

START Board Regular Meeting
October 23, 2025
3:30 PM - 5:00 PM
Teton County Commissioners Chambers

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.

I. ZOOM INFORMATION

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

Webinar ID: **818 3521 4832** Password: **83001**

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. Meeting Minutes
 - 1. September 25, 2025 Regular Meeting

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

- A. Director's Memo
- B. Transit Development Plan Update (Stuart Geltman and Anna Joos)
- C. Stilson Transit Center Construction Update (Johnny Ziem)
- D. Staff Highlights (Mike Toronto)
- E. 3rd Quarter Key Performance Indicators (Jason Pitts)
- F. START Bus September 2025 Ridership Report (Mike Toronto)
- G. START On-Demand (Mike Toronto)
 - 1. East Jackson Ridership September 2025
- H. START Bus September 2025 Financial Report (Mike Toronto)
- I. Capital Update (Mike Toronto)
 - 1. New ADA van arrived
- J. Service Update (Mike Toronto)
 - 1. Staffing Levels

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.

2. Bus Stop Improvements
3. On Demand Service
4. Van Pool

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. ADJOURN - (5:00)

NEXT MEETING INFORMATION

November 20, 2025 meeting is cancelled

Next meeting: Thursday, December 18, 2025 from 3:30 pm to 5:00 pm – County Commissioner’s Chambers (The December meeting is a week early because of the Christmas holiday)

Please click the link below to join the webinar:

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

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START Board Regular Monthly Meeting Agenda

September 25, 2025

3:30 PM – 4:30 PM

Hybrid – Teton County Commissioners Chambers & Zoom

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

A. Call to Order

- Vice-Chair Kritin Unruh called the meeting to order at 3:30 pm and requested a roll call.

B. Roll Call

- START Board: LizAnn Eisen– In-Person (Chair)(arrived 3:33 pm), Kristin Unruh – In-Person (Vice-Chair & Treasurer), Ty Hoath – In-person (Secretary), Julien Hass – Virtual, Meghan Quinn – Virtual, Will Roscoe – Virtual, Jared Smith – In-Person
- Liaisons: Wes Gardner – Absent (Teton County Liaison), Kevin Regan – Absent (Town of Jackson Liaison), Doug Self – Absent (Teton Valley Liaison)
- Staff: Mike Toronto – In-person (START Director), Jason Pitts – Absent (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 – In-person (Regional Transportation Planning Administrator)

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

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A. None

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

A. Approval of Minutes

1. August 28, 2025, Regular Meeting

B. Awarding of Contract for Winter Services and Request for Budget Amendment

1. Motion to accept the consent agenda as presented made by Jared Smith, seconded by Ty Hoath. All in favor. Motion passes unanimously.

V. DISCUSSION ITEMS AND/OR ACTION ITEMS (3:45-4:15)

A. DISCUSSION/ACTION ITEMS:

1. START Bus August 2025 Ridership Report – Mike Toronto

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10/17/2025

- i. August ridership down compared to last year. Year-to-date ridership is up. Ridership on Teton Village and Town Shuttle continue to be strong
 - ii. Star Valley Commuter dipped below 2,000 for the first time since last year
 - iii. Teton Valley Commuter increased compared to last August
- 2. START On-Demand – Mike Toronto
 - i. East Jackson Ridership August 2025
 - 1. He is impressed with ridership numbers, which are above industry standards
- 3. START Bus August 2025 Financial Report – Mike Toronto
 - i. Most of current expenses were due to recruiting
 - ii. We received funding agreements from WYDOT and ITD grants. These are the official contracts
- 4. Capital Update – Mike Toronto
 - i. Still waiting on delivery of new ADA vehicle. Expected in September, now mid-October.
 - ii. Vendor has applied logo and is conducting pre-delivery inspections
- 5. Fall Service Update – Mike Toronto
 - i. Commuter routes, we wrapped up data analysis from surveys.
 - ii. We are still evaluating adjusting times to arrive for a 9:00 am work start.
 - 1. This change might happen in the Spring
 - iii. Currently focusing on reliability. On-time performance is in 60% to 70% range. We added 5 minutes to beginning of each route to see how it impacts reliability
 - iv. Riders might be upset that the ride will take longer, but it is more reflective of reality
 - v. Making small, incremental changes during the short Fall season
 - vi. Hoath asked about causes of delays
 - 1. Coleman explained commuter on-time performance factors, including more vehicle traffic volume; more passengers increase load time.
 - 2. Adjusting the run time helps relieve stress from the drivers and provides more reliable service for riders
 - vii. There was a short press release about changes. Changes were also posted online
 - viii. Toronto—van pool coming on-line might change demand for 9:00 am commuter arrival
 - ix. Hoath—asked about sharing data with Transpiration Management Design working on the Transit Development Plan
 - 1. Coleman—his understanding was commuter was separate from in-town and Village service, so not included in TDP. He did his own on-board survey to both Valleys.
 - 2. Toronto will review TDP contract.
 - x. Received complaints about Fall Schedule format. We don't show every single stop. It is confusing people. We have added an explanation on the website and also on the individual schedules
 - 1. Timepoints are for reliability. Drivers would have to hold unnecessarily if they were running ahead. Listing only timepoints gives drivers chance to make up time as necessary while on-route.
 - 2. We are reviewing schedule format for Winter service
 - 3. Every stop is still listed in the Transit app
 - 4. Smith—asked about communication, English and Spanish, and is it on buses?
 - i. Toronto not sure about buses, but it is online. Will be more proactive with communication going forward.
- 6. Airport Shuttle Pilot Update – Mike Toronto
 - i. Hoping to see more ridership this year.
 - ii. Have adjusted times to better match with flight banks.

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10/17/2025

- iii. Increase frequency during the mid-day when there is more ridership and more flights
- iv. Bruce Abel is working with Snake River Roasting to provide free coffee coupons
- v. This is the last year of the 3 year pilot
- vi. Hass--asked about extending Airport Shuttle to end of winter April 16 or 17. The resort closes, but people are still working for a few days before leaving town.
 - 1. Toronto will discuss with partners at Airport and TTB. He will look into budget.
 - 2. Hoath—times are targeting people flying and not airport employees. Do we know why airport employees are not using shuttle?
 - i. Toronto—yes, he has been told airport employees drive
- 7. Transit Development Plan Update – Mike Toronto
 - i. Nothing new to report. They will attend the October 23rd meeting virtually.
 - ii. Unruh asked for materials in advance

VI. MATTERS FROM THE BOARD (4:15-4:30)

- A. Teton Valley Liaison Report – Doug Self -- absent
- B. Town Liaison Report – Kevin Regan -- absent
- C. County Report – Wes Gardner -- absent
- D. Star Valley Liaison Report – Vacant
- E. Matters from Board Members
 - 1. Hoath asked about updates on Stilson construction and what our operational plan is for the space.
 - i. Toronto—it is a County project being run by the Town. He believes next steps will be tenant lease agreement. He will ask Johnny Ziem from Public Works to attend next meeting
 - 2. Hass asked about discussing funding sources. Reduce reliance on State and Federal funding in favor of more local funding. Would like to see topic on a future agenda.
 - i. Hoath—asked if funding was a part of the TDP?
 - ii. Toronto is looking into alternate funding sources; additional grants
 - 3. Smith—regarding ridership and reduction in ridership. We've had past discussions of ramping up our advertising budget. Does not recall current advertising budget, but in previous years we have underspent it because there was not enough bandwidth. Would like to see it on a future agenda.
 - i. Toronto will investigate.
 - ii. Hoath asked Smith if there is a best-in-class practice format for resort areas. Smith pointed to weekly campaign for Airport Shuttle, suggested replicating for commuter service. In Smith's experience most transit agencies have a baseline advertising campaign. Smith pointed to Rocky Mountain region, Aspen, Vale, for ideas
 - iii. Hoath—his thinking was the Comp Plan. It needs to be revised. What would be our aspirational goal? A percentage of population using transportation, or a percentage of visitation? Smith – it is in ITP, which is 10 years old, our ridership should be double from where we are now.
 - iv. In Toronto's experience social media is a great venue for promoting transit.

VII. ADJOURNMENT (3:59 pm)

Motion to adjourn at 3:59 PM made by Unruh, seconded by Smith. All in favor.

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TIME AND PLACE FOR NEXT MEETING.

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Ann McClure Date
START Administrative Assistant (Minutes Editor)

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

Ty Hoath, Secretary Date

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Memorandum

To: START Board of Directors
From: Mike Toronto, Transit Director
Date: October 30, 2025
RE: September 2025 monthly recap

Staff Recognition

During the Fall shoulder season, Staff have experienced a shortage in bus drivers, and gaps in the supervisor schedule due to time off. Supervisors, Jason, Gail, and Operators have stepped up to fill in the gaps. They stayed longer on their shifts, worked extra days, and supported each other in a very commendable way. I am impressed with their level of dedication to our service, our customers, and our community.

Tate Coleman, who currently serves as our Transit Service Planner, is leaving START. Tate is returning to his home town of Great Barrington, MA to grow the service that he started. Tate was offered the position as Transit Director. Tate will be missed. We appreciate what he has done to improve our planning and schedule building and to catch us up on projects. Most recently, Tate has introduced an ARC GIS software which has the potential to greatly improve how Staff monitors and tracks reliability, customer comments, and accident trends.

Ridership

Overview and Highlights

Overall ridership Sept. 24' / Sept. 25'	68,515 / 64,773	Down 5%
Overall ridership Year to Date	820,038	Up .12%
Teton Village YTD	316,599	Up 3.68%
Town Shuttle YTD	325,913	Up .89%
ADA Ridership Sept. 24' / Sept. 25'	381/445	Up 16.22%
ADA Ridership YTD	3,891	Down 3.45%
On Demand Sept. 24' / Sept. 25'	11,847 / 11,186	Down 5.58%
On Demand YTD	124,448	Down 9.43%

Notable Ridership trends:

- Teton Valley Commuter ridership is up year over year and month over month. YTD Teton Valley is up 18.45%.
- Star Valley Commuter ridership is down year over year and month over month. YTD Star Valley ridership is down 11.27% (this downward trend started to occur before our timing changes).

START-on-Demand (SOD)

- Year-to-date ridership on SOD is down approximately 9.4%.
- SOD did operate at approximately 8.8 passengers per hour for the month of September and 9.5 passengers per hour since project inception.
- SOD average wait time increased from the previous month (11 Min.) to 14 Minutes. Staff will engage with Downtowner to review the cause of the increase.
- In September, 63% of trips had a wait time of 15 minutes or less (August was 75%) and 78% of trips had wait time of 20 minutes or less (August was 85%).
- To assist our On Demand provider, Staff is working with Town attorneys to provide On Demand employees with accommodation in the START facility. Currently, they work out of a trailer in the parking lot with no power or heat. This change will improve their morale and working conditions.

Financial Report

START is a quarter of the way through the fiscal year and has spent an aggregated 22% of the budget. During this time, START has spent 28% of the administrative budget and 21% of the Operating Budget. This is mainly due to the pre-payment of annual insurance premiums, recruitment (most of START's recruitment budget is spent in the summer and fall ramping up for winter service), and overtime in operations to cover open supervisor and operator shifts.

Capital Update

ADA Van – The ADA Van from Colorado West has arrived. We are currently inspecting it. The dealer was onsite on 10/21 to go through the vehicle with START Staff and to address any concerns or issues.

Request for Proposal (RFP) Update:

- Bus Stop Improvement RFP – Staff are completing work on the RFP for the bus stop improvements. Staff's goal is to have this RFP out by October 24th. We are waiting on design work from the Town's Communications Department and final approval from WYDOT.
- Bear Proof Trash Can RFP – The RFP closed on 10/10. Staff completed the review of proposals on 10/16. We are in the process of awarding the contract.
- On Demand RFP – Before the budget planning and setting process for the Town and County begins, Staff wants to put out for bid the RFP for On Demand Service. Staff's goal is to have the RFP out by mid-November. The contract with the current On Demand provider expires at the end of the 2026 calendar year. Getting the RFP out and selecting a vendor will greatly inform our budget requests for Fiscal year 2026-2027.
- Vanpool RFP – The Vanpool program, included in the FY26 budget, was put out to bid on 9/8. The Request for Proposals (RFP) period ended Monday, 10/13. One bid was received from

Commute with Enterprise. As of 10/15, staff is evaluating the bid with respect to program design, pricing, and guaranteed ride home program. Further update will be provided at the next board meeting.

Service Update

Staffing Levels

Regular Drivers	- 8 FT Commuters - 5 Regular Town Drivers - 17 Variable Hour Drivers <i>No vacancies (Two were recently filled). Staff would benefit from one additional driver to provide time off relief and retraining opportunities.</i>
Winter Seasonal Drivers	- 20 available positions - 20 offers made/pre-employment process
Administration	- 1 Service Planner vacancy
Supervisors	- 1 vacancy

Fall Service – Fall services began on September 29th. For Fall service, staff implemented a five (5) minute adjustment to the commuter routes to help with on-time performance (OTP). Staff is monitoring the commuter bus OTP; the trends show a positive change for Teton Valley Commuter and a negative change for the Star Valley Commuter. The KPI segment of the board meeting will provide more details.

Winter Contracted Services update (no update):

Winter Contracted Service Budget Amendment

In the 2026 FY approved budget, START budgeted \$385,000 for contracted winter service. The bid from SLE came in at \$411,000 – this is due to SLE changing their daily price from \$1,300 per day per bus to \$1,500 per day per bus. A budget amendment in the amount of \$36,000 (\$26,000 for the difference in budgeted vs contract amount, and \$10,000 to cover any unplanned variances in hours of service) will be required to fund the agreement with SLE. This budget amendment will be requested at the November 3, 2025, joint meeting with the Town and County.

Airport Shuttle Update – Staff recently met with the airport marketing and communications team and the Director of the Travel and Tourism Board. We discussed marketing opportunities and outreach to hotels. The service will launch on December 13th, and the kickoff event will be on December 20th. The stakeholders chose the 20th to better align with higher local ridership. The purpose of the event is to build awareness and interest in the service. Recently, Jackson Town Council directed Staff to promote and market the parking garage as a place where people can park and ride the shuttle to the airport. The price of the garage for overnight parking is still being decided.

Technology Update

No update

Projects Update

TDP Update - (no change) Transportation Management and Design (TMD) has been working on a Five (5) Year Strategic Transit Development Plan (TDP).

Deliverables update

- START has received - Existing conditions, service options, and fare options
- START Staff and Charlotte Frei have provided comment to TMD on fare options and service options
- Outstanding to be delivered this week – survey memo

Options survey – closed

Fares goals and objectives – START Staff provided direction and feedback on fare options, goals, and objectives for TMD to evaluate

TMD will be at the October 23 START Board meeting to provide an update and answer board member's questions. The Presentation will include:

- Reminder of overview of the project
- Where we are
- Service options and how we came to them (including additional options discussed)
- What we learned from the options outreach
- Network alternative concepts – no change, same resources, same service levels (expected 5 percent growth), ambition network (map would be an agreed network if available with different route levels of service)
- Fare goals and objectives and alternatives
- Next steps

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
Bruce Abel, START

Southern Teton Area Rapid Transit Strategic 5 Year TDP and Comprehensive Fare Study

START Board Update
October 23, 2025

START
BUS

PRESENTED BY:



Agenda

- Introductions
- Transit Development Plan: Status Update
- Guiding principles for service options
- Public transportation options
- Network alternatives
- Fare policy
- Next Steps

Recap: What is the Transit Development Plan (TDP)?

- A 5-year blueprint for START
- A longer-term vision for START and public transportation in the Jackson Hole region
- An analysis of all services
- A plan for service improvements
- Suggested new services
- 13-month study

Phase I: Fact Finding

- Goals and objectives
- Public engagement and stakeholder involvement
- Rider survey
- Market Analysis

Phase II: System Alternatives and Recommendations

- Development of a system plan that looks at reorienting services to better serve START passengers
- Outreach and engagement

Guiding Principles for Service Options

Analysis of existing
ridership and route
performance



Public engagement and
outreach comments

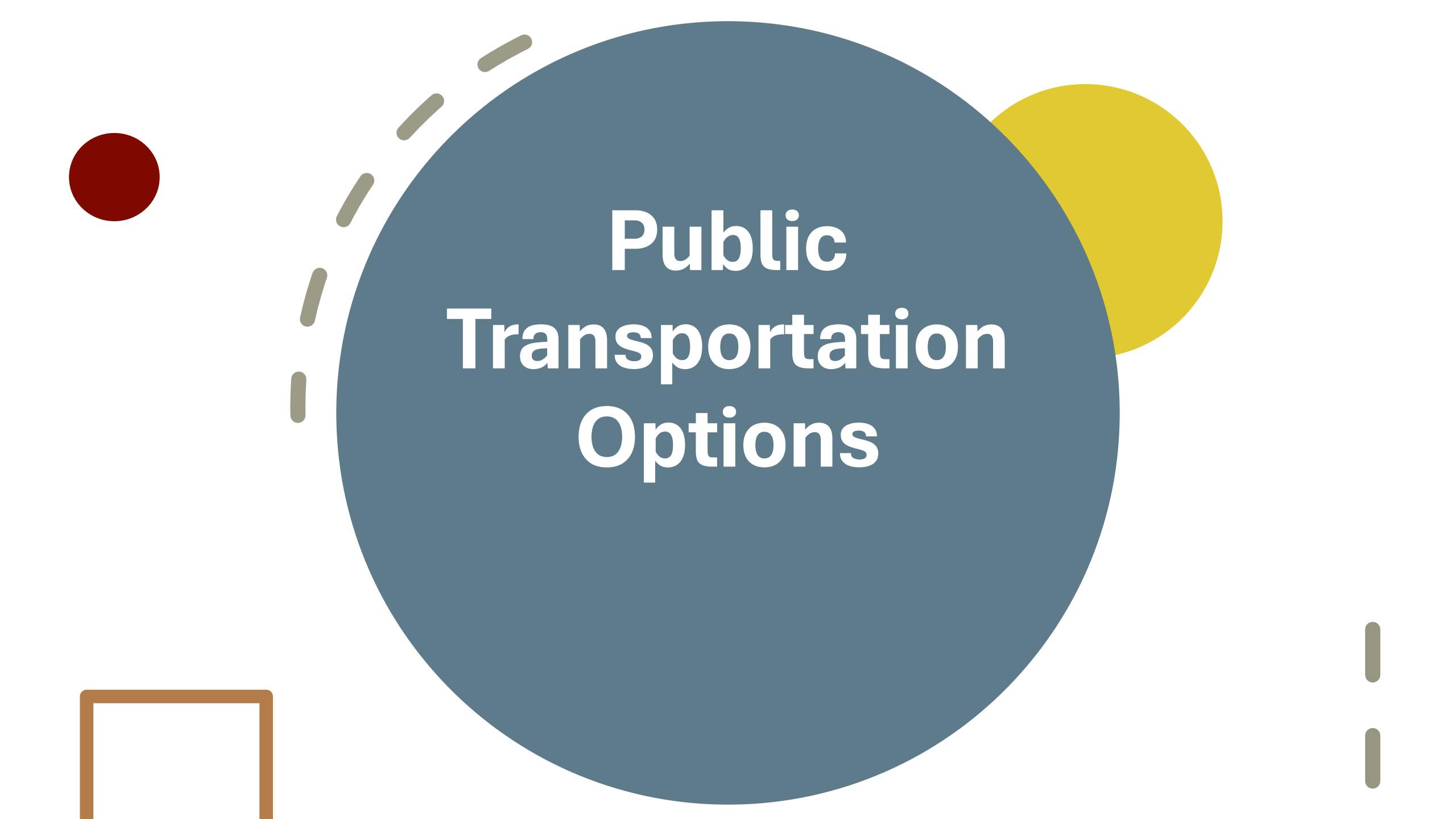


Guiding Principles &
Design Strategy



Service Options

- Match service levels with current ridership and mobility markets
- Provide direct connections within town & maintain regional access
- Ensure capacity for direct travel at high-demand travel times
- Prioritize the customer experience with service that provides convenience, accessibility, and reliability
- Maintain consistent core service to meet year-round demand
- Increase capacity during peak winter travel
- Plan within current operating resources & identify priorities for expansion with additional resources



Public Transportation Options

Service Concepts Overview by Market

Town Circulation	Provide consistent all-day, all-week access to key destinations throughout year. Expands access to frequent service with more direct rides within town. Coordinates with On-Demand service.
Teton Village – Town Connection	Streamline service to most important stops & improves frequency. New seasonal local extension for commuters.
Commuter	Maintain the same service throughout the year. No changes to routes or number of trips. Test new vanpool option.
Airport Travel	Operate during winter peak season. Scheduled to meet flight arrival and departure times. Eliminates trips when no flights are operating.
Expanded Coverage	Flexible mobility modes to respond to new demand. New South Park zone. Car share to connect seasonal workers with affordable housing. Bike share for first/last mile travel by residents, visitors, and seasonal workers.

Town Shuttle Key Findings

What we learned

- Most productive in system with 20.7 passenger boardings per hour
- Lowest subsidy per hour at \$5.74 per passenger
- Trips that serve the high school during bell times had the greatest number of boardings

What we heard

- Concerns about the Town Shuttle, particularly the lack of coverage in East Jackson and areas south of Pearl Street and connecting to the library on the Shuttle
- Desire for access to recreational opportunities along Snow King Ave
- Desire for connections between East Jackson and grocery stores in the western part of the town is a concern

Town Shuttle Options

- Two options presented to the public that provide more coverage in East Jackson
 - Option 1 – Out and back on the same street
 - Option 2 – Inbound trips circulate in East Jackson and Outbound trips travel Southbound on Millward Street
- Two additional options developed in response to better serve Pearl Street
 - Option 3 – Out and back on the same street
 - Option 4 – Inbound trips circulate in East Jackson and Outbound trips travel Southbound on Millward Street

Teton Village Key Findings

What we learned

- Teton Village Express and South only operate during the winter season
- Productivity (passenger boardings per hour):
 - Teton Village Local is 11.52
 - Teton Village Express is 20.5
 - Teton Village South is 8.8
- Teton Village routes subsidy per hour at \$8.17 per passenger

What we heard

- Consider driving time versus entire trip ride time for passengers when considering improvements, transfers introduce additional trip time making travel time less competitive
- Improved frequency is needed to create a cultural shift to transit
- The Local fills up with passengers going to the Village Road Transit Center so people who use the local going to Jackson are not able to access this route and have to wait an additional 45 minutes
- There is a lot of confusion regarding the AM and PM variations on the Teton Village Local and Express
- Village South route is underused

Teton Village Options

- Two options presented to the public that provide more coverage in East Jackson
 - Option 1:
 - Teton Village Local –Shortened route with East Jackson served on select trips.
 - Teton Village Express – no change
 - Teton Village South discontinued
 - Option 2 – Consolidated single Teton Village Route with bus stops on the Village Road.
- One additional option (Option 3) developed in response to better serve Pearl Street

Commuter and Airport Key Findings

What we learned

- Commuter routes operate all year while Airport route is winter only
- Productivity (passenger boardings per hour):
 - Star Valley Commuter is 9.6
 - Teton Valley Commuter is 8.9
 - Airport is 3.7
- Subsidy per boarding passenger:
 - Star Valley Commuter is \$12.14
 - Teton Valley Commuter is \$12.66
 - Airport is \$24.40

What we heard

- Limited commuter service is an issue, particularly during midday, evenings, and weekends
- Consider vanpools for commuter services
- Lack of parking along the Airport route makes it difficult for people to use; additional space is desired by customers for vehicle storage
- Airport ridership seems to be clustered around a few trips a day; there is an interest in year-round service
- Desire for year-round ADA service to the Airport

Commuter Service Concept: Vanpool

- Consider new vanpool program with agency-provided, member-driven vans
- Expansion of resources should add trips to commuter service – vanpool program can serve as market test for commuter services in terms of locations to serve and times to serve them

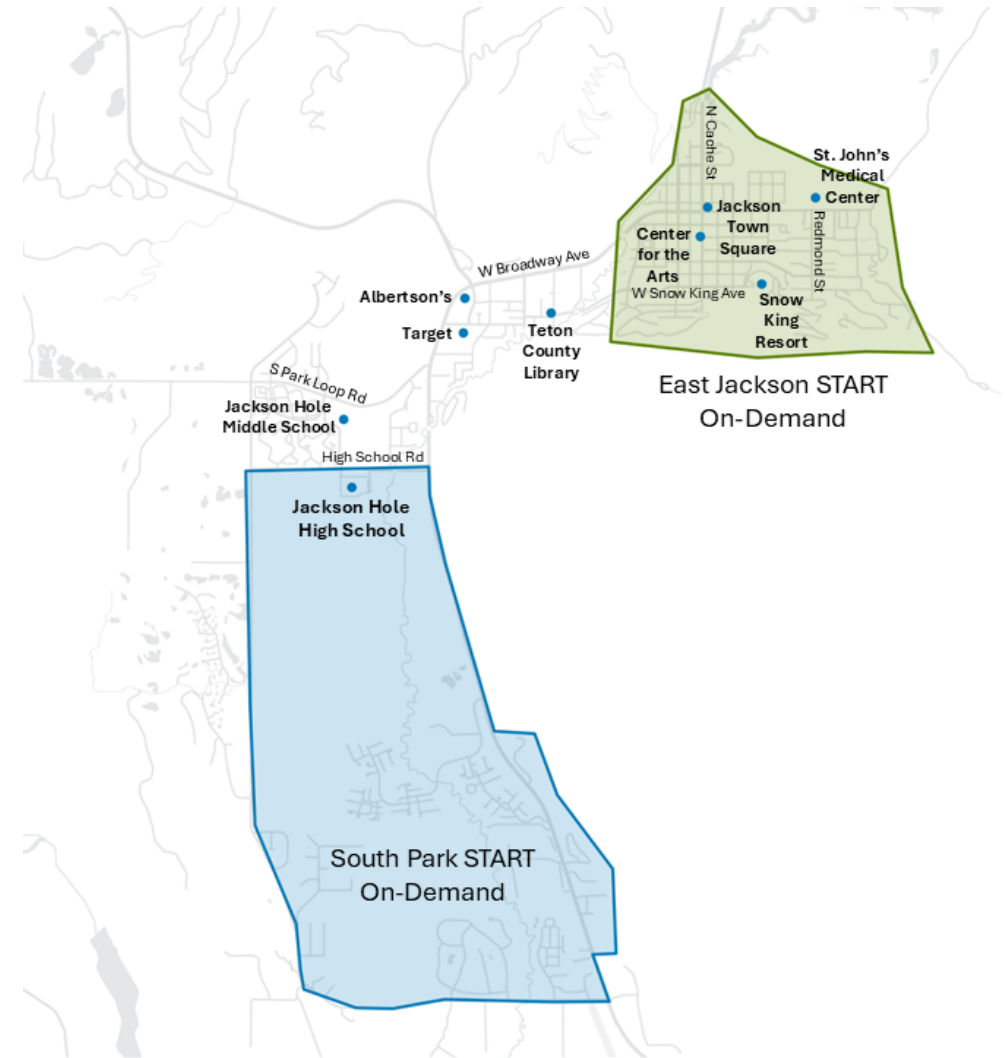
Vanpool Features	Traditional Vanpool	Flexible Vanpool
Agency provides van for at least 6 passengers	✓	✓
Vanpool member drives	✓	✓
Fixed origins and destinations	✓	
Scheduled service on corridor connecting key destinations		✓
Members make same trip everyday	✓	
Flexibility to use different trips on different days		✓

Airport Service Concept

- Discontinue trips with no passengers
- Partner with Airport shuttle providers
- Schedule trip times to increase efficiency & reduce peak vehicle requirements
 - Bus may operate other routes to better utilize vehicles & operators

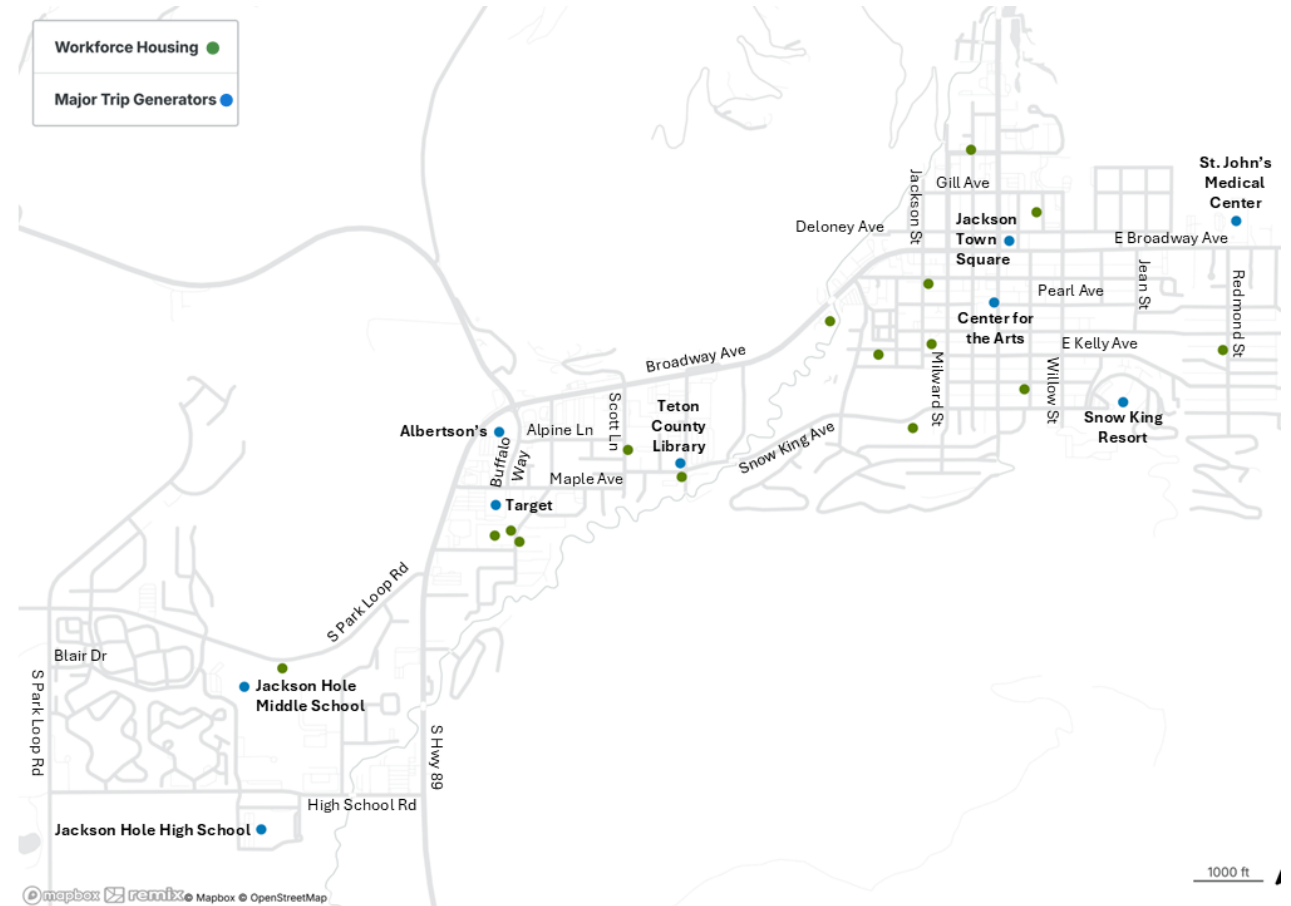
Other Modes: START On-Demand

- Prioritizes those with less access to START fixed route buses
- New South Park On-Demand Zone allowing for expansion to Rafter J and Melody Ranch is also under consideration to respond to service requests and travel patterns shown through data



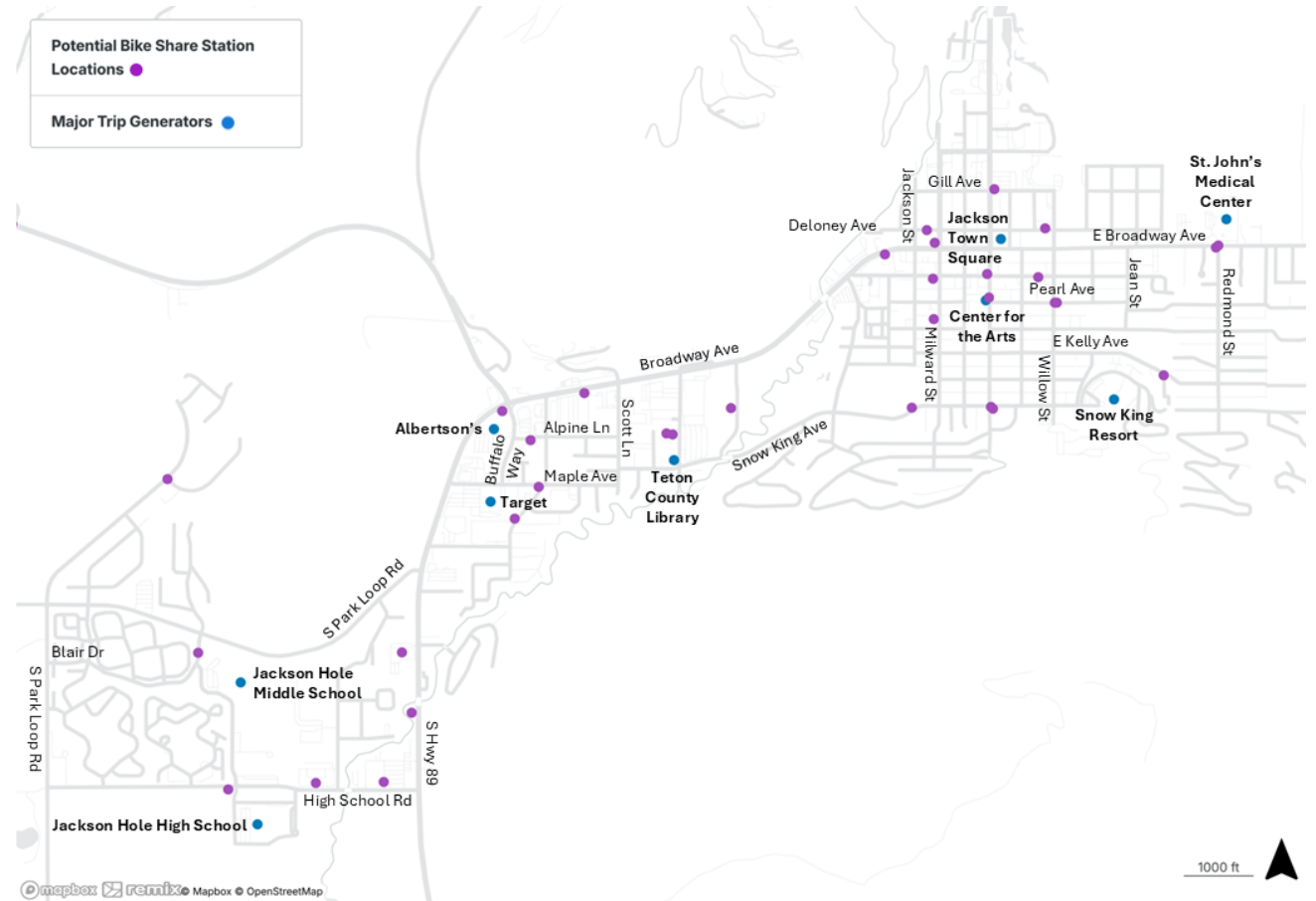
Other Modes: Car Share

- Carshare is a program where you pay a small membership fee and then a low cost (e.g. \$10 per hour) to use a vehicle. It is typically less costly than renting a vehicle if you need the car for less than 12 hours.
- Provides mobility for seasonal workers and residents who may not want or need permanent access to a personal vehicle
- Pickup locations could be close to denser housing areas where there would be a correlated denser demand/market for its use.



Other Modes: Bike Share

- Build upon the previous bike share program
- Serves as a first/last mile connector – docks should be located at major transit stops with neighborhood access locations
- Provides recreation activities for residents, visitors, and seasonal workers
- Bike docks can help with safety by relocating parking away from intersections (daylighting of intersections)



Outreach Preliminary Findings

Town Shuttle

- Most responses stated that either option is better than current service or no difference
- Town Shuttle option 2 preferred due to increased coverage
- Comments are concerns about needing to keep service to stops on Pearl Street

Teton Village

- Most responses were that the options are either better, the same, or not sure
- People preferred Option 2 versus Option 1

Airport - Aligning service to schedules makes the route easier to use

Commuter/Vanpool

- 39 percent of people willing to try vanpool
- People like the idea of flexible trip times

START On-Demand/Expansion – Needs to connect to Town Shuttle more than Teton Village services

Car Share - 17 percent of people would use care share

Bike Share - 36 percent of people would be willing to use START Bike Share



Network Alternatives

Network Alternatives

- Current Network/no changes
- Implement new network with changes to running times
- New Network/Current Resources
 - Reduction in headways at certain times to accommodate extended running times
- New Network/Current Service Levels
 - Increase resources to accommodate extended running times
- New Network/Service Growth – What can START do with a 15-20 percent increased operating budget?
 - Additional commuter bus trips?
 - Summer Airport service?
 - More frequent Teton Village service?

Evaluation Criteria

Riders impacted

Projected cost change

Population served
(including various
population categories)

Population seeing
improved headways
(including various
population categories)

Jobs served

Jobs seeing improved
headways

Number of
recreational and social
generators served

Number of hotel
rooms served



Fare Policy

Fare Options and Analysis

Current fares

Current fare policy with fare increase

Introduce fares on free service

Simplified fare structure

Simplified fare structure with fare increase

All services are fare-free

Evaluation of the fare policies will tie to the goals and objectives

- Scoring of each fare option based on each goal and objective

Ridership impacts based on elasticity analysis

Fare Considerations

- FY 25 farebox revenue was approximately \$468,400 from non-Airport service and approximately \$85,088 in Airport fares
- Approximately 66 percent of riders currently do not pay fares directly
- Fares cover 6 percent of operating costs
- Cost of collecting fares:
 - Credit card transactions
 - Fare vendor payments
 - Printing costs for passes
 - Maintenance of fare equipment
 - Staff time and accounting
 - The cost of collecting fares is less than the amount of fare revenue collected
- Introducing fares on free services will increase costs for fare collection
- Changing fare policies will impact demand for service

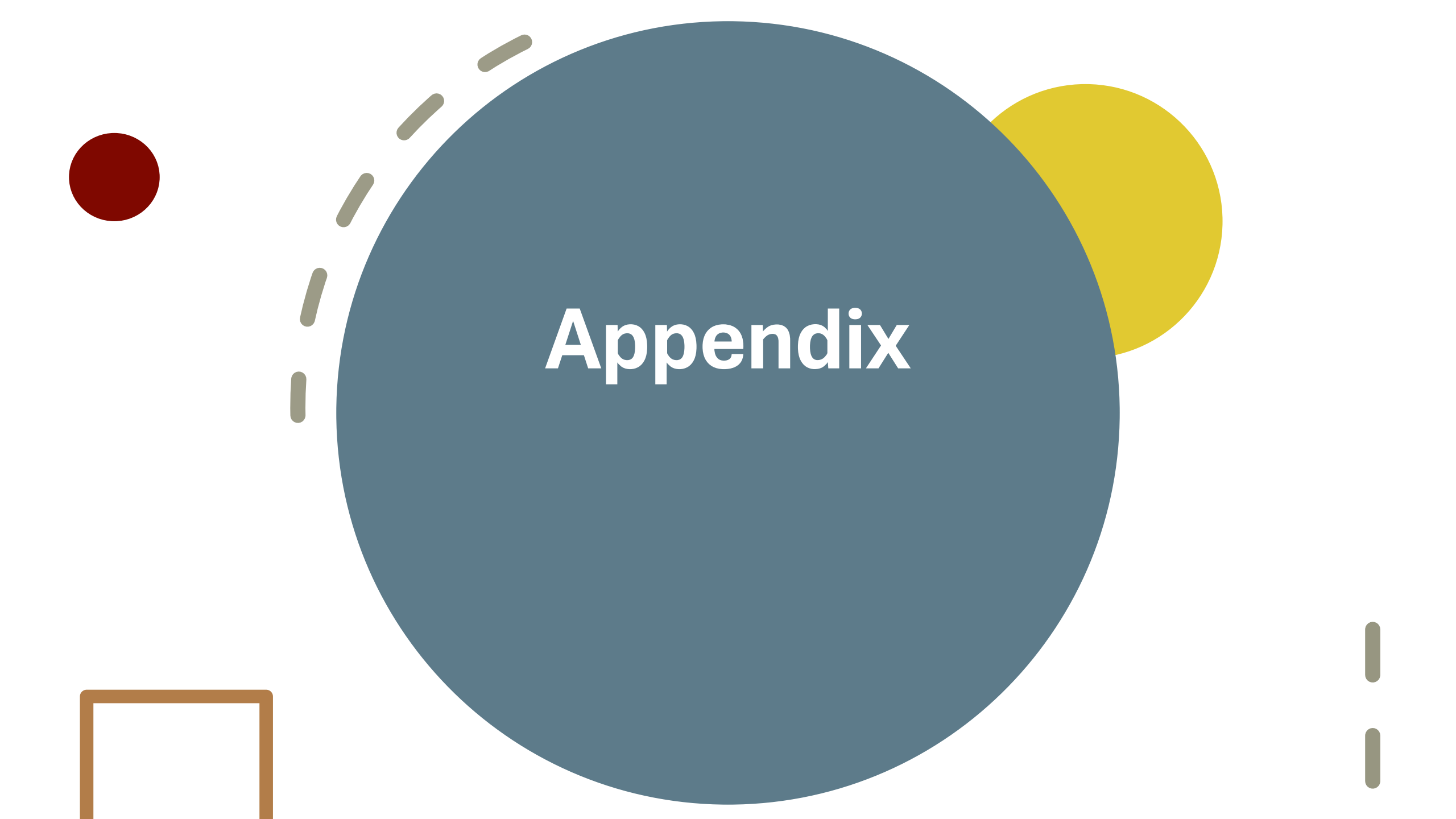


Next Steps

Next Steps

- Compile comments regarding the options
- Evaluate the options
 - Incorporate outreach
 - Analysis of impacts
- Develop draft proposed network
- Financial and capital plan for the draft network
- Final network plan
- Fare study
- Approval of TDP by the START Board of Directors – Tentative timeline January 2026



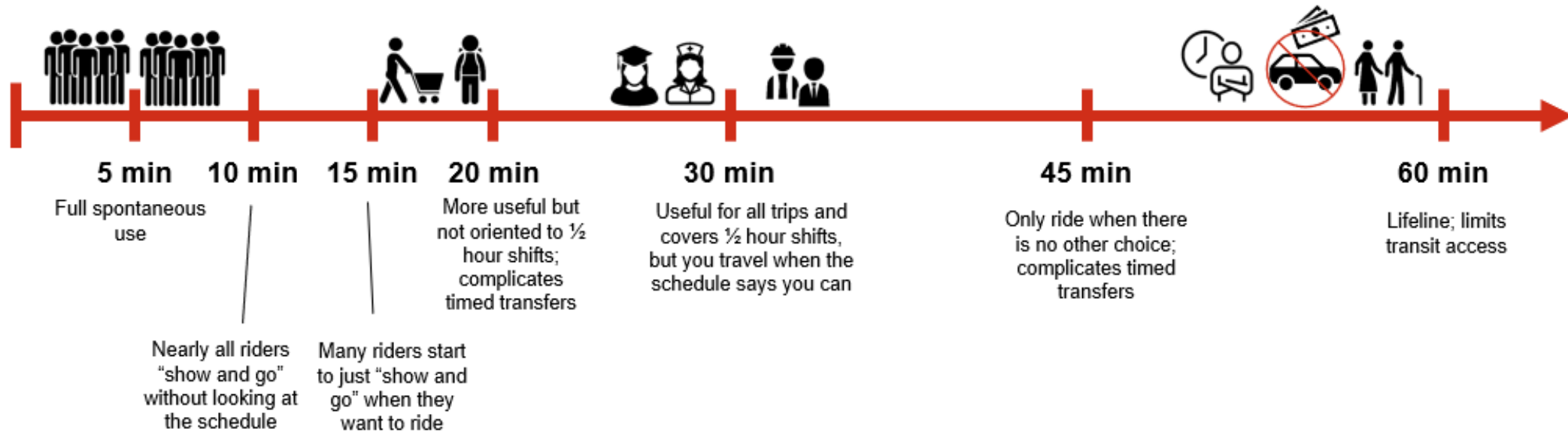


Appendix

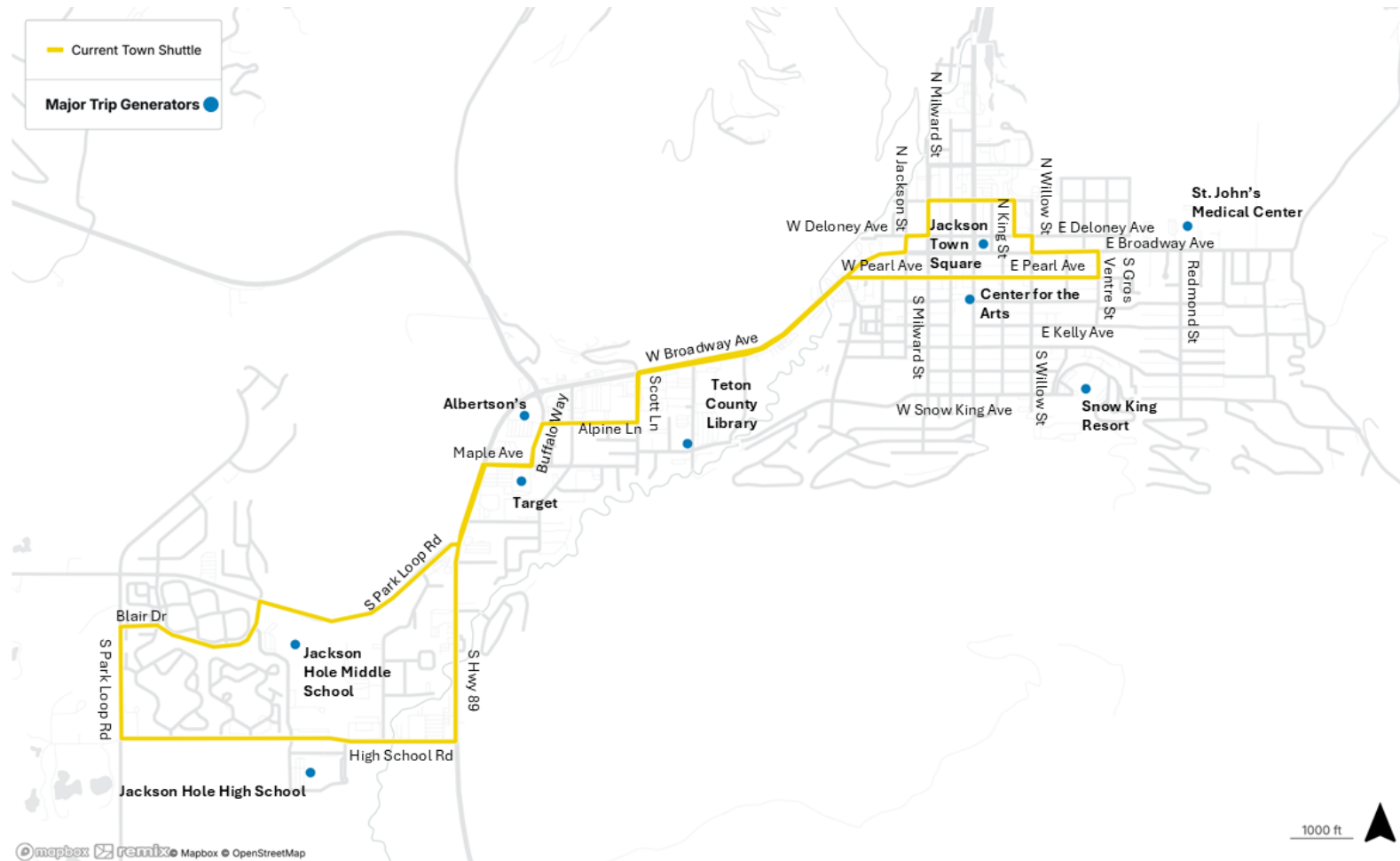
Design Decisions

Frequency	Travel Time	Access	Transfers vs One-Seat Rides
• The more often vehicles arrive, the more flexibility provided to riders, less need to reference a schedule • Less frequent services requires more planning and limit travel options	• Direct routings allow for travel times that are competitive with driving • Transit travel time includes: • Stop access • Wait for vehicle • On-board travel • Waiting for connections	• Distance between stops and trip start/end • More access expands the area served with transit • Wider coverage will reduce frequency of service and increase travel time	• Short distance trips should not require transfers to remain competitive • Using transfers for longer distance trips allows for direct routings
<i>Service options help make decisions about the right balance meet community mobility markets</i>			

Why Does Frequency Matter?

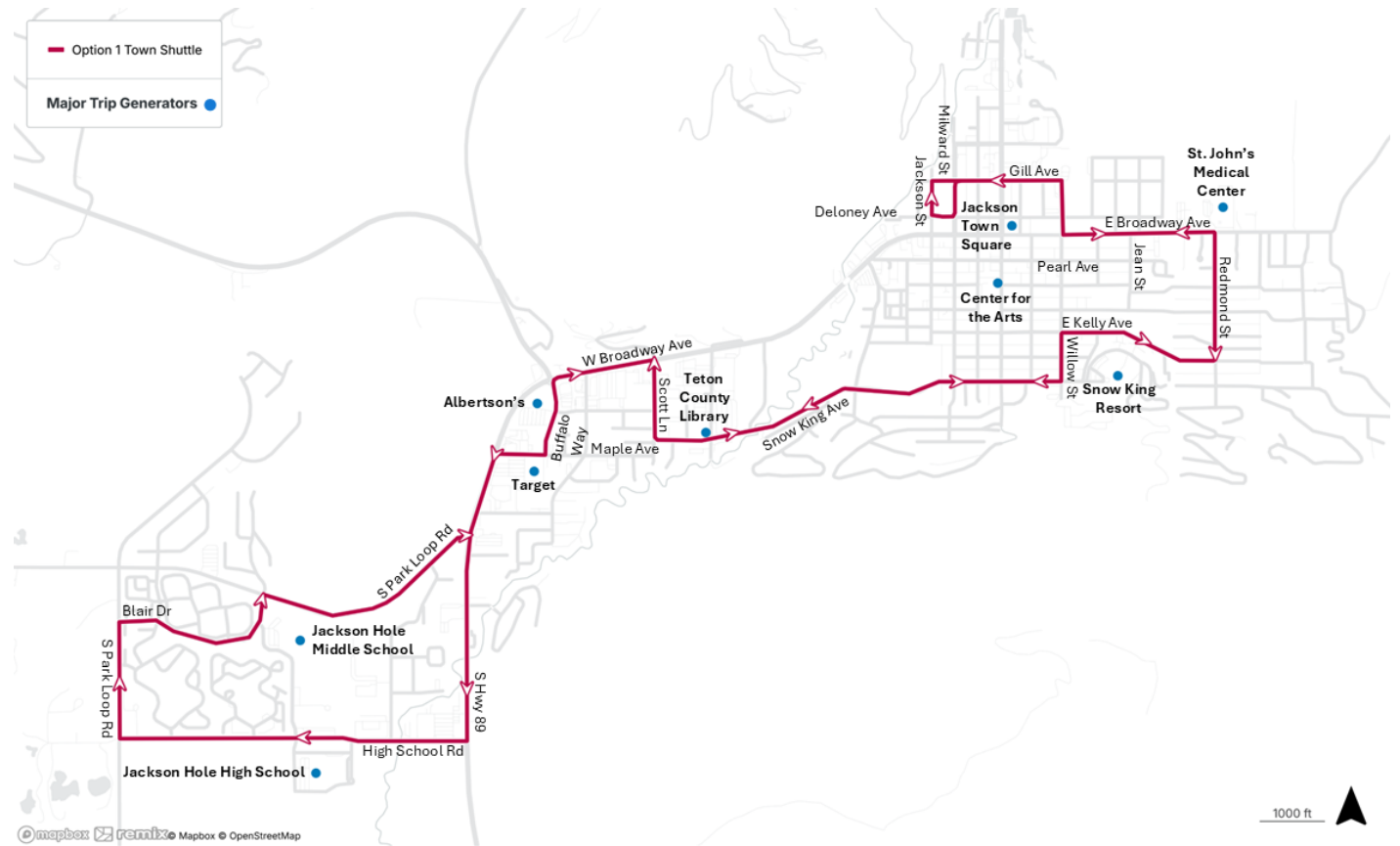


Current Town Shuttle



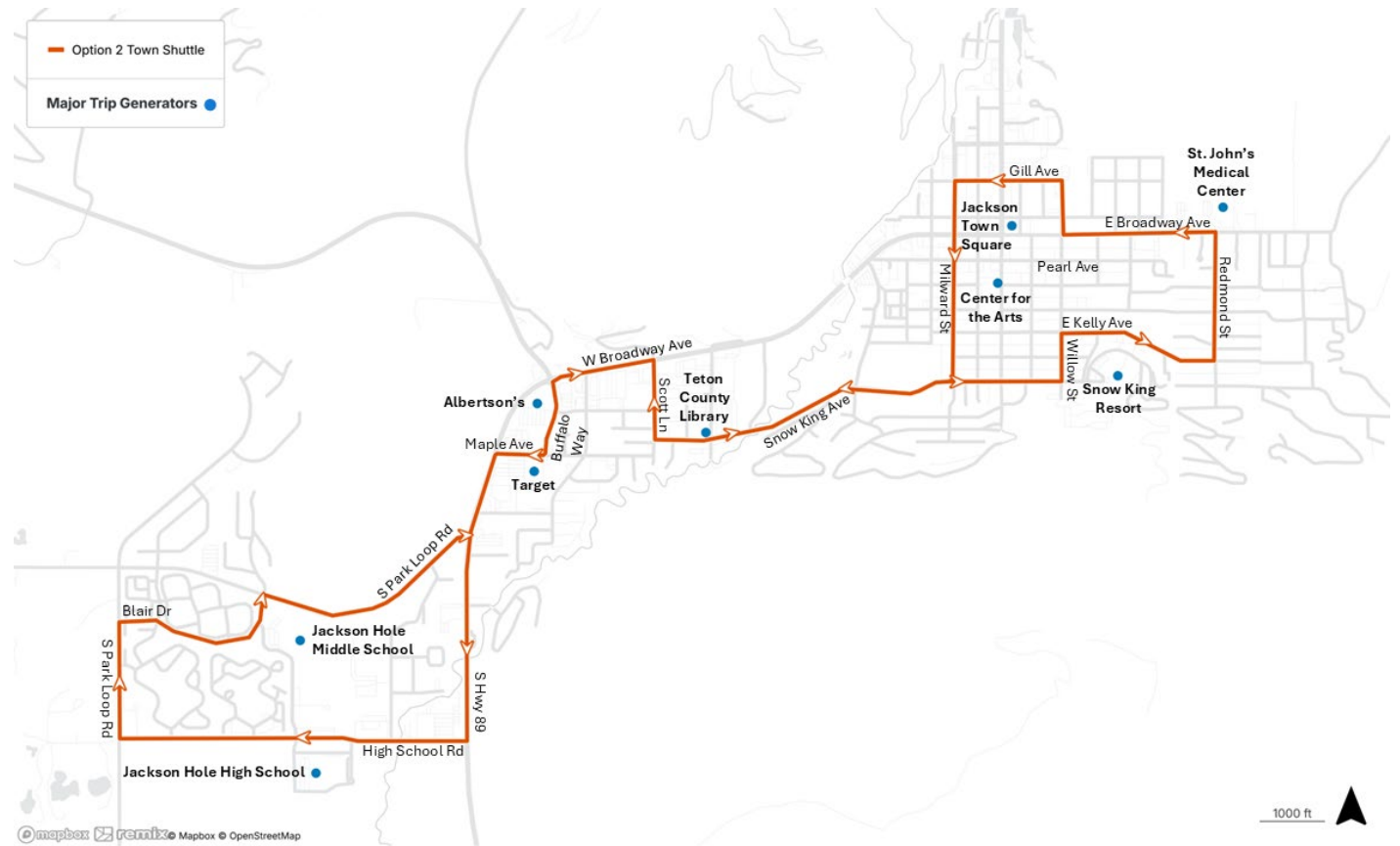
Town Shuttle Option 1

- Provides new service coverage in East Jackson
- Most important destinations are within three blocks of a Town Shuttle stop
- Provides more frequent service to those key destinations
- Less direct from Miller Park to JH High School
- Comes back through East Jackson from Miller Park, one seat ride

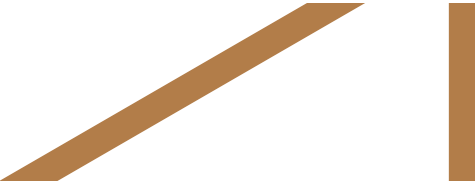


Town Shuttle Option 2

- Provides new service coverage in East Jackson
- Connects to important Town generators such as the library, Snow King, and St John's Hospital
- Provides more frequent service to those key destinations
- More direct from Miller Park to JH High School
- Requires transfer to get to East Jackson from Miller Park
- Loops operate Clockwise in High School/South Park Loop area, Counterclockwise in East Jackson

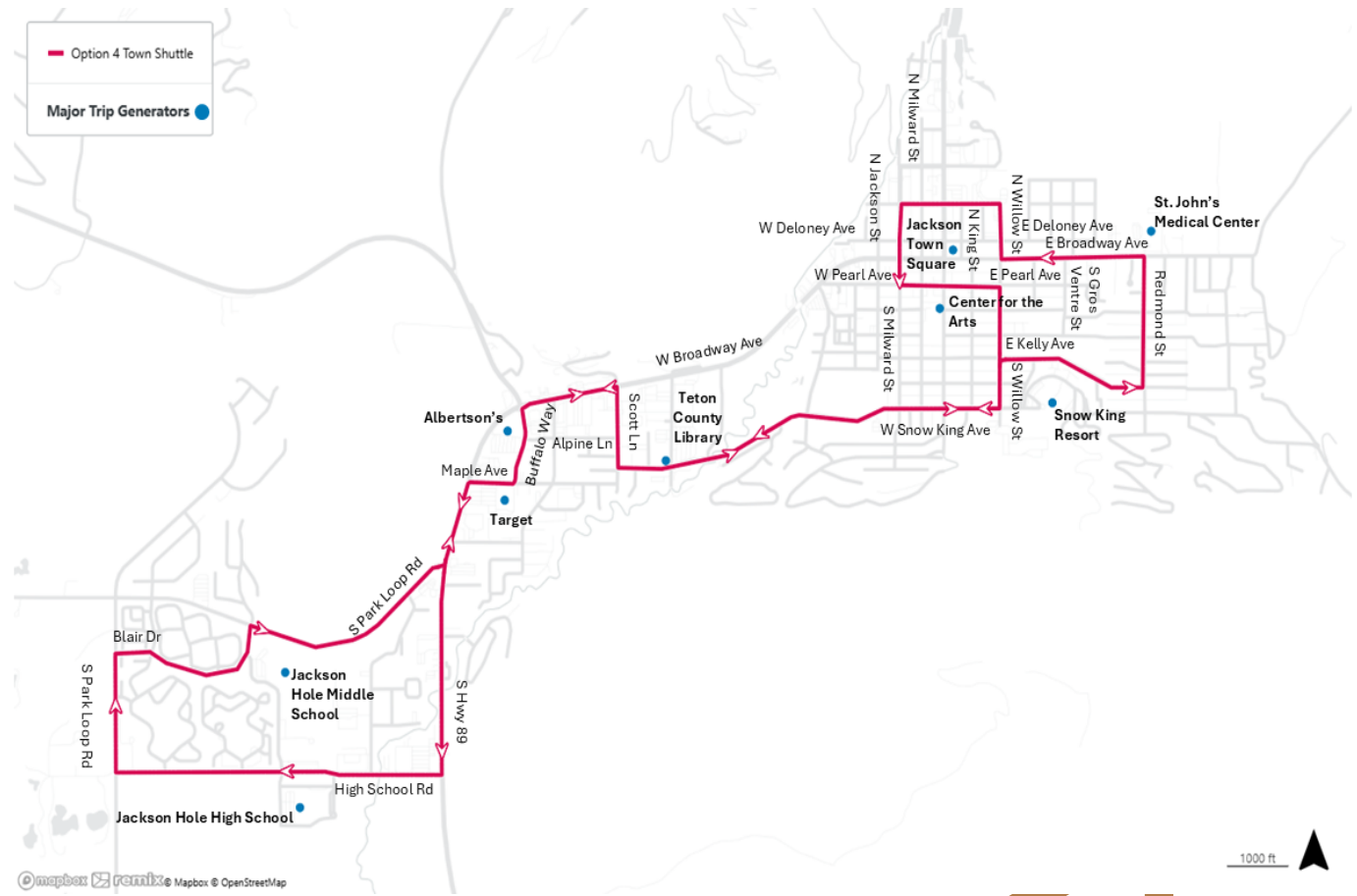


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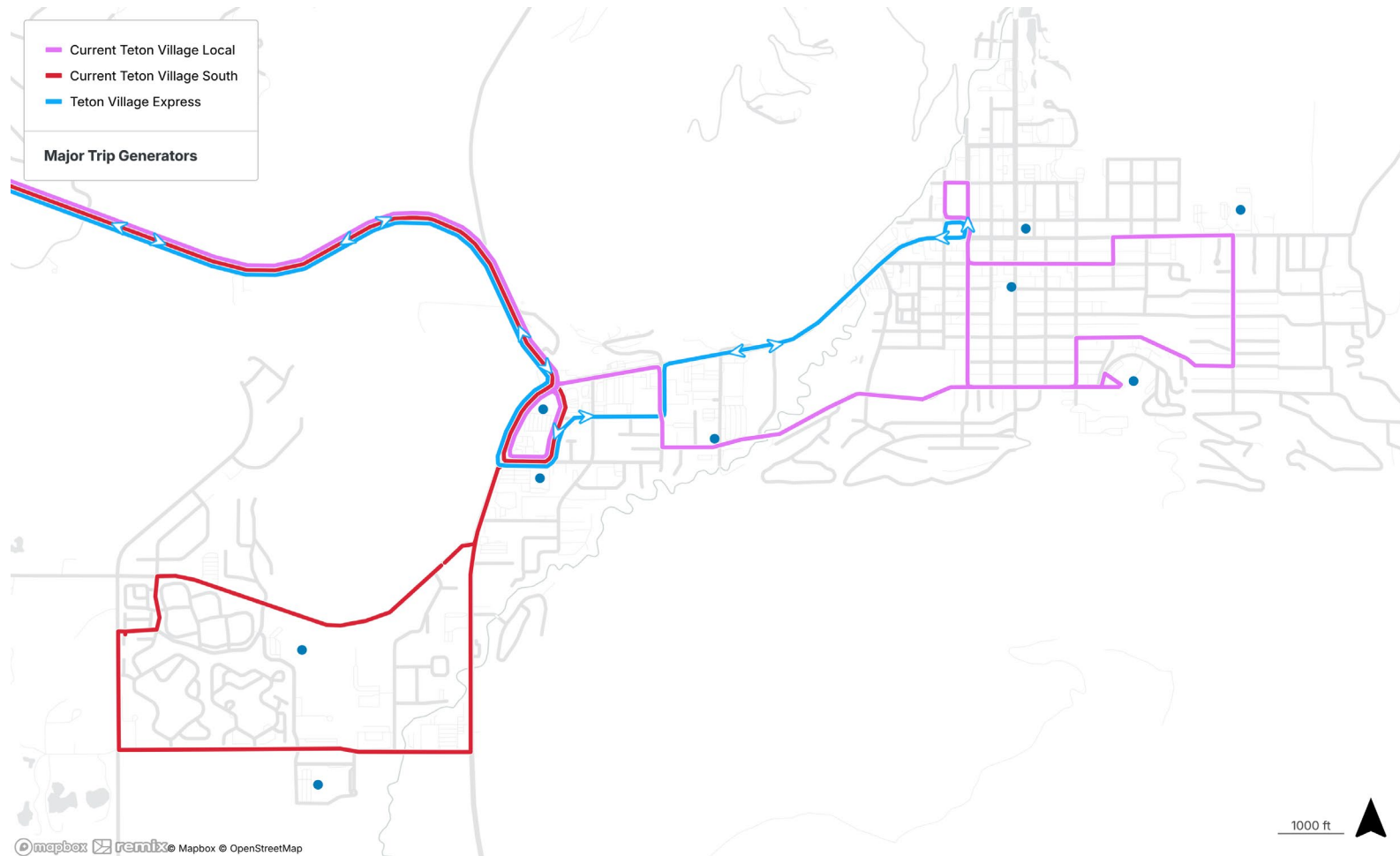


Town Shuttle Option 4

- Provides new service coverage in East Jackson
- Connects to important Town generators such as the library, Snow King, and St John's Hospital
- Provides more frequent service to those key destinations
- More direct from Miller Park to JH High School
- Requires transfer to get to East Jackson from Miller Park
- Loops operate Clockwise in High School/South Park Loop area, Counterclockwise in East Jackson

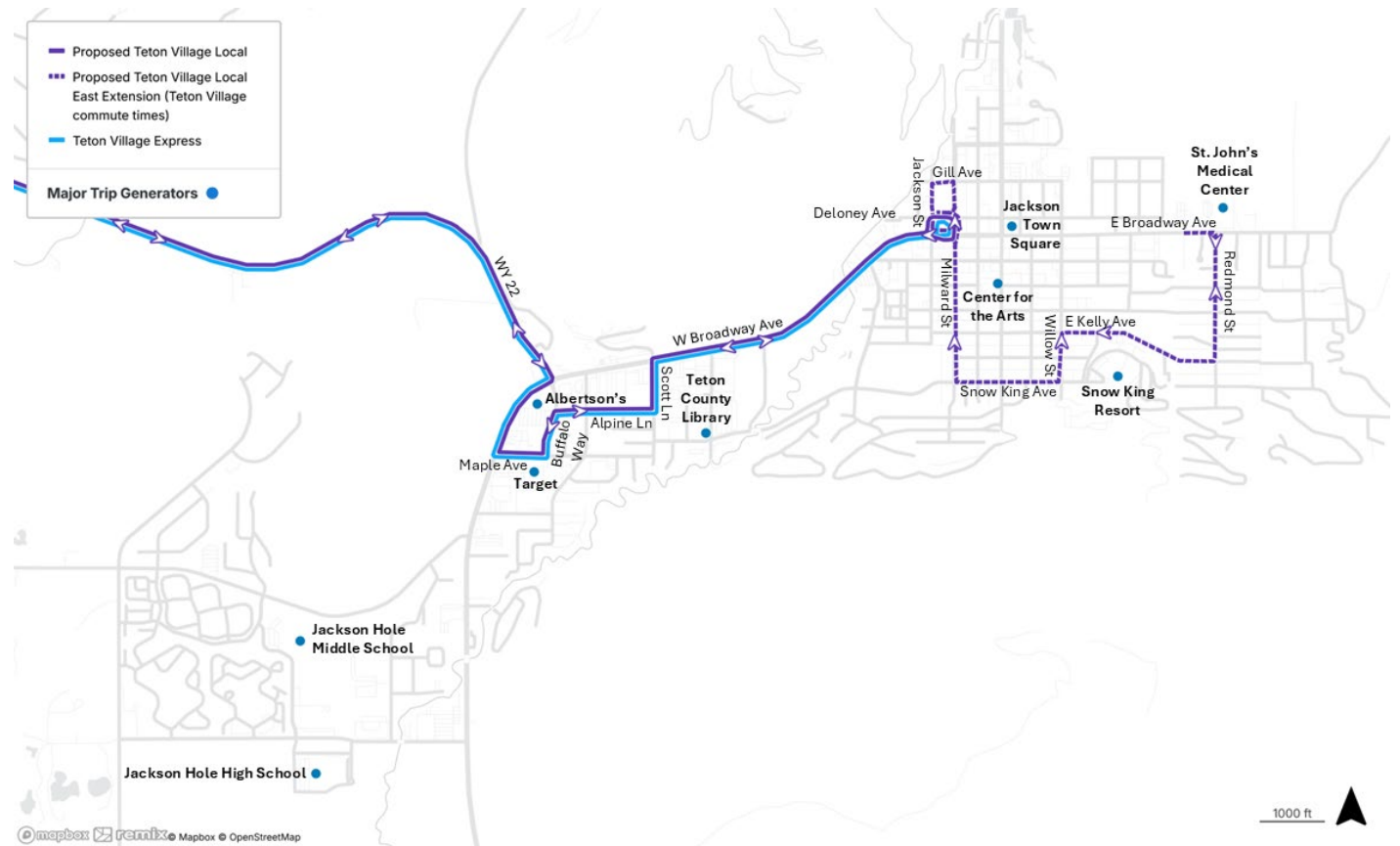


Current Teton Village



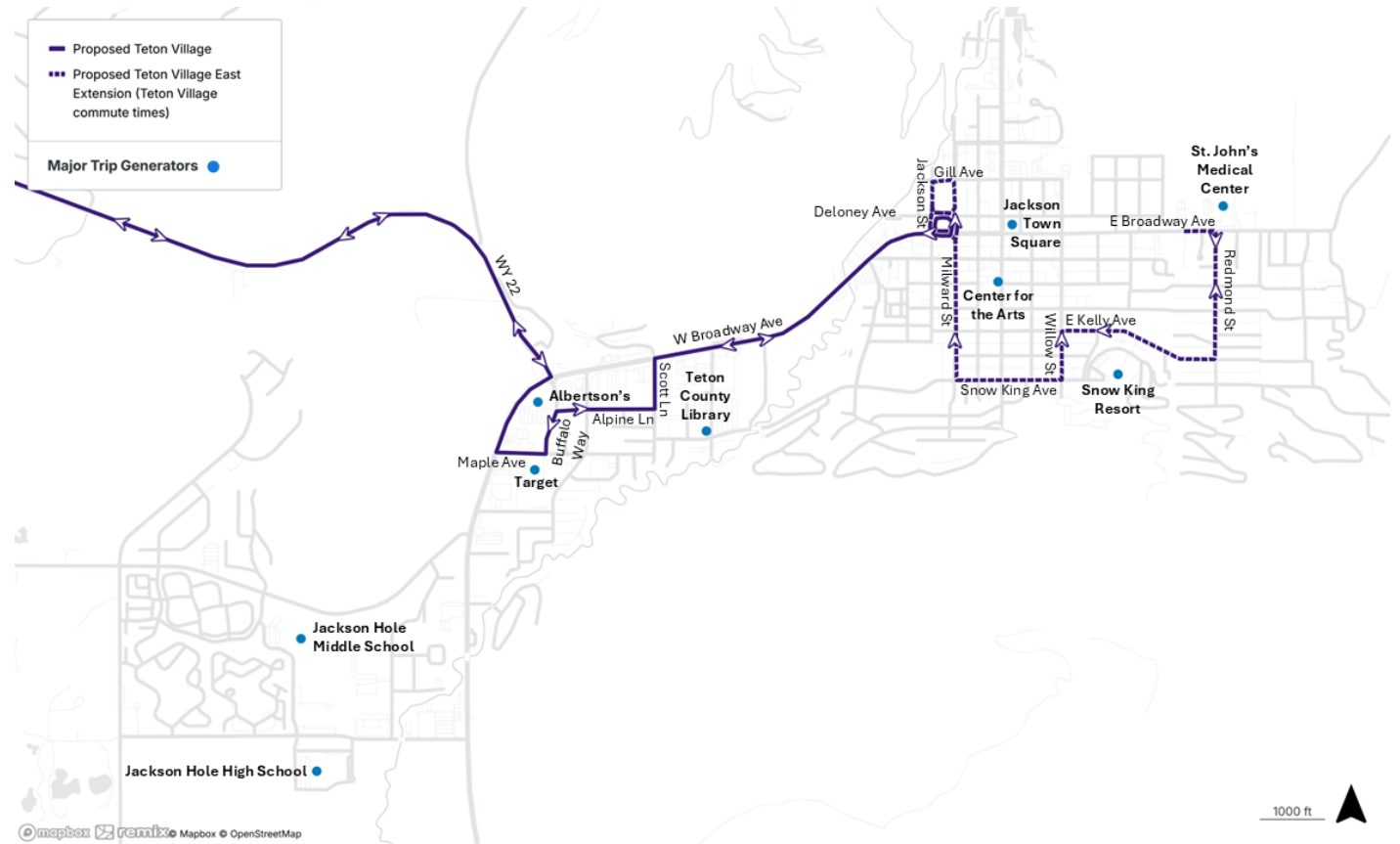
Teton Village Option 1

- Maintains Teton Village Local and Express while discontinuing Teton Village South
- Streamlines service between Jackson and Teton Village
- Direct service from East Jackson stops during peak commute times
- Provides more frequent service to key destinations
- Town Shuttle replaces Teton Village Local and South circulation in Jackson



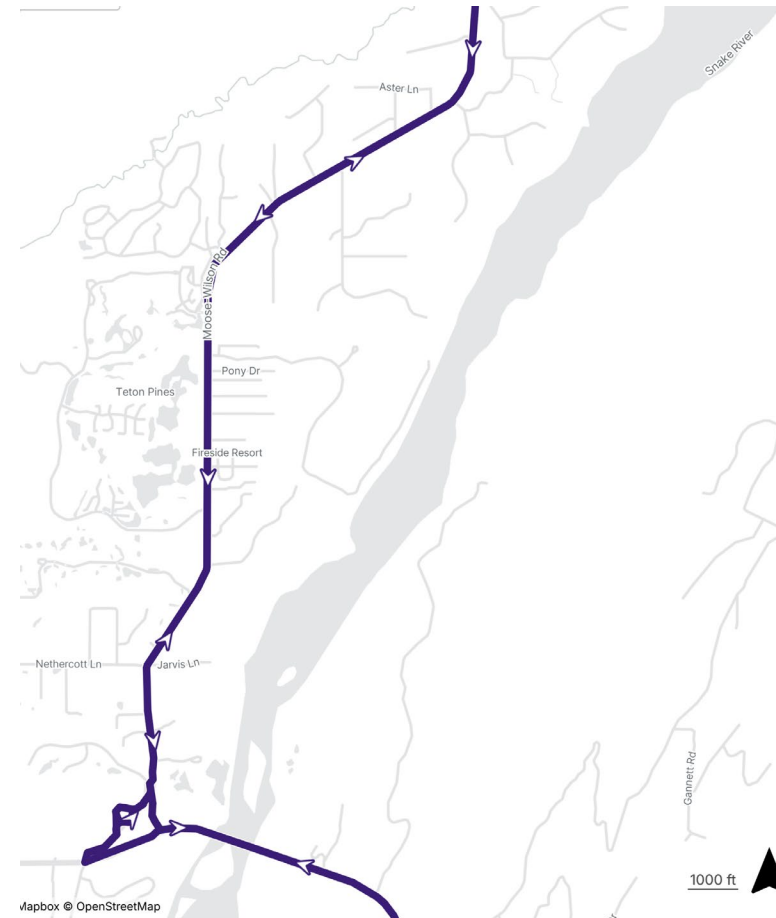
Teton Village Option 2

- Consolidates Teton Village service into a single route with safe and accessible bus stops installed along Moose-Wilson Road to serve intermediate points
- Streamlines service between Jackson and Teton Village
- Direct service from East Jackson stops during peak commute times
- Provides more frequent service to key destinations
- Town Shuttle replaces Teton Village Local and South circulation



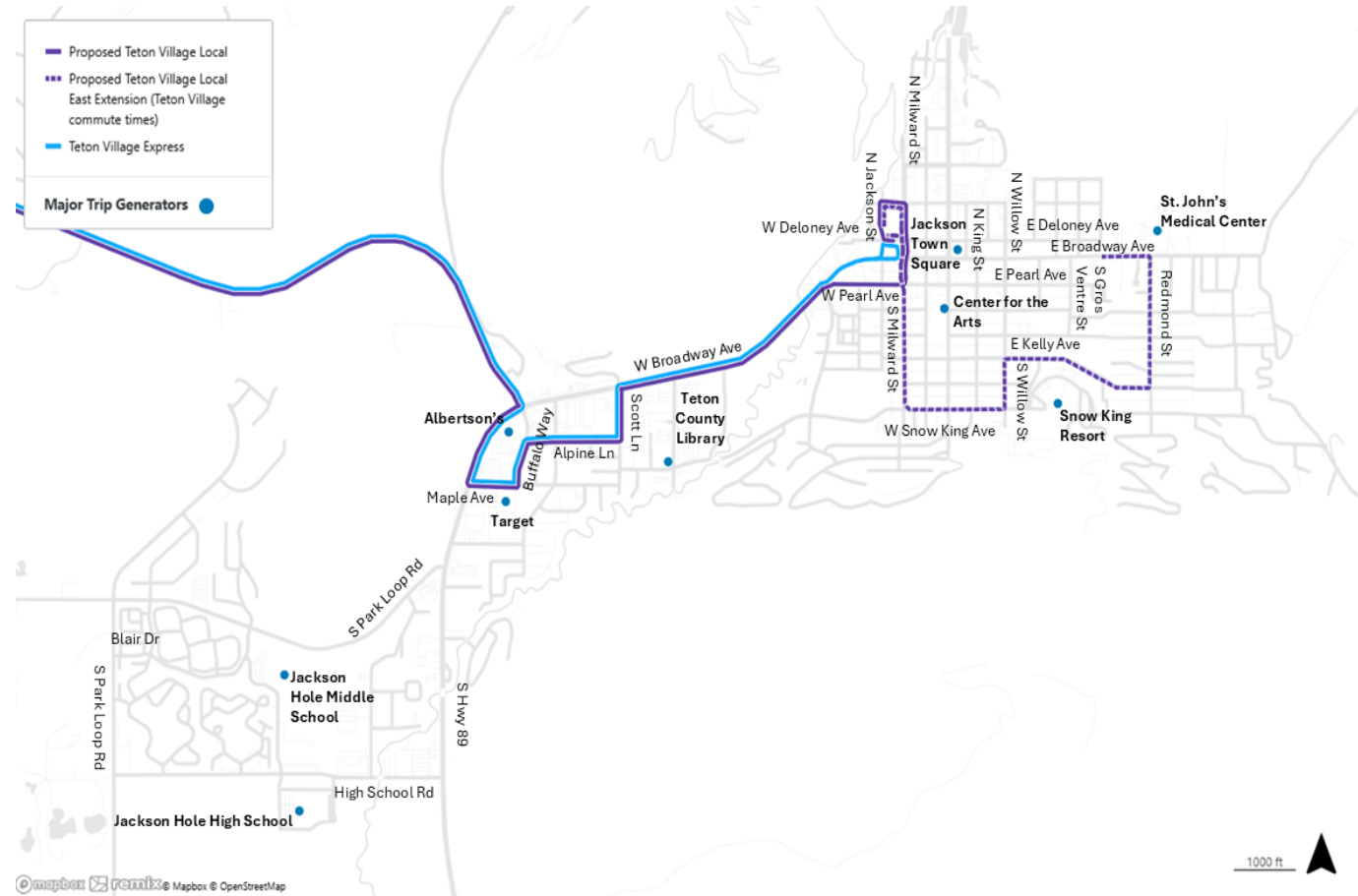
Teton Village Option 2 (Moose-Wilson insert)

- Consolidates Teton Village service into a single route with safe and accessible bus stops installed along Moose-Wilson Road to serve intermediate points
- Streamlines service between Jackson and Teton Village
- Direct service from East Jackson stops during peak commute times
- Provides more frequent service to key destinations
- Town Shuttle replaces Teton Village Local and South circulation



Teton Village Option 3

- Consolidates Teton Village service into a single route with safe and accessible bus stops installed along Moose-Wilson Road to serve intermediate points
- Streamlines service between Jackson and Teton Village
- Direct service from East Jackson stops during peak commute times
- Provides more frequent service to key destinations
- Town Shuttle replaces Teton Village Local and South circulation



ADA Considerations

Maintain current
ADA Coverage and
rules

Expansion areas
served by START
On-Demand should
use ADA accessible
vehicles

Desire for year-
round ADA service
to the Airport

Priorities with Expanded Resources

- Add Teton Village summer services to address crowding
- Year-round airport service
- Additional trips on the commuter routes – times to be tested using vanpools
- START On-Demand service in Wilson
- More frequent Town Shuttle service

START Bus Complaints 2025

Quarter 1							
Month / Year	Riders	TOTAL RIDERSHIP 1st Q	SLE	START BUS	TOTAL COMPLAINTS	Complaints per 10,000	Passenger per complaints
January 2025	137,318	404,068	3	5	8	0.19	50,509
February 2025	134,405						
March 2025	132,345						
Quarter 2		TOTAL RIDERSHIP 2nd Q	SLE	START BUS	TOTAL COMPLAINTS	Complaints per 10,000	Passenger per complaints
April 2025	70,285	201,254	0	3	3	0.15	67,084
May 2025	59,505						
June 2025	71,464						
Quarter 3		TOTAL RIDERSHIP 3rd Q	SLE	START BUS	TOTAL COMPLAINTS	Complaints per 10,000	Passenger per complaints
July 2025	75,985	214,716	0	7	7	0.33	30,674
August 2025	73,958						
September 2025	64,773						
Quarter 4		TOTAL RIDERSHIP	SLE	START BUS	TOTAL COMPLAINTS	Complaints per 10,000	Passenger per complaints
October 2025							
November 2025							
December 2025							

2025 YTD		
Total Passengers	Q1	404,068
Total Passengers	Q2	201,254
Total Passengers	Q3	214,716
Total Passengers	Q4	0
	TOTAL COMPLAINTS:	18
TOTAL RIDERSHIP:		820,038
Total Complaints		18
Total complaints per 10,000		0.22
Passenger per Complaints		45,558

2024 YTD		
Total Passengers	Q1	396,171
Total Passengers	Q2	195,296
Total Passengers	Q3	227,755
Total Passengers	Q4	216,338
	TOTAL COMPLAINTS:	33
TOTAL RIDERSHIP:		1,035,560
Total Complaints		33
Total complaints per 10,000		0.318
Passenger per Complaints		31,380.60



Total Comparisons 2025

January 2025

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

February

Total Riders:	134,405
Total Complaints:	3
SLE:	1
START:	2
Total complaints per 10,000 passengers:	0.022
Passengers per complaints:	44,802

March

Total Riders:	132,345
Total Complaints:	4
SLE:	1
START:	3
Total complaints per 10,000 passengers:	0.19
Passengers per complaints:	33,086

April 2025

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

May

Total Riders:	59,505
Total Complaints:	2
SLE:	0
START:	2
Total complaints per 10,000 passengers:	0.34
Passengers per complaints:	29,753

June

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

JULY 2025

Total Riders:	75,985
Total Complaints:	3
SLE:	N/A
START:	3
Total complaints per 10,000 passengers:	0.39
Passengers per complaints:	25,328

AUGUST

Total Riders:	73,958
Total Complaints:	2
SLE:	N/A
START:	2
Total complaints per 10,000 passengers:	0.27
Passengers per complaints:	36,979

SEPTEMBER

Total Riders:	64,773
Total Complaints:	2
SLE:	N/A
START:	2
Total complaints per 10,000 passengers:	0.31
Passengers per complaints:	32,386

October

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

November

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

December

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



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

3rd 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

July

On Time Performance	
<i>Star Valley</i>	78%
<i>Teton Valley</i>	46%
<i>Town Shuttle</i>	74%
<i>TV Local</i>	66%

<i>Star Valley</i>	78%
<i>Teton Valley</i>	46%
<i>Town Shuttle</i>	74%
<i>TV Local</i>	66%

September

On Time Performance	
<i>Star Valley</i>	66%
<i>Teton Valley</i>	56%
<i>Town Shuttle</i>	75%
<i>TV Local</i>	77%

<i>Star Valley</i>	66%
<i>Teton Valley</i>	56%
<i>Town Shuttle</i>	75%
<i>TV Local</i>	77%

August

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<i>Star Valley</i>	78%
<i>Teton Valley</i>	55%
<i>Town Shuttle</i>	81%
<i>TV Local</i>	79%



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

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%	July	71%
August	71%	August	74%	August	79%
September	72%	September	76%	September	74%
October	68%	October	72%		
November	74%	November	76%		
December	78%	December	74%		
Yearly Total	69%	Yearly Total	72%	Yearly Total	77%



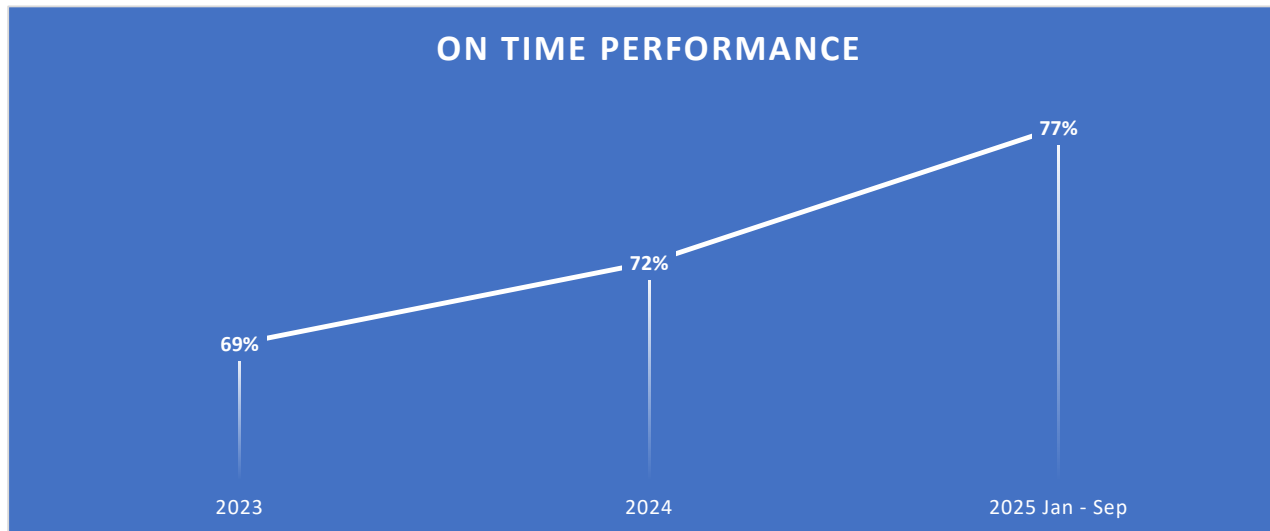
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On-Time Performance

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 - Sep	77%





2025 Third Quarter Comparisons

2025

July

Preventable	2
Non-Preventable	0

August

Preventable	0
Non-Preventable	0

September

Preventable	0
Non-Preventable	1

2024

July

Preventable	0
Non-Preventable	0

August

Preventable	0
Non-Preventable	0

September

Preventable	0
Non-Preventable	0

2023

July

Preventable	3
Non-Preventable	1

August

Preventable	0
Non-Preventable	0

September

Preventable	1
Non-Preventable	2



START Ridership Report

START Regular Board Meeting October 23, 2025

2018	Town Shuttle	Teton Village	Star Valley	Teton Valley		ADA	Monthly Total
Jan	44,040	105,454	3,331	3,535	-	481	156,841
Feb	38,376	96,617	2,865	3,052	-	498	141,408
March	38,047	95,498	2,804	3,058	-	554	139,961
April	27,458	17,489	2,275	2,412	-	446	50,080
May	34,639	5,769	2,671	2,962	-	422	46,463
June	48,549	17,599	2,815	2,547	-	436	71,946
July	57,755	23,520	2,766	2,364	-	438	86,843
August	54,731	22,074	2,715	2,497	-	386	82,403
September	45,062	16,760	2,286	2,445	-	392	66,945
October	34,965	5,246	2,828	2,859	-	358	46,256
November	28,285	13,054	2,710	2,568	-	389	47,006
December	37,453	92,007	2,608	3,082	-	434	135,584
Totals 2018	489,360	511,087	32,674	33,381	-	5,234	1,071,736

2019	Town Shuttle	Teton Village	Star Valley	Teton Valley		ADA	Monthly Total	'19 vs. '18	
Jan	41,778	111,186	3,283	3,646	-	464	160,357	3,516	2%
Feb	36,655	106,701	2,827	2,240	-	415	148,838	7,430	5%
March	38,437	100,310	2,780	2,739	-	485	144,751	4,790	3%
April	27,974	19,896	2,623	2,921	-	542	53,956	3,876	8%
May	34,349	6,478	2,343	3,340	-	437	46,947	484	1%
June	45,211	16,765	2,285	2,682	-	518	67,461	(4,485)	-6%
July	49,498	23,259	3,597	3,225	-	407	79,986	(6,857)	-8%
August	45,687	28,611	2,679	2,837	-	389	80,203	(2,200)	-3%
September	50,287	25,540	2,559	3,623	-	406	82,415	15,470	23%
October	47,307	8,445	2,455	3,312	-	368	61,887	15,631	34%
November	35,185	7,392	3,523	3,449	-	430	49,979	2,973	6%
December	36,299	79,128	2,731	3,243	-	525	121,926	(13,658)	-10%
Totals 2019	488,667	533,711	33,685	37,257	-	5,386	1,098,706	26,970	3%

2020	Town Shuttle	Teton Village	Star Valley	Teton Valley	Circulator	ADA	Monthly Total	'20 vs. '19	
Jan	41,063	102,344	3,442	3,827	-	567	151,243	(9,114)	-6%
Feb	38,950	107,867	2,874	3,290	-	558	153,539	4,701	3%
March	27,258	52,602	2,269	2,162	-	350	84,641	(60,110)	-42%
April	7,457	289	991	653	-	205	9,595	(44,361)	-82%
May	9,411	510	932	813	-	253	11,919	(35,028)	-75%
June	12,345	2,276	1,426	1,250	-	301	17,598	(49,863)	-74%
July	13,710	4,973	1,580	1,466	-	340	22,069	(57,917)	-72%
August	13,533	5,830	1,592	1,578	-	303	22,836	(57,367)	-72%
September	13,597	4,788	1,675	1,648	-	253	21,961	(60,454)	-73%
October	12,913	2,901	1,642	1,632	-	299	19,387	(42,500)	-69%
November	9,688	4,308	1,642	1,407	132	328	17,505	(32,474)	-65%
December	12,131	37,900	1,930	1,476	3,522	316	57,275	(64,651)	-53%
Totals 2020	212,056	326,588	21,995	21,202	3,654	4,073	589,568	(509,138)	-46%

2021	Town Shuttle	Teton Village	Star Valley	Teton Valley	Circulator	ADA	START On-Demand	Monthly Total	'21 vs. '20	
Jan	12,762	45,208	2,024	1,800	4,809	331	-	66,934	(84,309)	-56%
Feb	12,433	39,954	1,930	1,754	4,218	357	-	60,646	(92,893)	-61%
March	14,873	38,736	2,242	2,087	4,012	428	-	62,378	(22,263)	-26%
April	12,151	10,124	1,990	1,628	2,292	438	-	28,623	19,028	198%
May	14,762	3,800	1,699	1,745	2,880	482	-	25,368	13,449	113%
June	17,143	9,446	2,100	1,827	3,734	550	-	34,800	17,202	98%
July	18,696	9,868	1,995	1,541	3,940	536	-	36,576	14,507	66%
August	21,372	6,753	2,109	1,633	3,495	528	-	35,890	13,054	57%
September	17,661	7,969	1,773	1,893	3,266	481	-	33,043	11,082	50%
October	15,599	4,733	1,926	1,866	2,853	470	-	27,447	8,060	42%
November	12,866	6,437	1,685	1,343	1,717	448	197	24,693	7,188	41%
December	18,836	49,156	2,508	1,989	-	519	7,025	80,033	22,758	40%
Totals 2021	189,154	232,184	23,981	21,106	37,216	5,568	7,222	516,431	(73,137)	-12%

2022	Town Shuttle	Teton Village	Star Valley	Teton Valley	Circulator	ADA	START On-Demand	Monthly Total	'22 vs. '21	
Jan	19,554	62,593	2,370	2,104	-	458	16,057	103,136	36,202	54%
Feb	19,479	59,372	2,048	2,011	-	490	15,431	98,831	38,185	63%
March	21,887	58,905	2,360	1,983	-	566	14,624	100,325	37,947	61%
April	18,327	13,026	2,262	1,781	-	461	6,550	42,407	13,784	48%
May	22,372	4,748	1,995	1,871	-	539	6,539	38,064	12,696	50%
June	27,176	14,083	2,308	2,097	-	493	7,023	53,180	18,380	53%
July	29,195	18,147	2,150	2,116	-	534	10,066	62,208	25,632	70%
August	27,634	17,827	2,377	2,434	-	515	10,347	61,134	25,244	70%
September	25,600	13,410	2,038	2,418	-	422	9,878	53,766	20,723	63%
October	21,545	7,168	1,890	1,890	-	507	7,411	40,198	12,751	46%
November	18,712	9,972	2,181	2,194	-	501	7,006	40,566	15,873	64%
December	27,581	49,580	2,580	2,353	-	563	20,358	103,015	22,982	29%
Totals 2022	279,062	328,831	26,346	25,252	-	6,049	131,290	796,830	280,399	54%

2023	Town Shuttle	Teton Village	Star Valley	Teton Valley	*AIRPORT*	ADA	START On-Demand	Monthly Total	'23 vs. '22	
Jan	32,229	57,980	2,295	2,446	-	550	24,979	120,479	17,343	17%
Feb	27,699	52,442	2,206	2,203	-	461	22,813	107,824	8,993	9%
March	29,905	49,763	2,710	2,524	-	489	21,511	106,902	6,577	7%
April	20,609	13,018	1,963	2,035	-	474	9,266	47,365	4,958	12%
May	24,642	8,844	2,203	2,409	-	470	9,233	47,801	9,737	26%
June	33,304	17,151	2,150	2,408	-	452	12,605	68,070	14,890	28%
July	35,532	19,425	1,756	2,221	-	462	14,278	73,674	11,466	18%
August	34,250	19,233	1,926	2,290	-	522	14,533	72,754	11,620	19%
September	31,403	15,592	1,903	2,133	-	484	11,783	63,298	9,532	18%
October	27,190	9,350	2,122	2,561	-	440	8,389	50,052	9,854	25%
November	21,267	10,992	1,764	2,363	-	489	7,633	44,508	3,942	10%
December	34,329	58,497	2,687	1,906	1,000	431	19,078	117,928	14,913	14%
Totals 2023	352,359	332,287	25,685	27,499	1,000	5,724	176,101	920,655	123,825	16%

2023	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	Monthly Total	GTR Shuttle	Monthly Total (plus GTR)	'23 vs. '22	
January	32,229	57,980	2,295	2,446	-	550	24,979	120,479	7,198	127,677	17,343	17%
February	27,699	52,442	2,206	2,203	-	461	22,813	107,824	8,606	116,430	8,993	9%
March	29,905	49,763	2,710	2,524	-	489	21,511	106,902	8,161	115,063	6,577	7%
April	20,609	13,018	1,963	2,035	-	474	9,266	47,365	2,647	50,012	4,958	12%
May	24,642	8,844	2,203	2,409	-	470	9,233	47,801		47,801	9,737	26%
June	33,304	17,151	2,150	2,408	-	452	12,605	68,070	765	68,835	14,890	28%
July	35,532	19,425	1,756	2,221	-	462	14,278	73,674	1,638	75,312	11,466	18%
August	34,250	19,233	1,926	2,290	-	522	14,533	72,754	2,886	75,640	11,620	19%
September	31,403	15,592	1,903	2,133	-	484	11,783	63,298	653	63,951	9,532	18%
October	27,190	9,350	2,122	2,561	-	440	8,389	50,052		50,052	9,854	25%
November	21,267	10,992	1,764	2,363	-	489	7,633	44,508	877	45,385	3,942	10%
December	34,329	58,497	2,687	1,906	1,000	431	19,078	117,928	5,647	123,575	14,913	14%
Totals 2023	352,359	332,287	25,685	27,499	1,000	5,724	176,101	920,655	39,078	959,733	123,825	16%

2024	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	Monthly Total	GTR Shuttle	Monthly Total (plus GTR)	'24 vs. '23	
January	36,075	70,724	3,186	2,282	1,998	490	21,777	136,532	8,128	144,660	16,053	13%
February	35,416	70,082	2,888	2,464	2,292	473	20,472	134,087	9,748	143,835	26,263	24%
March	36,358	61,951	2,682	2,090	2,907	473	19,091	125,552	7,464	133,016	18,650	17%
April	28,387	19,967	2,489	2,074	532	416	10,844	64,709	2,652	67,361	17,344	37%
May	31,956	9,564	2,365	1,978	-	521	10,538	56,922		56,922	9,121	19%
June	38,183	17,234	2,160	1,969	-	433	13,686	73,665	1,312	74,977	5,595	8%
July	41,614	20,064	2,216	2,166	-	395	14,735	81,190	2,258	83,448	7,516	10%
August	38,974	19,849	2,192	2,164	-	453	14,418	78,050	3,240	81,290	5,296	7%
September	36,072	15,930	2,125	2,165	-	376	11,847	68,515	840	69,355	5,217	8%
October	32,616	8,747	2,337	2,614	-	399	8,310	55,023		55,023	4,971	10%
November	27,060	6,772	1,944	2,009	-	392	7,278	45,455	2,235	47,690	947	2%
December	33,044	59,088	2,215	2,357	1,061	409	17,686	115,860	8,512	124,372	(2,068)	-2%
Totals 2024	415,755	379,972	28,799	26,332	8,790	5,230	170,682	1,035,560	46,389	1,081,949	114,905	12%

2025	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	Monthly Total	GTR Shuttle	Monthly Total (plus GTR)	'25 vs. '24	
January	36,881	73,158	2,394	2,858	2,084	447	19,496	137,318	9,146	146,464	786	1%
February	34,800	74,868	2,189	2,882	2,122	394	17,150	134,405	9,723	144,128	318	0%
March	39,108	67,504	2,634	2,613	1,962	423	18,101	132,345	8,002	140,347	6,793	5%
April	31,943	22,951	2,397	2,308	306	414	9,966	70,285	2,948	73,233	5,576	9%
May	36,868	9,174	2,025	2,343	-	496	8,599	59,505		59,505	2,583	5%
June	37,773	16,545	2,015	2,493	-	409	12,229	71,464	1,162	72,626	(2,201)	-3%
July	37,642	19,438	2,237	2,521	-	454	13,693	75,985	1,998	77,983	(5,205)	-6%
August	36,601	18,525	1,973	2,414	-	417	14,028	73,958	2,346	76,304	(4,092)	-5%
September	34,297	14,436	1,926	2,491	-	437	11,186	64,773	557	65,330	(3,742)	-5%
October					-						(55,023)	-100%
November					-						(45,455)	-100%
December					-						(115,860)	-100%
Totals 2025	325,913	316,599	19,790	22,923	6,474	3,891	124,448	820,038	35,882	855,920	(215,522)	-21%

Summary Tables:

Monthly Total - September Data ONLY:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Annual Total:
2018	45,062	16,760	2,286	2,445	-	392	-	-	66,945
2019	50,287	25,540	2,559	3,623	-	406	-	-	82,415
2020	13,597	4,788	1,675	1,648	-	253	-	-	21,961
2021	17,661	7,969	1,773	1,893	-	481	-	-	29,777
2022	25,600	13,410	2,038	2,418	-	422	-	-	43,888
2023	31,403	15,592	1,903	2,133	-	484	11,783	653	63,951
2024	36,072	15,930	2,125	2,165	-	376	11,847	840	69,355
2025	34,297	14,436	1,926	2,491	-	437	11,186	557	65,330

Monthly Comparisons for Each Service Type - September Data ONLY:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Monthly Variance:
2018 - 2019	5,225	8,780	273	1,178	-	14	-	-	15,470
	11.60%▲	52.39%▲	11.94%▲	48.18%▲	0.00%▲	3.57%▲	0.00%▲	0.00%▲	23.11%▲
2019 - 2020	(36,690)	(20,752)	(884)	(1,975)	-	(153)	-	-	(60,454)
	-72.96%▼	-81.25%▼	-34.54%▼	-54.51%▼	0.00%▲	-37.68%▼	0.00%▲	0.00%▲	-73.35%▼
2020 - 2021	4,064	3,181	98	245	-	228	-	-	7,816
	29.89%▲	66.44%▲	5.85%▲	14.87%▲	0.00%▲	90.12%▲	0.00%▲	0.00%▲	35.59%▲
2021 - 2022	7,939	5,441	265	525	-	(59)	-	-	14,111
	44.95%▲	68.28%▲	14.95%▲	27.73%▲	0.00%▲	-12.27%▼	0.00%▲	0.00%▲	47.39%▲
2022 - 2023	5,803	2,182	(135)	(285)	-	62	11,783	653	20,063
	22.67%▲	16.27%▲	-6.62%▼	-11.79%▼	0.00%▲	14.69%▲	#DIV/0!	#DIV/0!	45.71%▲
2023 - 2024	4,669	338	222	32	-	(108)	64	187	5,404
	14.87%▲	2.17%▲	11.67%▲	1.50%▲	#DIV/0!	-22.31%▼	0.54%▲	28.64%▲	8.45%▲
2024-2025	(1,775)	(1,494)	(199)	326	-	61	(661)	(283)	(4,025)
	-4.92%▼	-9.38%▼	-9.36%▼	15.06%▲	#DIV/0!	16.22%▲	-5.58%▼	-33.69%▼	-5.80%▼

YTD Totals for January through September Data:

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	YTD Total:
2018	388,657	400,780	24,528	24,872	-	4,053	-	-	842,890
2019	369,876	438,746	24,976	27,253	-	4,063	-	-	864,914
2020	177,324	281,479	16,781	16,687	-	3,130	-	-	495,401
2021	124,192	163,889	16,089	14,015	-	3,650	-	-	321,835
2022	211,224	262,111	19,908	18,815	-	4,478	96,515	-	613,051
2023	269,573	253,448	19,112	20,669	-	4,364	141,001	32,554	740,721
2024	323,035	305,365	22,303	19,352	7,729	4,030	137,408	35,642	854,864
2025	325,913	316,599	19,790	22,923	6,474	3,891	124,448	35,882	855,920

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

	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	GTR Shuttle	Annual Variance:
2018 - 2019	(18,781)	37,966	448	2,381	-	10	-	-	22,024
	-4.83%▼	9.47%▲	1.83%▲	9.57%▲	-	0.25%▲	-	-	2.61%▲
2019 - 2020	(192,552)	(157,267)	(8,195)	(10,566)	-	(933)	-	-	(369,513)
	-52.06%▼	-35.84%▼	-32.81%▼	-38.77%▼	-	-22.96%▼	-	-	-42.72%▼
2020 - 2021	(53,132)	(117,590)	(692)	(2,672)	-	520	-	-	(173,566)
	-29.96%▼	-41.78%▼	-4.12%▼	-16.01%▼	-	16.61%▲	100.00%▲	-	-35.04%▼
2021 - 2022	87,032	98,222	3,819	4,800	-	828	96,515	-	291,216
	70.08%▲	59.93%▲	23.74%▲	34.25%▲	-	22.68%▲	#DIV/0!	-	90.49%▲
2022 - 2023	58,349	(8,663)	(796)	1,854	-	(114)	44,486	32,554	127,670
	27.62%▲	-3.31%▼	-4.00%▼	9.85%▲	0.00%▲	-2.55%▼	46.09%▲	0.00%▲	20.83%▲
2023 - 2024	53,462	51,917	3,191	(1,317)	7,729	(334)	(3,593)	3,088	114,143
	19.83%▲	20.48%▲	16.70%▲	-6.37%▼	#DIV/0!	-7.65%▼	-2.55%▼	9.49%▲	15.41%▲
2024-2025	2,878	11,234	(2,513)	3,571	(1,255)	(139)	(12,960)	240	1,056
	0.89%▲	3.68%▲	-11.27%▼	18.45%▲	-16.24%▼	-3.45%▼	-9.43%▼	0.67%▲	0.12%▲

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	2,547.00	9 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	2,198.89	9 months	
Nov-21			
Teton Valley		AM	PM
November	TV1	7	15
	TV2	11	16
	TV3	19	4
Star Valley		AM	PM
November	SV1	10	20
	SV2	23	19
	SV3	16	5
Dec-21			
Teton Valley		AM	PM
December	TV1	7	18
	TV2	15	17
	TV3	22	10
Star Valley		AM	PM
December	SV1	13	23
	SV2	28	23
	SV3	16	6
January 2022			
Teton Valley		AM	PM
January	TV1	8	27
	TV2	16	20
	TV3	22	7
Star Valley		AM	PM
January	SV1	14	24
	SV2	29	26
	SV3	14	6
February 2022			
Teton Valley		AM	PM
February	TV1	10	20
	TV2	16	24
	TV3	25	9
Star Valley		AM	PM
February	SV1	13	22
	SV2	27	25
	SV3	14	4
March 2022			
Teton Valley		AM	PM
March	TV1	9	21
	TV2	17	24
	TV3	24	6
Star Valley		AM	PM
March	SV1	16	25
	SV2	30	28
	SV3	17	7

2022

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

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

2023

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

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

2024

January 2024				
Teton Valley		AM	PM	
January	TV1	14	23	
	TV2	20	19	
	TV3	22	10	
Star Valley		AM	PM	
January	SV1	18	32	
	SV2	31	27	
	SV3	23	9	
February 2024				
Teton Valley		AM	PM	
February	TV1	17	25	
	TV2	24	21	
	TV3	22	13	
Star Valley		AM	PM	
February	SV1	18	32	
	SV2	31	28	
	SV3	22	10	
March 2024				
Teton Valley		AM	PM	
March	TV1	12	22	
	TV2	21	16	
	TV3	19	9	
Star Valley		AM	PM	
March	SV1	18	30	
	SV2	26	24	
	SV3	23	7	
April 2024				
Teton Valley		AM	PM	
April	TV1	12	21	
	TV2	19	17	
	TV3	18	8	
Star Valley		AM	PM	
April	SV1	16	26	
	SV2	23	22	
	SV3	19	8	
May 2024				
Teton Valley		AM	PM	
May	TV1	10	21	
	TV2	18	14	
	TV3	16	7	
Star Valley		AM	PM	
May	SV1	14	27	
	SV2	18	18	
	SV3	19	7	
June 2024				
Teton Valley		AM	PM	
June	TV1	22	18	
	TV2	15	21	
	TV3	14	12	
Star Valley		AM	PM	
June	SV1	16	26	
	SV2	20	18	
	SV3	19	9	

July 2024				
Teton Valley		AM	PM	
July	TV1 - 401	13	22	
	TV2 - 402	17	16	
	TV3 - 403	18	9	
Star Valley		AM	PM	
July	SV1 - 301	13	27	
	SV2 - 302	20	18	
	SV3 - 303	18	7	
August 2024				
Teton Valley		AM	PM	
August	TV1 - 401	13	23	
	TV2 - 402	19	17	
	TV3 - 403	17	9	
Star Valley		AM	PM	
August	SV1 - 301	13	27	
	SV2 - 302	20	16	
	SV3 - 303	17	6	
September 2024				
Teton Valley		AM	PM	
August	TV1 - 401	13	29	
	TV2 - 402	18	16	
	TV3 - 403	21	8	
Star Valley		AM	PM	
August	SV1 - 301	12	26	
	SV2 - 302	21	20	
	SV3 - 303	17	7	
October 2024				
Teton Valley		AM	PM	
August	TV1 - 401	15	28	
	TV2 - 402	22	18	
	TV3 - 403	21	10	
Star Valley		AM	PM	
August	SV1 - 301	14	24	
	SV2 - 302	21	18	
	SV3 - 303	18	6	
November 2024				
Teton Valley		AM	PM	
August	TV1 - 401	13	23	
	TV2 - 402	18	17	
	TV3 - 403	19	7	
Star Valley		AM	PM	
August	SV1 - 301	13	22	
	SV2 - 302	17	15	
	SV3 - 303	19	7	
December 2024				
Teton Valley		AM	PM	
August	TV1 - 401	14	27	
	TV2 - 402	20	15	
	TV3 - 403	22	10	
Star Valley		AM	PM	
August	SV1 - 301	14	25	
	SV2 - 302	21	16	
	SV3 - 303	19	7	



START Ridership Report

START Regular Board Meeting October 23, 2025

2025

January 2025				
Teton Valley		AM	PM	
January	TV1 - 401	17	33	
	TV2 - 402	22	18	
	TV3 - 403	23	9	
Star Valley		AM	PM	
January	SV1 - 301	17	24	
	SV2 - 302	19	19	
	SV3 - 303	20	6	
February 2025				
Teton Valley		AM	PM	
February	TV1 - 401	18	36	
	TV2 - 402	25	21	
	TV3 - 403	32	12	
Star Valley		AM	PM	
February	SV1 - 301	16	30	
	SV2 - 302	23	19	
	SV3 - 303	18	4	
March 2025				
Teton Valley		AM	PM	
March	TV1 - 401	15	33	
	TV2 - 402	23	18	
	TV3 - 403	27	9	
Star Valley		AM	PM	
March	SV1 - 301	17	36	
	SV2 - 302	26	20	
	SV3 - 303	21	5	
April 2025				
Teton Valley		AM	PM	
April	TV1 - 401	14	31	
	TV2 - 402	19	15	
	TV3 - 403	20	7	
Star Valley		AM	PM	
April	SV1 - 301	13	29	
	SV2 - 302	21	19	
	SV3 - 303	22	5	
May 2025				
Teton Valley		AM	PM	
May	TV1 - 401	13	28	
	TV2 - 402	19	17	
	TV3 - 403	20	9	
Star Valley		AM	PM	
May	SV1 - 301	13	22	
	SV2 - 302	16	18	
	SV3 - 303	19	5	
June 2025				
Teton Valley		AM	PM	
June	TV1 - 401	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	2,865.38	8 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	2,198.89	9 months

July 2025				
Teton Valley		AM	PM	
July	TV1 - 401	15	25	
	TV2 - 402	23	19	
	TV3 - 403	19	9	
Star Valley		AM	PM	
July	SV1 - 301	13	26	
	SV2 - 302	17	15	
	SV3 - 303	20	7	
August 2025				
Teton Valley		AM	PM	
August	TV1 - 401	16	26	
	TV2 - 402	22	20	
	TV3 - 403	20	11	
Star Valley		AM	PM	
August	SV1 - 301	13	25	
	SV2 - 302	17	18	
	SV3 - 303	18	4	
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

September 2025

Rides: 9,178 / 451,161

Passengers (unlinked passenger trips): 11,186 / 611,072

Vehicle revenue hours: 1,275 / 64,286

Total vehicle hours: 1,470 / 72,391

Vehicle revenue miles: 11,408 / 572,462

Total vehicle miles: 12,761 / 621,831

Passenger miles: 10,818 / 538,019

Unique rider accounts (month / year to date): 1,057 / 4,406

Passengers per revenue hour: 8.8 / 9.5

Percent of rides shared: 55%

Average wait time: 14 minutes

Average ride time: 6 minutes

Average ride length: 1.0 miles

Average experience rating: 4.9 out of 5

Wheelchair rides: 2

No shows: 283

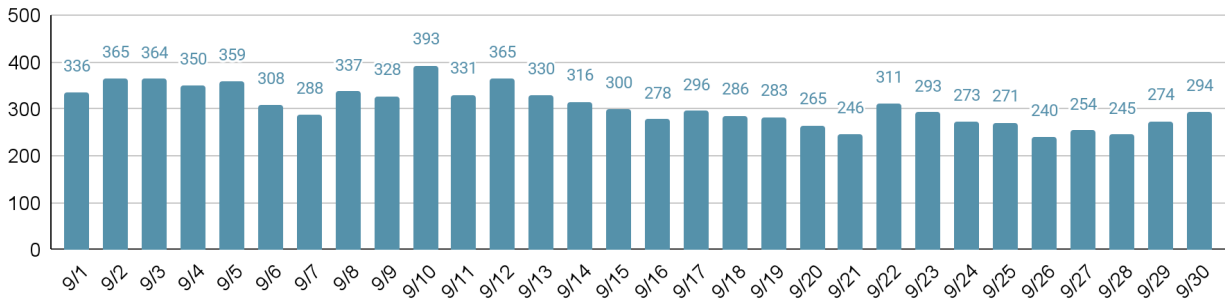
Percent of rides more than 5 min late to pickup: 12%

(month to date / all time)

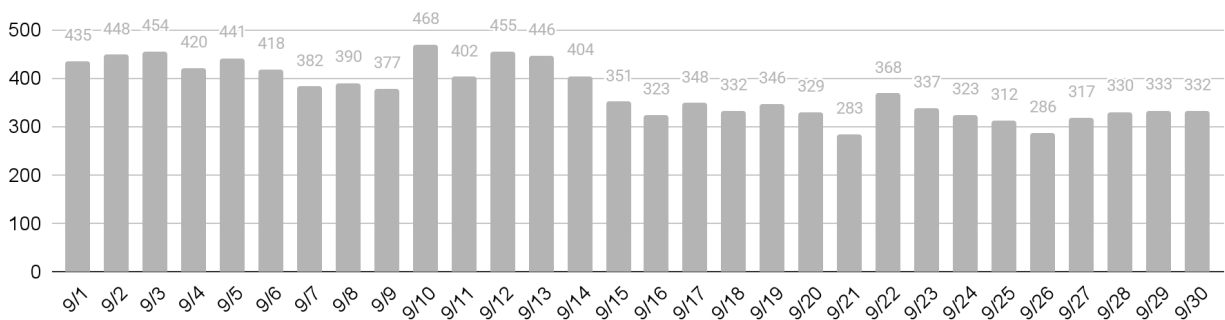
Passengers to/from the library: 355

Passengers to/from START: 32

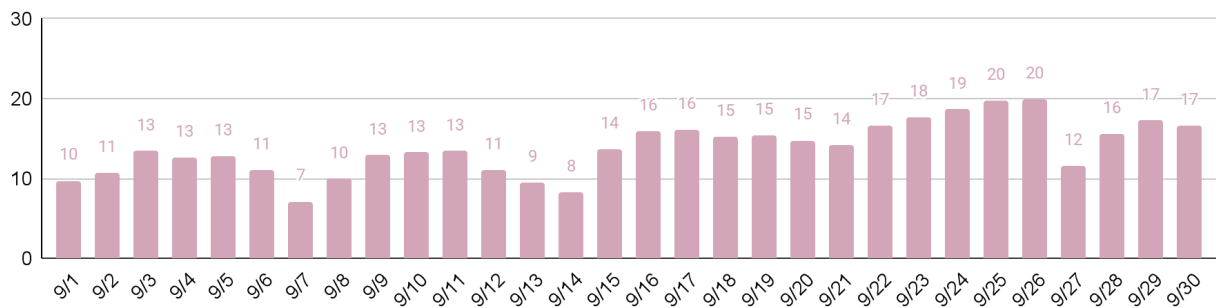
Rides



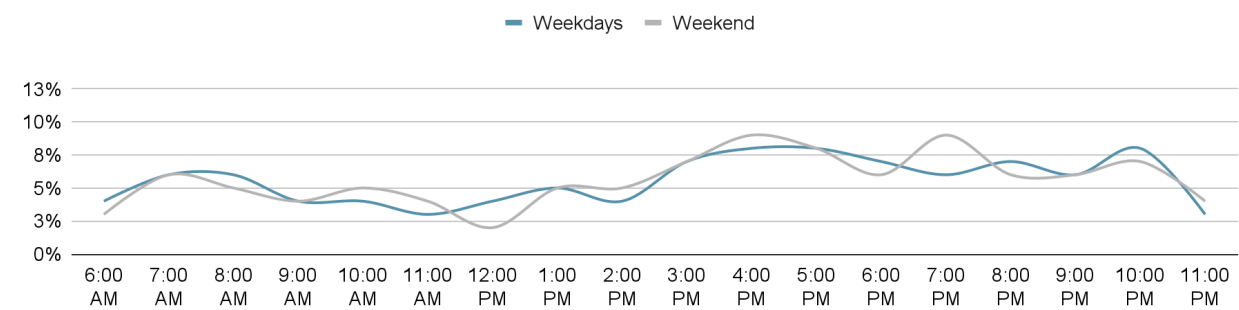
Passengers



Average Wait time



Pickups by Hour



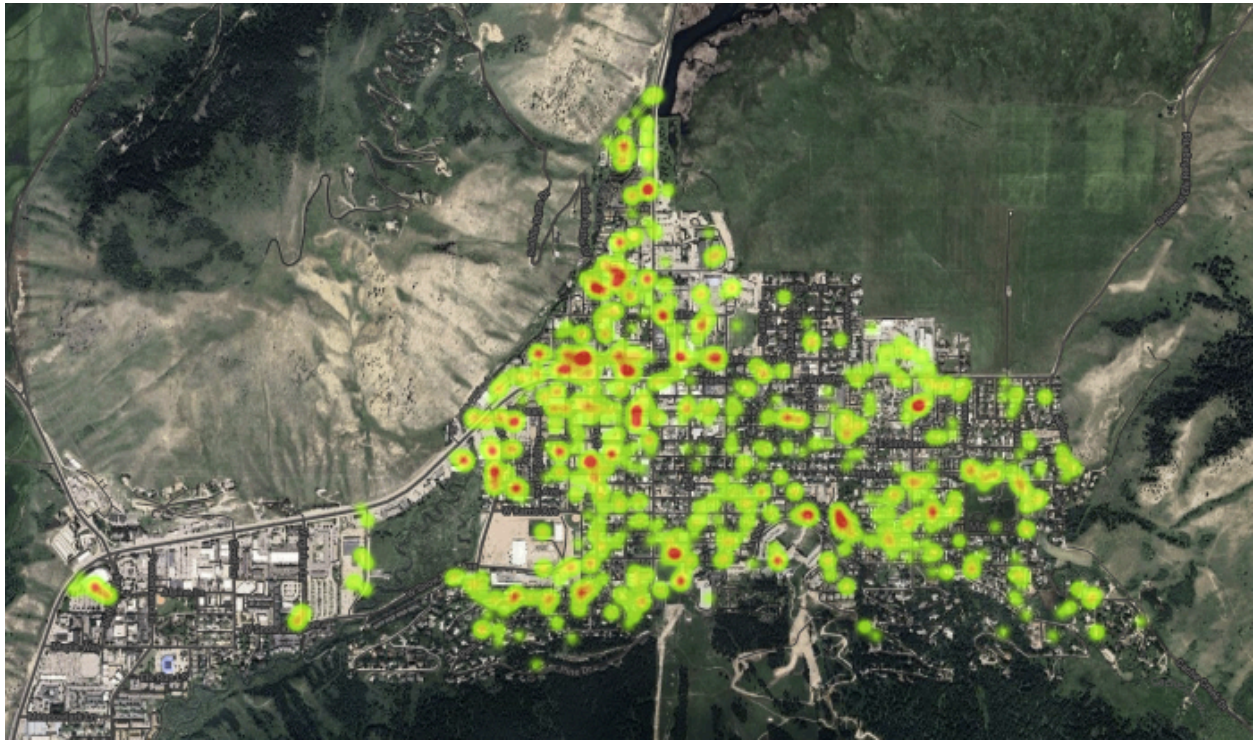
Wait Time Distribution

- 0 - 5 min: 19%
- 5 - 10 min: 25%
- 10 - 15 min: 19%
- 15 - 20 min: 15%
- 20 - 25 min: 9%
- 25 - 30 min: 6%
- 30+ min: 7%

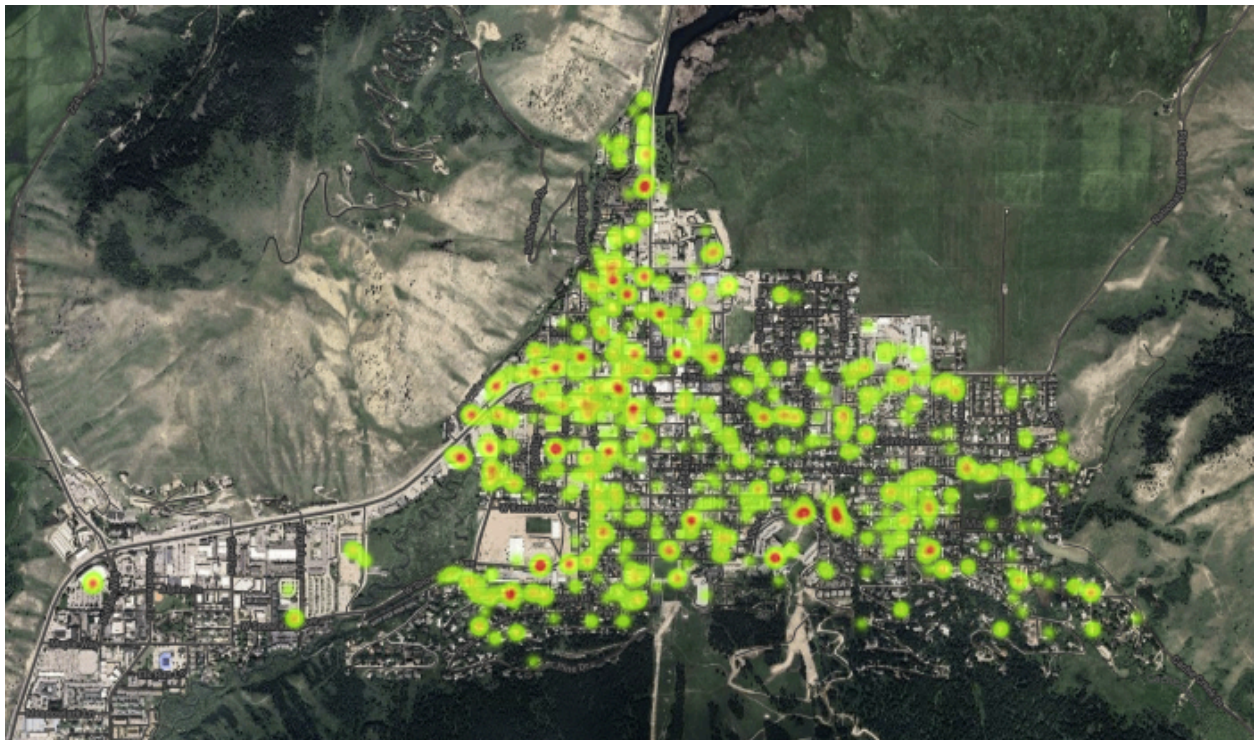
Passenger Distribution

- 1 Passenger Request: 84%
- 2 Passenger Request: 12%
- 3 Passenger Request: 2%
- 4 Passenger Request: 1%

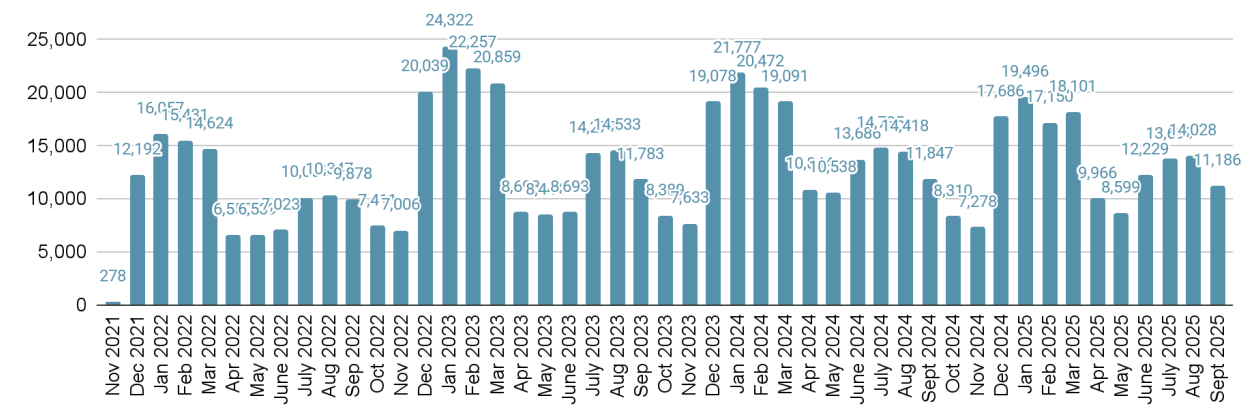
Pickups Heat Map



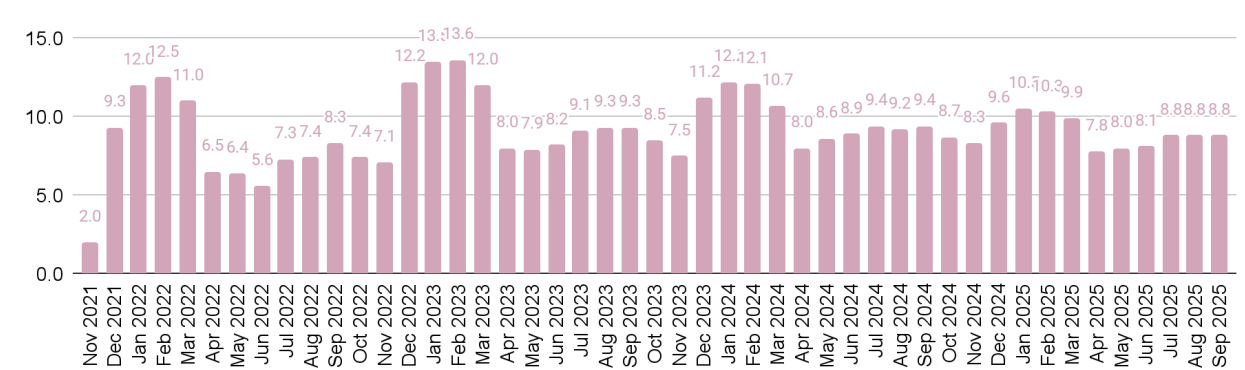
Dropoffs Heat Map



All Time - Passengers



All Time - Passengers / Revenue Hour



Town of Jackson, Wyoming
START Bus System

Monthly Financial Report

for the month of

9/30/2025

month

3

25.000%

	Period Actual	Period Budget (div by 12)	Period Variance	YTD Actual	YTD Budget	YTD Variance	%	Total Budget	Budget remaining	%
Revenues:										
Intergovernmental	\$ 154,405.75	\$ 1,048,576.42	\$ (894,170.67)	\$ 401,575.25	\$ 3,145,729.25	\$ (2,744,154.00)	12.766%	\$ 12,582,917.00	\$ 12,181,341.75	3.191%
Charges for Service	17,696.39	\$ 178,641.67	\$ (160,945.28)	276,784.89	\$ 535,925.00	\$ (259,140.11)	51.646%	\$ 2,143,700.00	\$ 1,866,915.11	12.912%
Miscellaneous	10737.24	\$ 20,667.08	\$ (9,929.84)	33,154.63	\$ 62,001.25	\$ (28,846.62)	53.474%	\$ 248,005.00	\$ 214,850.37	13.369%
subtotal	\$ 182,839.38	\$ 1,247,885.17	\$ (1,065,045.79)	\$ 711,514.77	\$ 3,743,655.50	\$ (3,032,140.73)	19.006%	\$ 14,974,622.00	\$ 14,263,107.23	4.751%
transfers in	93230.67	\$ 93,230.67	\$ 0.00	279,692.01	\$ 279,692.00	\$ 0.01	100.000%	\$ 1,118,768.00	\$ 839,075.99	25.000%
Total	\$ 276,070.05	\$ 1,341,115.83	\$ (1,065,045.78)	\$ 991,206.78	\$ 4,023,347.50	\$ (3,032,140.72)	24.636%	\$ 16,093,390.00	\$ 15,102,183.22	6.159%
Expenditures										
Administration	\$ 131,926.58	\$ 149,888.83	\$ (17,962.25)	\$ 509,890.62	\$ 449,666.50	\$ 60,224.12	113.393%	\$ 1,798,666.00	\$ 1,288,775.38	28.348%
Operations	449,598.80	\$ 676,478.00	\$ (226,879.20)	1,658,826.93	\$ 2,029,434.00	\$ (370,607.07)	81.738%	8,117,736.00	6,458,909.07	20.435%
subtotal	\$ 581,525.38	\$ 826,366.83	\$ (244,841.45)	\$ 2,168,717.55	\$ 2,479,100.50	\$ (310,382.95)	87.480%	\$ 9,916,402.00	\$ 7,747,684.45	21.870%
Capital outlay	\$ -	\$ 615,833.33	\$ (615,833.33)	\$ -	\$ 1,847,500.00	\$ (1,847,500.00)	0.000%	\$ 7,390,000.00	\$ 7,390,000.00	0.000%
Subtotal (cume)	\$ 581,525.38	\$ 1,442,200.17	\$ (860,674.79)	\$ 2,168,717.55	\$ 4,326,600.50	\$ (2,157,882.95)	50.125%	\$ 17,306,402.00	\$ 16,724,876.62	12.531%
Transfers out	\$ 38,873.17	\$ 38,873.17	\$ 0.00	\$ 116,619.51	\$ 116,619.50	\$ 0.01	100.000%	\$ 466,478.00	\$ 349,858.49	25.000%
Total (cume)	\$ 620,398.55	\$ 1,481,073.33	\$ (860,674.78)	\$ 2,285,337.06	\$ 4,443,220.00	\$ 2,157,882.94	51.434%	\$ 17,772,880.00	\$ 15,487,542.94	12.859%
Net Revenue over Expenditures	\$ (344,328.50)	\$ (139,957.50)	\$ (204,371.00)	\$ (1,294,130.28)	\$ (419,872.50)	\$ (5,190,023.66)	308.220%	\$ (1,679,490.00)	\$ (385,359.72)	77.055%