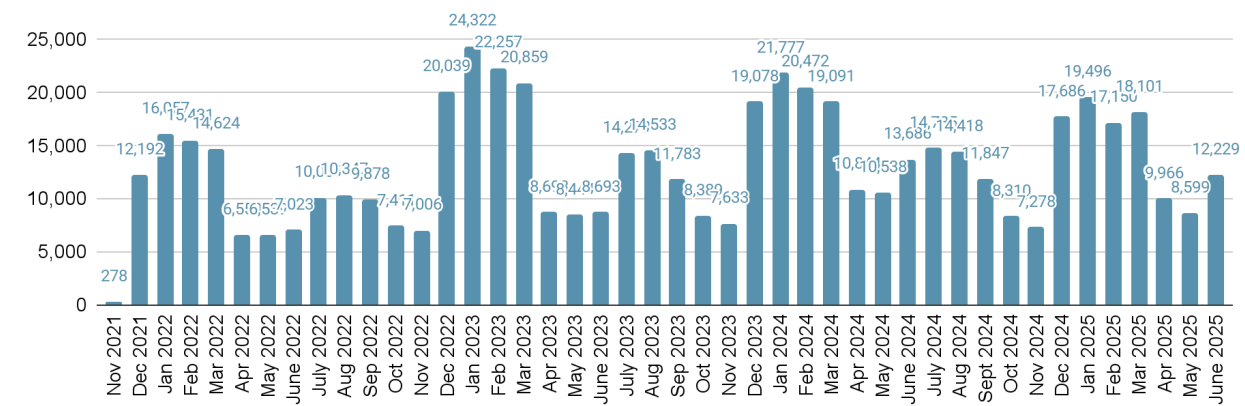
Pickups Heat Map



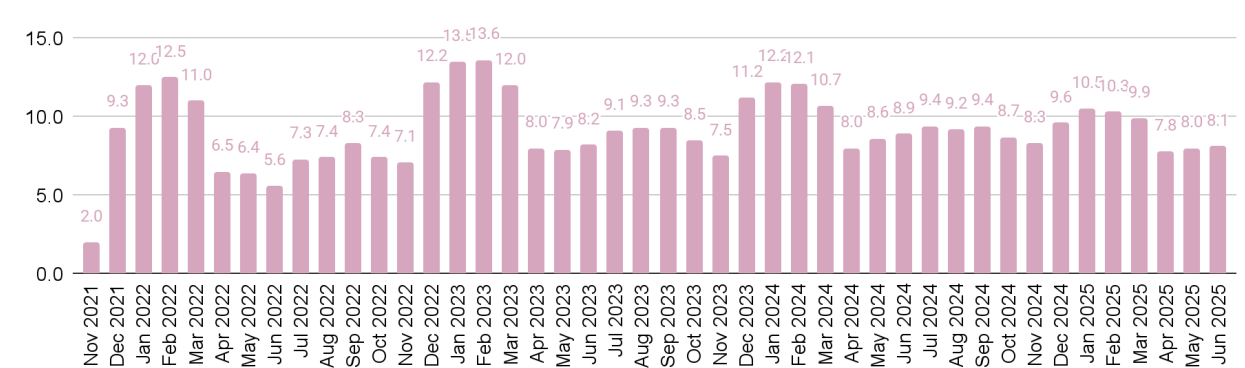
Dropoffs Heat Map



All Time - Passengers



All Time - Passengers / Revenue Hour



Town of Jackson, Wyoming
START Bus System

Monthly Financial Report

for the month of

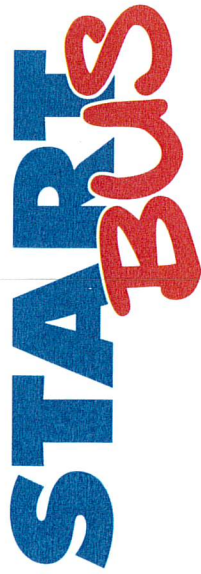
6/30/2025

month

12

100.000%

	Period Actual	Period Budget (div by 12)	Period Variance	YTD Actual	YTD Budget	YTD Variance	%	Total Budget	Budget remaining	%
Revenues:										
Intergovernmental	\$ 1,082,716.00	\$ 1,082,042.83	\$ 673.17	\$ 5,009,629.76	\$ 12,984,514.00	\$ (7,974,884.24)	38.582%	\$ 12,984,514.00	\$ 7,974,884.24	38.582%
Charges for Service	142,094.65	\$ 173,921.67	\$ (31,827.02)	2,377,332.04	\$ 2,087,060.00	\$ 290,272.04	113.908%	\$ 2,087,060.00	\$ (290,272.04)	113.908%
Miscellaneous	8469.1	\$ 21,178.33	\$ (12,709.23)	254,053.15	\$ 254,140.00	\$ (86.85)	99.966%	\$ 254,140.00	\$ 86.85	99.966%
subtotal	\$ 1,233,279.75	\$ 1,277,142.83	\$ (43,863.08)	\$ 7,641,014.95	\$ 15,325,714.00	\$ (7,684,699.05)	49.857%	\$ 15,325,714.00	\$ 7,684,699.05	49.857%
transfers in	93506.83	\$ 127,147.67	\$ (33,640.84)	1,154,766.58	\$ 1,525,772.00	\$ (371,005.42)	75.684%	\$ 1,525,772.00	\$ 371,005.42	75.684%
Total	\$ 1,326,786.58	\$ 1,404,290.50	\$ (77,503.92)	\$ 8,795,781.53	\$ 16,851,486.00	\$ (8,055,704.47)	52.196%	\$ 16,851,486.00	\$ 8,055,704.47	52.196%
									-	
									-	
Expenditures									-	
Administration	\$ 163,228.17	\$ 179,303.08	\$ (16,074.91)	\$ 1,731,580.01	\$ 2,151,637.00	\$ (420,056.99)	80.477%	\$ 2,151,637.00	\$ 420,056.99	80.477%
Operations	730,693.45	\$ 705,068.75	\$ 25,624.70	6,988,431.37	\$ 8,460,825.00	\$ (1,472,393.63)	82.598%	8,460,825.00	1,472,393.63	82.598%
subtotal	\$ 893,921.62	\$ 884,371.83	\$ 9,549.79	\$ 8,720,011.38	\$ 10,612,462.00	\$ (1,892,450.62)	82.168%	\$ 10,612,462.00	\$ 1,892,450.62	82.168%
Capital outlay	\$ -	\$ 621,731.67	\$ (621,731.67)	\$ 92,359.65	\$ 7,460,780.00	\$ (7,368,420.35)	1.238%	\$ 7,460,780.00	\$ 7,368,420.35	1.238%
Subtotal (cume)	\$ 893,921.62	\$ 1,506,103.50	\$ (612,181.88)	\$ 8,812,371.03	\$ 18,073,242.00	\$ (9,260,870.97)	48.759%	\$ 18,073,242.00	\$ 17,179,320.38	48.759%
Transfers out	\$ -	\$ 13,748.92	\$ (13,748.92)	\$ 133,386.00	\$ 164,987.00	\$ (31,601.00)	80.846%	\$ 164,987.00	\$ 31,601.00	80.846%
Total (cume)	\$ 893,921.62	\$ 1,519,852.42	\$ (625,930.80)	\$ 8,945,757.03	\$ 18,238,229.00	\$ 9,292,471.97	49.049%	\$ 18,238,229.00	\$ 9,292,471.97	49.049%
Net Revenue over Expenditures	\$ 432,864.96	\$ (115,561.92)	\$ 548,426.88	\$ (149,975.50)	\$ (1,386,743.00)	\$ (17,348,176.44)	10.815%	\$ (1,386,743.00)	\$ (1,236,767.50)	10.815%



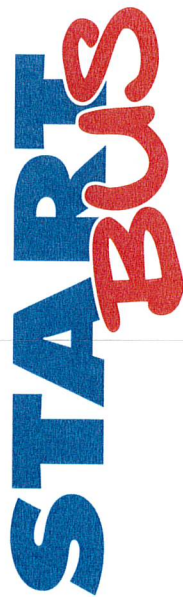
Mission: We transport people. START safely provides the greater Jackson Hole community with convenient transportation

On-Time Performance

YEAR to Date

Percentage of actual arrival times that are between zero minutes early and five minutes late at designated points along transit routes.

2023	On Time Performance	2024	On Time Performance	2025	On Time Performance
January	67%	January	74%	January	79%
February	63%	February	71%	February	78%
March	64%	March	68%	March	81%
April	71%	April	74%	April	78%
May	64%	May	77%	May	77%
June	67%	June	74%	June	71%
July	67%	July	71%		
August	71%	August	74%		
September	72%	September	76%		
October	68%	October	72%		
November	74%	November	76%		
December	78%	December	74%		
Yearly Total	69%	Yearly Total	72%		



Mission: We transport people. START safely provides the greater Jackson Hole community with convenient transportation that is affordable, service oriented and environmentally friendly, improving the quality of life in the region.

On-Time Performance

2nd Quarter of 2025

Percentage of actual arrival times that are between zero minutes early and five minutes late at designated points along transit routes.

2025

April

June

On Time Performance	
Star Valley	80%
Teton Valley	77%
Town Shuttle	79%
TV Local	78%
Express	79%
South	64%
Airport	85%

On Time Performance	
Star Valley	80%
Teton Valley	60%
Town Shuttle	74%
TV Local	71%

May

Star Valley	78%
Teton Valley	67%
Town Shuttle	79%
TV Local	67%

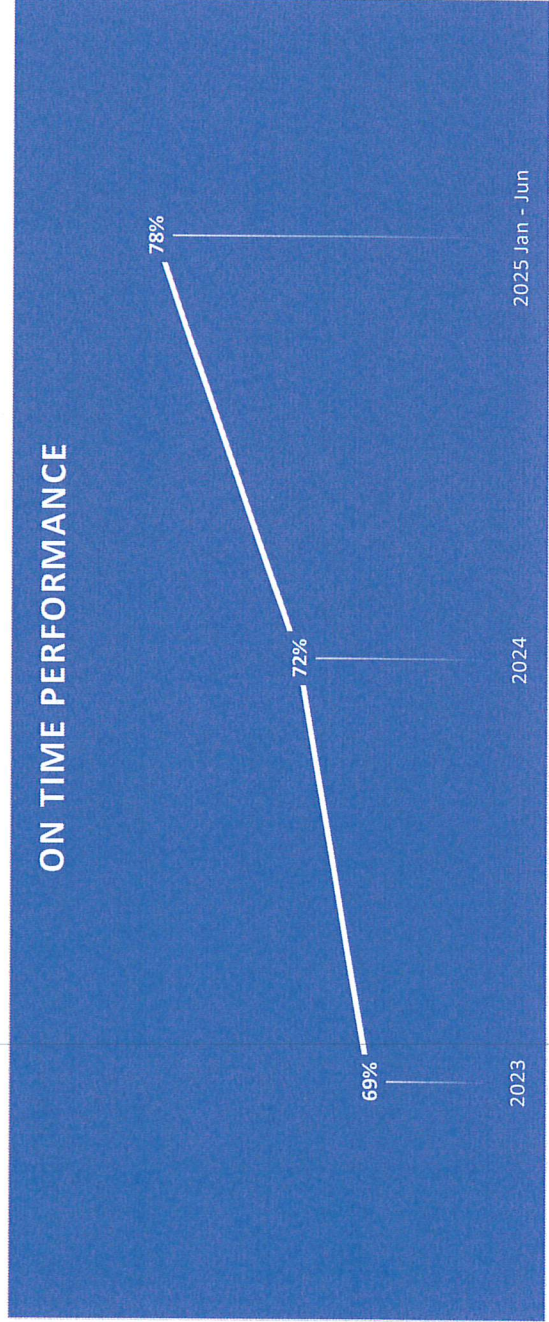


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On-Time Performance Year to Year

Percentage of actual arrival times that are between zero minutes early and five minutes late at designated points along transit routes.

Year:	On Time Performance
2023	69%
2024	72%
2025 Jan - Jun	78%





Total Complaints 2025

First Quarter			
January	Riders	137,318	Total Ridership
February	Riders	134,405	404,068
March	Riders	132,345	
TOTAL:			Total Complaints
			8
		SLE	START
		3	5
Total complaints per 10,000:		80,000	
Passenger per complaints:		0.19	

First Quarter 2024			
January	144,857	Total Ridership	
February	143,964	421,740	
March	132,919		
		Total Complaints	10
		SLE	START
		2	8
Total complaints per 10,000:		100,000	
Passenger per complaints:		0.23	

2nd Quarter 2025			
April	70,285	Total Ridership	
May	59,505	201,254	
June	71,464		
		Total Complaints	3
Total complaints per 10,000:		67,084	
Passenger per complaints:		0.15	

2nd Quarter 2024			
October	64,372	Total Ridership	
November	57,053	195,090	
December	73,655		
		Total Complaints	6
Total complaints per 10,000:		32,515	
Passenger per complaints:		0.3	

Total Comparisons 2025

January	2025
Total Riders:	137,318
Total Complaints:	1
SLE:	1
START:	0
Total complaints per 10,000 passengers:	10,000
Passengers per complaints:	0.07

February	
Total Riders:	134,405
Total Complaints:	3
SLE:	1
START:	2
Total complaints per 10,000 passengers:	30,000
Passengers per complaints:	0.22

March	
Total Riders:	132,345
Total Complaints:	4
SLE:	1
START:	3
Total complaints per 10,000 passengers:	80,000
Passengers per complaints:	0.19

April	2025
Total Riders:	70,285
Total Complaints:	0
SLE:	N/A
START:	0
Total complaints per 10,000 passengers:	10,000
Passengers per complaints:	0

May	
Total Riders:	59,505
Total Complaints:	2
SLE:	0
START:	2
Total complaints per 10,000 passengers:	20,000
Passengers per complaints:	0.34

June	
Total Riders:	71,464
Total Complaints:	1
SLE:	0
START:	1
Total complaints per 10,000 passengers:	67,084
Passengers per complaints:	0.15

JULY	
Total Riders:	
Total Complaints:	
START:	
Total complaints per 10,000 passengers:	
Passengers per complaints:	

AUGUST	
Total Riders:	
Total Complaints:	
START:	
Total complaints per 10,000 passengers:	
Passengers per complaints:	

SEPTEMBER	
Total Riders:	
Total Complaints:	
START:	
Total complaints per 10,000 passengers:	
Passengers per complaints:	

October	
Total Riders:	
Total Complaints:	
START:	
Total complaints per 10,000 passengers:	
Passengers per complaints:	

November	
Total Riders:	
Total Complaints:	
START:	
Total complaints per 10,000 passengers:	
Passengers per complaints:	

December	
Total Riders:	
Total Complaints:	
START:	
Total complaints per 10,000 passengers:	
Passengers per complaints:	



Quarterly Accident Totals 2025



Second Quarter 2025

Miles

April	71,283
May	51,024
June	50,255

Total Miles Driven	172,562
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Total Preventable	4
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Total Non-Preventable	1
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Miles Between preventable accidents	43,141
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April
May
June

2024

April	77,400
May	42,655
June	55,924

Total Miles Driven	175,989
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Total Preventable	2
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Total Non-Preventable	1
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Miles between preventable accidents	87,995
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April
May
June

2023

April	39,709
May	46,868
June	44,974

Total Miles Driven	131,551
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Total Preventable	2
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Total Non-Preventable	3
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Miles between preventable accidents	65,775
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April
May
June

2025 Second Quarter Comparisons

2025

2024

2023

APRIL	
Preventable	2
Non-Preventable	1
MAY	
Preventable	1
Non-Preventable	
JUNE	
Preventable	1
Non-Preventable	

APRIL	
Preventable	0
Non-Preventable	0

APRIL	
Preventable	2
Non-Preventable	3

MAY	
Preventable	1
Non-Preventable	1

MAY	
Preventable	0
Non-Preventable	0

JUNE	
Preventable	1
Non-Preventable	0

JUNE	
Preventable	3
Non-Preventable	1