

START Board Regular Meeting

July 23, 2026

3:30 PM - 5:30 PM

Hybrid - Teton County Commissioners' Chambers and Zoom

I. Zoom Information

- A. <https://us02web.zoom.us/j/81857442832?pwd=hrX97dTvbW8qofjBln7gDAWZQ8Bjhs.1>
- B. Webinar ID: 818 5744 2832/ Passcode: 83001
- C. 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 (3:40-3:45)

- A. Approval of Minutes
 - 1. June 25, 2026, Regular Meeting

V. DISCUSSION ITEMS AND/OR ACTION ITEMS (3:45-5:00)

- A. DISCUSSION/ACTION ITEMS:
 - 1. KPIs 2nd Quarter (April – June) – Jason Pitts
 - 2. Director’s Update – Mike Toronto
 - i. Commuter Marketing Overview
 - 3. Approval of Recommended Service Reductions – Mike Toronto
 - 4. Stilson Transit Center Ribbon Cutting – Mike Toronto

VI. MATTERS FROM THE BOARD (5:00 - 5:30)

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

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.

VII. ADJOURNMENT (5:30 PM)

VIII. TIME AND PLACE FOR NEXT MEETING

- A. Next Regular Meeting: Thursday August 20, 2026, from 3:30 PM – 5:30 PM Teton County Commissioner's Chambers
- B. Please use the URL below to join the webinar:
<https://us02web.zoom.us/j/81857442832?pwd=hrX97dTvbW8qofjBln7gDAWZQ8Bjhs.1>
- C. Webinar ID: 818 5744 2832 / Passcode: 83001

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.

START Board Regular Monthly Meeting Minutes

June 25, 2026

3:30 PM – 5:30 PM

Hybrid – Teton County Commissioners Chambers and Zoom

I. ZOOM INFORMATION

- A. <https://us02web.zoom.us/j/81857442832?pwd=hrX97dTvbW8qofjBln7gDAWZQ8Bjhs.1>
Webinar ID: 818 5744 2832/ 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 PM – 3:35 PM)

- A. Call to Order
 - Chair Eisen called the meeting to order at 3:31 PM
- B. Roll Call
 - START Board: LizAnn Eisen– In-person (Chair), Kristin Unruh – Virtual (Vice-Chair & Treasurer)(Left at 5:09 PM), Steve Grossman (Secretary) – In-person, Julien Hass – Virtual, Ty Hoath – Absent, Meghan Quinn – Virtual(left at 5:04 PM), Will Roscoe – Virtual
 - Liaisons: Wes Gardner – In-person (Teton County Liaison), Kevin Regan – Absent (Town of Jackson Liaison), Jade Krueger -- Virtual (Teton Valley Liaison)
 - Staff: Mike Toronto – In-person (START Director), Jason Pitts – In-person (START Ops Manager), Susan Purcell – Virtual (Assistant Town Attorney), Chris McDonough – In-person (START Service Planner), Ann McClure – In-person (START Admin Asst)
 - Other: Charlotte Frei (Regional Transportation Planning Administrator) – In-person

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

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. Selena Humphreys regarding commuter bus WiFi, received via email
 1. Director Toronto provided staff comment

IV. CONSENT AGENDA (3:40 PM – 3:45 PM)

- A. Approval of Minutes
 1. May 28, 2026, Regular Meeting
- B. E-Ink Display Contract with Urban Solar
 1. Chair Eisen explained minor changes had been made to the contract after the packet was published.

Motion made by Steve Grossman, seconded by Kristin Unruh, to approve consent agenda as presented. All in Favor. Motion carries unanimously.

V. DISCUSSION ITEMS AND/OR ACTION ITEMS (3:45 PM – 5:00 PM)

- A. DISCUSSION/ACTION ITEMS:
 1. Budget Update FY27 – Mike Toronto

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. WYDOT Grant Update – Mike Toronto
 - i. Director Toronto was joined by Chris McDonough, Transit Planner, and provided staff comments. Board members held discussion with staff. Board requested a desire to preserve van pool and minimize overall service disruptions. Board requested more information on potential changes to START on-Demand service.
 - ii. **No action was taken.**
3. Director's Update – Mike Toronto
 - i. Director Toronto provided brief staff comments.

VI. MATTERS FROM THE BOARD (5:00 PM – 5:30 PM)

- A. Teton Valley Liaison Report – Jade Krueger
 - 1. Provided comments on discussions.
- B. Town Liaison Report – Kevin Regan – absent
- C. County Report – Wes Gardner
 - 1. At Chair Eisen’s invitation participated in discussion throughout meeting
- D. Star Valley Liaison Report - Vacant
- E. Matters from Board Members – none

VII. ADJOURNMENT (5:30 PM)

Motion to adjourn at 5:16 PM made by Grossman, seconded by Hass. All in Favor. Motion carries unanimously

TIME AND PLACE FOR NEXT MEETING.

Next Regular Meeting: Thursday July 23, 2026, from 3:30 PM – 5:30 PM Teton County Commissioner's Chambers

Please use the URL below to join the webinar:

<https://us02web.zoom.us/j/81857442832?pwd=hrX97dTvbW8qofjBln7gDAWZQ8Bjhs.1>

Webinar ID: 818 5744 2832 / Passcode: 83001

Ann McClure Date
START Administrative Assistant (Minutes Editor)

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

Steve Grossman, Secretary Date

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.



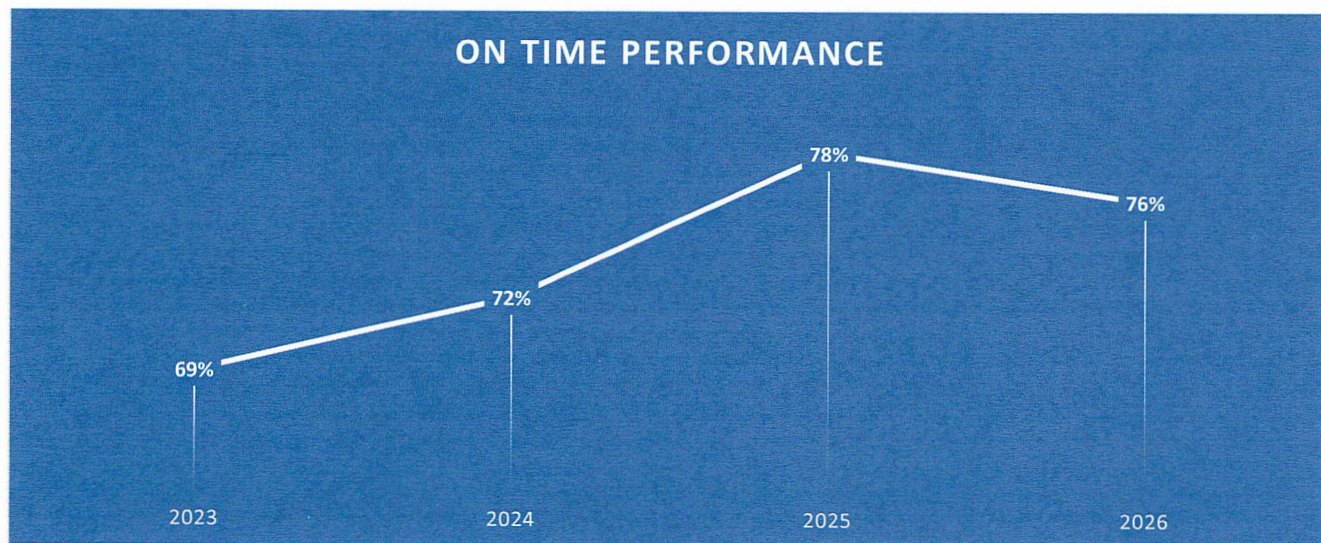
Mission: We transport people. START safely provides the greater Jackson Hole community with convenient transportation that is affordable, service oriented and environmentally friendly, improving the quality of life in the region.

On-Time Performance

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	78%
2026	76%





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 2026

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

2026

April

On Time Performance	
<i>Star Valley</i>	73%
<i>Teton Valley</i>	71%
<i>Town Shuttle</i>	82%
<i>TV Local</i>	75%
<i>Express</i>	60%
<i>Airport</i>	90%
<i>South</i>	67%

May

On Time Performance	
<i>Star Valley</i>	61%
<i>Teton Valley</i>	67%
<i>Town Shuttle</i>	78%
<i>TV Local</i>	69%

June

On Time Performance	
<i>Star Valley</i>	60%
<i>Teton Valley</i>	55%
<i>Town Shuttle</i>	67%
<i>TV Local</i>	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

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

YEAR TO DATE	2023	2024	2025	2026
January	67%	74%	79%	78%
February	63%	71%	78%	77%
March	64%	68%	81%	80%
April	71%	74%	78%	77%
May	64%	77%	77%	75%
June	67%	74%	71%	68%
July	67%	71%	71%	
August	71%	74%	79%	
September	72%	76%	74%	
October	68%	72%	77%	
November	74%	76%	83%	
December	78%	74%	77%	
Yearly Total	69%	72%	78%	76%

START Bus Accidents 2026

1st Quarter					
Month / Year	Miles Driven	Total Miles Driven	Total Preventable	Total Non-Preventable	Miles Between Preventable Accidents
January 2026	1,028,016	1,297,973	4	1	324,493
February 2026	161,664				
March 2026	108,293				
2nd Quarter					
April 2026	65,660	171,368	3	2	57,123
May 2026	53,704				
June 2026	52,004				
3rd Quarter					
July 2026		0	0	0	
August 2026					
September 2026					
4th Quarter					
October 2026		0	0	0	
November 2026					
December 2026					

2026 YTD		
Miles	Q1	1,297,973
Miles	Q2	171,368
Miles	Q3	0
Miles	Q4	0
	TOTAL MILES DRIVEN:	1,469,341
TOTAL PREVENTABLE:		7
TOTAL NON-PREVENTABLE:		3
MILES BETWEEN PREVENTABLE ACCIDENTS:		209,906

2025 YTD		
Miles	Q1	304,744
Miles	Q2	172,562
Miles	Q3	158,185
Miles	Q4	199,587
	TOTAL MILES DRIVEN:	835,078
TOTAL PREVENTABLE:		13
TOTAL NON-PREVENTABLE:		3
MILES BETWEEN PREVENTABLE ACCIDENTS:		64,237

2024 YTD		
Miles	Q1	298,019
Miles	Q2	175,989
Miles	Q3	224,305
Miles	Q4	192,029
	TOTAL MILES DRIVEN:	592,621
TOTAL PREVENTABLE:		17
TOTAL NON-PREVENTABLE:		7
MILES BETWEEN PREVENTABLE ACCIDENTS:		34,860

2023 YTD		
Miles	Q1	166,565
Miles	Q2	127,020
Miles	Q3	138,910
Miles	Q4	161,377
	TOTAL MILES DRIVEN:	593,872
TOTAL PREVENTABLE:		28
TOTAL NON-PREVENTABLE:		12
MILES BETWEEN PREVENTABLE ACCIDENTS:		21,210



2026 2nd Quarter Accidents Comparisons

2026 April	
Preventable	1
Non-Preventable	0

May	
Preventable	1
Non-Preventable	0

June	
Preventable	1
Non-Preventable	2

Totals	
Preventable	3
Non-Preventable	2

2025 APRIL	
Preventable	2
Non-Preventable	1

MAY	
Preventable	1
Non-Preventable	0

JUNE	
Preventable	1
Non-Preventable	0

Preventable	4
Non-Preventable	1

2024 APRIL	
Preventable	0
Non-Preventable	0

MAY	
Preventable	1
Non-Preventable	1

JUNE	
Preventable	1
Non-Preventable	0

Preventable	2
Non-Preventable	1

2023 APRIL	
Preventable	2
Non-Preventable	3

MAY	
Preventable	0
Non-Preventable	0

JUNE	
Preventable	3
Non-Preventable	1

Preventable	5
Non-Preventable	4

START Bus Complaints 2026

Quarter 1							
Month / Year	Riders	TOTAL RIDERSHIP 1st Q	SLE	START BUS	TOTAL COMPLAINTS	Complaints per 10,000	Passenger per complaints
January 2026	139,968	394,478	4	7	11	0.28	35,862
February 2026	131,262						
March 2026	123,248						
Quarter 2		TOTAL RIDERSHIP 2nd Q	SLE	START BUS	TOTAL COMPLAINTS	Complaints per 10,000	Passenger per complaints
April 2026	62,450	179,593	0	1	1	0.055681458	16,327
May 2026	58,828						
June 2026	58,315						
Quarter 3		TOTAL RIDERSHIP 3rd Q	SLE	START BUS	TOTAL COMPLAINTS	Complaints per 10,000	Passenger per complaints
July 2026	0	0	0	0	0		
August 2026	0						
September 2026	0						
Quarter 4		TOTAL RIDERSHIP	SLE	START BUS	TOTAL COMPLAINTS	Complaints per 10,000	Passenger per complaints
October 2026	0	0	0	0	0		
November 2026	0						
December 2026	0						

2026 YTD		
Total Passengers	Q1	394,478
Total Passengers	Q2	179,593
Total Passengers	Q3	0
Total Passengers	Q4	0
	TOTAL COMPLAINTS:	12
TOTAL RIDERSHIP:		574,071
Total Complaints		12
Total complaints per 10,000		0.18
Passenger per Complaints		52,188

2025 YTD		
Total Passengers	Q1	404,068
Total Passengers	Q2	201,254
Total Passengers	Q3	214,716
Total Passengers	Q4	118,537
	TOTAL COMPLAINTS:	24
TOTAL RIDERSHIP:		1,045,546
Total Complaints		23
Total complaints per 10,000		0.23
Passenger per Complaints		43,564

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

2023 YTD		
Total Passengers	Q1	335,205
Total Passengers	Q2	163,236
Total Passengers	Q3	209,726
Total Passengers	Q4	212,488
	TOTAL COMPLAINTS:	48
TOTAL RIDERSHIP:		920,655
Total Complaints		48
Total complaints per 10,000		0.52
Passenger per Complaints		19,180.00



Total Comparisons 2026



April 2026

Total Riders:	62,450
Total Complaints:	0
SLE:	0
START:	0
Total complaints per 10,000 passengers:	0
Passengers per complaints:	0

April 2025

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

January 2024

Total Riders:	144,857
Total Complaints:	1
SLE:	0
START:	1
Total complaints per 10,000 passengers:	0.001
Passengers per complaints:	144,857

January 2023

Total Riders:	120,479
Total Complaints:	13
SLE:	9
START:	4
Total complaints per 10,000 passengers:	1.08
Passengers per complaints:	9,267

May

Total Riders:	58,828
Total Complaints:	0
SLE:	0
START:	0
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

February

Total Riders:	143,964
Total Complaints:	4
SLE:	0
START:	4
Total complaints per 10,000 passengers:	0.27
Passengers per complaints:	35,991.00

February

Total Riders:	107,824
Total Complaints:	7
SLE:	5
START:	2
Total complaints per 10,000 passengers:	0.65
Passengers per complaints:	15,403

June

Total Riders:	58,315
Total Complaints:	1
SLE:	0
START:	1
Total complaints per 10,000 passengers:	0.171482
Passengers per complaints:	58,315

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

March

Total Riders:	132,919
Total Complaints:	5
SLE:	2
START:	3
Total complaints per 10,000 passengers:	0.37
Passengers per complaints:	26,583

March

Total Riders:	106,902
Total Complaints:	7
SLE:	6
START:	1
Total complaints per 10,000 passengers:	0.65
Passengers per complaints:	15,271

Totals:

SLE:	0
START	1

Totals:

SLE	0
START	3

Totals:

SLE	2
START	8

Totals:

SLE	20
START	7

Town of Jackson, Wyoming
START Bus System

Monthly Financial Report

for the month of

6/30/2026

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	\$ 1,664,971.15	\$ 1,049,093.08	\$ 615,878.07	\$ 6,637,215.64	\$ 12,589,117.00	\$ (5,951,901.36)	52.722%	\$ 12,589,117.00	\$ 5,951,901.36	52.722%
Charges for Service	259,814.79	\$ 178,641.67	\$ 81,173.12	2,031,607.39	\$ 2,143,700.00	\$ (112,092.61)	94.771%	\$ 2,143,700.00	\$ 112,092.61	94.771%
Miscellaneous	7647.99	\$ 18,157.08	\$ (10,509.09)	185,883.56	\$ 217,885.00	\$ (32,001.44)	85.313%	\$ 217,885.00	\$ 32,001.44	85.313%
subtotal	\$ 1,932,433.93	\$ 1,245,891.83	\$ 686,542.10	\$ 8,854,706.59	\$ 14,950,702.00	\$ (6,095,995.41)	59.226%	\$ 14,950,702.00	\$ 6,095,995.41	59.226%
transfers in	93230.63	\$ 93,230.67	\$ (0.04)	1,118,768.00	\$ 1,118,768.00	\$ -	100.000%	\$ 1,118,768.00	\$ -	100.000%
Total	\$ 2,025,664.56	\$ 1,339,122.50	\$ 686,542.06	\$ 9,973,474.59	\$ 16,069,470.00	\$ (6,095,995.41)	62.065%	\$ 16,069,470.00	\$ 6,095,995.41	62.065%
Expenditures										
Administration	\$ 138,959.65	\$ 158,756.83	\$ (19,797.18)	\$ 1,651,478.22	\$ 1,905,082.00	\$ (253,603.78)	86.688%	\$ 1,905,082.00	\$ 253,603.78	86.688%
Operations	769,558.69	\$ 694,679.33	\$ 74,879.36	7,365,914.64	\$ 8,336,152.00	\$ (970,237.36)	88.361%	\$ 8,336,152.00	\$ 970,237.36	88.361%
subtotal	\$ 908,518.34	\$ 853,436.17	\$ 55,082.17	\$ 9,017,392.86	\$ 10,241,234.00	\$ (1,223,841.14)	88.050%	\$ 10,241,234.00	\$ 1,223,841.14	88.050%
Capital outlay	\$ -	\$ 615,833.33	\$ (615,833.33)	\$ 1,939,869.78	\$ 7,390,000.00	\$ (5,450,130.22)	26.250%	\$ 7,390,000.00	\$ 5,450,130.22	26.250%
Subtotal (cume)	\$ 908,518.34	\$ 1,469,269.50	\$ (560,751.16)	\$ 10,957,262.64	\$ 17,631,234.00	\$ (6,673,971.36)	62.147%	\$ 17,631,234.00	\$ 16,722,715.66	62.147%
Transfers out	\$ -	\$ 38,873.17	\$ (38,873.17)	\$ 469,624.17	\$ 466,478.00	\$ 3,146.17	100.674%	\$ 466,478.00	\$ (3,146.17)	100.674%
Total (cume)	\$ 908,518.34	\$ 1,508,142.67	\$ (599,624.33)	\$ 11,426,886.81	\$ 18,097,712.00	\$ 6,670,825.19	63.140%	\$ 18,097,712.00	\$ 6,670,825.19	63.140%
Net Revenue over Expenditures	\$ 1,117,146.22	\$ (169,020.17)	\$ 1,286,166.39	\$ (1,453,412.22)	\$ (2,028,242.00)	\$ (12,766,820.60)	71.659%	\$ (2,028,242.00)	\$ (574,829.78)	71.659%



START Ridership Report

START Regular Board Meeting July 23, 2026

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	33,759	8,937	2,193	2,632	-	394	9,907	57,822		57,822	2,799	5%
November	28,475	7,869	1,707	1,880	-	346	8,872	49,149	16	49,165	3,694	8%
December	33,969	61,081	2,229	2,275	869	420	17,694	118,537		118,537	2,677	2%
Totals 2025	422,116	394,486	25,919	29,710	7,343	5,051	160,921	1,045,546	35,898	1,081,444	9,986	1%

2026	Town Shuttle	Teton Village	Star Valley	Teton Valley	Airport Shuttle Pilot	ADA	START On-Demand	Monthly Total	GTR Shuttle	Monthly Total (plus GTR)	'26 vs. '25	
January	36,842	76,117	2,351	2,633	1,783	372	19,870	139,968	7,599	147,567	2,650	2%
February	34,898	71,353	2,235	2,499	2,205	327	17,745	131,262	7,854	139,116	(3,143)	-2%
March	36,598	61,597	2,388	2,538	2,072	380	17,675	123,248	5,711	128,959	(9,097)	-7%
April	30,721	15,995	2,191	2,201	252	318	10,772	62,450	2,028	64,478	(7,835)	-11%
May	34,456	8,224	2,248	2,122	-	378	11,400	58,828		58,828	(677)	-1%
June	38,160	14,616	2,556	2,599	-	384	13,551	71,866	947	72,813	402	1%
July								-		-	(75,985)	-100%
August								-		-	(73,958)	-100%
September								-		-	(64,773)	-100%
October								-		-	(57,822)	-100%
November								-		-	(49,149)	-100%
December								-		-	(118,537)	-100%
Totals 2026	211,675	247,902	13,969	14,592	6,312	2,159	91,013	587,622	24,139	611,761	(457,924)	-44%

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	7,023	-	53,180
2023	33,304	17,151	2,150	2,408	-	452	12,605	-	68,070
2024	38,183	17,234	2,160	1,969	-	433	13,686	-	73,665
2025	37,773	16,545	2,015	2,493	-	409	12,229	-	71,464
2026	38,160	14,616	2,556	2,599	-	384	13,551	947	72,813

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) -6.88%▼	(834) -4.74%▼	(530) -18.83%▼	135 5.30%▲	- 0.00%▲	82 18.81%▲	- 0.00%▲	- 0.00%▲	(4,485) -6.23%▼
2019 - 2020	(32,866) -72.69%▼	(14,489) -86.42%▼	(859) -37.59%▼	(1,432) -53.39%▼	- 0.00%▲	(217) -41.89%▼	- 0.00%▲	- 0.00%▲	(49,863) -73.91%▼
2020 - 2021	4,798 38.87%▲	7,170 315.03%▲	674 47.27%▲	577 46.16%▲	- 0.00%▲	249 82.72%▲	- 0.00%▲	- 0.00%▲	13,468 76.53%▲
2021 - 2022	10,033 58.53%▲	4,637 49.09%▲	208 9.90%▲	270 14.78%▲	- 0.00%▲	(57) -10.36%▼	7,023 0.00%▲	- 0.00%▲	22,114 71.18%▲
2022 - 2023	6,128 22.55%▲	3,068 21.79%▲	(158) -6.85%▼	311 14.83%▲	- 0.00%▲	(41) -8.32%▼	5,582 79.48%▲	- #DIV/0!	14,890 28.00%▲
2023 - 2024	4,879 14.65%▲	83 0.48%▲	10 0.47%▲	(439) -18.23%▼	- #DIV/0!	(19) -4.20%▼	1,081 8.58%▲	- #DIV/0!	5,595 8.22%▲
2024 - 2025	(410) -1.07%▼	(689) -4.00%▼	(145) -6.71%▼	524 26.61%▲	- #DIV/0!	(24) -5.54%▼	(1,457) -10.65%▼	- #DIV/0!	(2,201) -2.99%▼
2025 - 2026	387 1.01%▲	(1,929) -13.20%▼	541 21.17%▲	106 4.08%▲	- #DIV/0!	(25) -6.51%▼	1,322 9.76%▲	947 100.00%▲	1,349 1.85%▲

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	66,981	137,822	9,885	9,014	-	2,036	-	-	225,738
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
2026	211,675	247,902	13,969	14,592	6,312	2,159	91,013	24,139	611,761

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) -2.90%▼	22,910 6.77%▲	(620) -3.70%▼	2 0.01%▲	- 0.00%▲	24 0.85%▲	- 0.00%▲	- 0.00%▲	15,611 2.57%▲
2019 - 2020	(87,920) -39.18%▼	(95,448) -26.42%▼	(4,207) -26.06%▼	(5,573) -31.72%▼	- 0.00%▲	(627) -21.92%▼	- 0.00%▲	- 0.00%▲	(193,775) -31.14%▼
2020 - 2021	(69,503) -50.92%▼	(128,066) -48.17%▼	(2,049) -17.17%▼	(2,981) -24.85%▼	- 0.00%▲	(198) -8.86%▼	- 100.00%▲	- 0.00%▲	(202,797) -47.32%▼
2021 - 2022	61,814 92.29%▲	74,905 54.35%▲	3,458 34.98%▲	2,833 31.43%▲	- 0.00%▲	971 47.69%▲	66,224 #DIV/0!	- 0.00%▲	210,205 93.12%▲
2022 - 2023	39,593 30.74%▲	(13,529) -6.36%▼	184 1.38%▲	2,178 18.38%▲	- 0.00%▲	(111) -3.69%▼	34,183 51.62%▲	27,377 0.00%▲	89,875 20.62%▲
2023 - 2024	37,987 22.56%▲	50,324 25.26%▲	2,243 16.58%▲	(1,168) -8.33%▼	7,729 #DIV/0!	(90) -3.11%▼	(3,999) -3.98%▼	1,927 7.04%▲	94,953 18.06%▲
2024 - 2025	10,998 5.33%▲	14,678 5.88%▲	(2,116) -13.42%▼	2,640 20.53%▲	(1,255) -16.24%▼	(223) -7.95%▼	(10,867) -11.27%▼	1,677 5.72%▲	15,532 2.50%▲
2025 - 2026	(5,698) -2.62%▼	(16,298) -6.17%▼	315 2.31%▲	(905) -5.84%▼	(162) -2.50%▼	(424) -16.42%▼	5,472 6.40%▲	(6,842) -22.08%▼	(24,542) -3.86%▼

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	2,475.83	12 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	2,159.92	12 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	

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	

2022

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	
	TV3	25	11	
Star Valley		AM	PM	
October	SV1A	12	22	
	SV2	25	22	
	SV3	24	9	
	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	
September	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
September	TV1 - 401	13	29
	TV2 - 402	18	16
	TV3 - 403	21	8
Star Valley		AM	PM
September	SV1 - 301	12	26
	SV2 - 302	21	20
	SV3 - 303	17	7
October 2024			
Teton Valley		AM	PM
October	TV1 - 401	15	28
	TV2 - 402	22	18
	TV3 - 403	21	10
Star Valley		AM	PM
October	SV1 - 301	14	24
	SV2 - 302	21	18
	SV3 - 303	18	6
November 2024			
Teton Valley		AM	PM
November	TV1 - 401	13	23
	TV2 - 402	18	17
	TV3 - 403	19	7
Star Valley		AM	PM
November	SV1 - 301	13	22
	SV2 - 302	17	15
	SV3 - 303	19	7
December 2024			
Teton Valley		AM	PM
December	TV1 - 401	14	27
	TV2 - 402	20	15
	TV3 - 403	22	10
Star Valley		AM	PM
December	SV1 - 301	14	25
	SV2 - 302	21	16
	SV3 - 303	19	7



START Ridership Report

START Regular Board Meeting July 23, 2026

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

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
September	TV1 - 401	13	25
	TV2 - 402	26	18
	TV3 - 403	20	11
Star Valley		AM	PM
September	SV1 - 301	12	24
	SV2 - 302	15	14
	SV3 - 303	17	5
October 2025			
Teton Valley		AM	PM
October	TV1 - 401	13	27
	TV2 - 402	24	18
	TV3 - 403	20	12
Star Valley		AM	PM
October	SV1 - 301	12	27
	SV2 - 302	16	16
	SV3 - 303	19	5
November 2025			
Teton Valley		AM	PM
November	TV1 - 401	12	22
	TV2 - 402	19	14
	TV3 - 403	21	8
Star Valley		AM	PM
November	SV1 - 301	12	24
	SV2 - 302	14	15
	SV3 - 303	18	3
December 2025			
Teton Valley		AM	PM
December	TV1 - 401	15	26
	TV2 - 402	23	15
	TV3 - 403	21	8
Star Valley		AM	PM
December	SV1 - 301	14	26
	SV2 - 302	18	18
	SV3 - 303	18	6



START Ridership Report

START Regular Board Meeting July 23, 2026

2026

January 2026				
Teton Valley		AM	PM	
January	TV1 - 401	17	30	
	TV2 - 402	22	19	
	TV3 - 403	23	10	
Star Valley		AM	PM	
January	SV1 - 301	15	31	
	SV2 - 302	21	17	
	SV3 - 303	22	4	
February 2026				
Teton Valley		AM	PM	
February	TV1 - 401	17	29	
	TV2 - 402	22	19	
	TV3 - 403	27	10	
Star Valley		AM	PM	
February	SV1 - 301	14	33	
	SV2 - 302	22	19	
	SV3 - 303	24	4	
March 2026				
Teton Valley		AM	PM	
March	TV1 - 401	16	27	
	TV2 - 402	18	20	
	TV3 - 403	26	9	
Star Valley		AM	PM	
March	SV1 - 301	13	28	
	SV2 - 302	21	18	
	SV3 - 303	23	5	
April 2026				
Teton Valley		AM	PM	
April	TV1 - 401	13	22	
	TV2 - 402	15	20	
	TV3 - 403	22	8	
Star Valley		AM	PM	
April	SV1 - 301	11	30	
	SV2 - 302	26	17	
	SV3 - 303	13	4	
May 2026				
Teton Valley		AM	PM	
May	TV1 - 401	12	24	
	TV2 - 402	12	18	
	TV3 - 403	25	9	
Star Valley		AM	PM	
May	SV1 - 301	12	29	
	SV2 - 302	32	18	
	SV3 - 303	12	4	
June 2026				
Teton Valley		AM	PM	
June	TV1 - 401	16	25	
	TV2 - 402	16	23	
	TV3 - 403	25	12	
Star Valley		AM	PM	
June	SV1 - 301	17	32	
	SV2 - 302	30	20	
	SV3 - 303	14	4	
July 2026				
Teton Valley		AM	PM	
July	TV1 - 401			
	TV2 - 402			
	TV3 - 403			
Star Valley		AM	PM	
July	SV1 - 301			
	SV2 - 302			
	SV3 - 303			

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	2,475.83	12 months
2026	2,432.00	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	2,159.92	12 months
2026	2,328.17	6 months

August 2026				
Teton Valley		AM	PM	
August	TV1 - 401			
	TV2 - 402			
	TV3 - 403			
Star Valley		AM	PM	
August	SV1 - 301			
	SV2 - 302			
	SV3 - 303			
September 2026				
Teton Valley		AM	PM	
September	TV1 - 401			
	TV2 - 402			
	TV3 - 403			
Star Valley		AM	PM	
September	SV1 - 301			
	SV2 - 302			
	SV3 - 303			
October 2026				
Teton Valley		AM	PM	
October	TV1 - 401			
	TV2 - 402			
	TV3 - 403			
Star Valley		AM	PM	
October	SV1 - 301			
	SV2 - 302			
	SV3 - 303			
November 2026				
Teton Valley		AM	PM	
November	TV1 - 401			
	TV2 - 402			
	TV3 - 403			
Star Valley		AM	PM	
November	SV1 - 301			
	SV2 - 302			
	SV3 - 303			
December 2026				
Teton Valley		AM	PM	
December	TV1 - 401			
	TV2 - 402			
	TV3 - 403			
Star Valley		AM	PM	
December	SV1 - 301			
	SV2 - 302			
	SV3 - 303			



East Jackson Ridership Report

June 2026

Rides: 10,892 / 553,842

Passengers (unlinked passenger trips): 13,551 / 738,558

Vehicle revenue hours: 1,672 / 78,136

Total vehicle hours: 1,947 / 88,335

Vehicle revenue miles: 14,174 / 692,961

Total vehicle miles: 16,091 / 756,272

Passenger miles: 12,936 / 650,400

Unique rider accounts (month / year to date): 1,103 / 3,024

Passengers per revenue hour: 8.1 / 9.5

Percent of rides shared: 46%

Average wait time: 11 minutes

Average ride time: 6 minutes

Average ride length: 0.9 miles

Average experience rating: 4.9 out of 5

Wheelchair rides: 4

No shows: 267

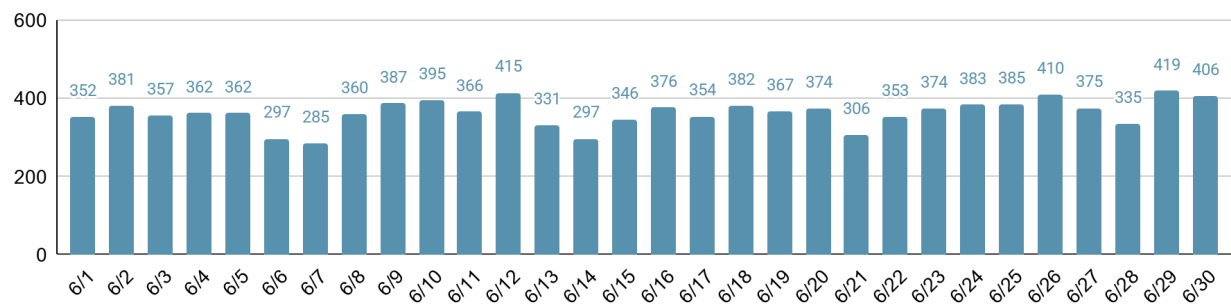
Percent of rides more than 5 min late to pickup: 11%

(month to date / all time)

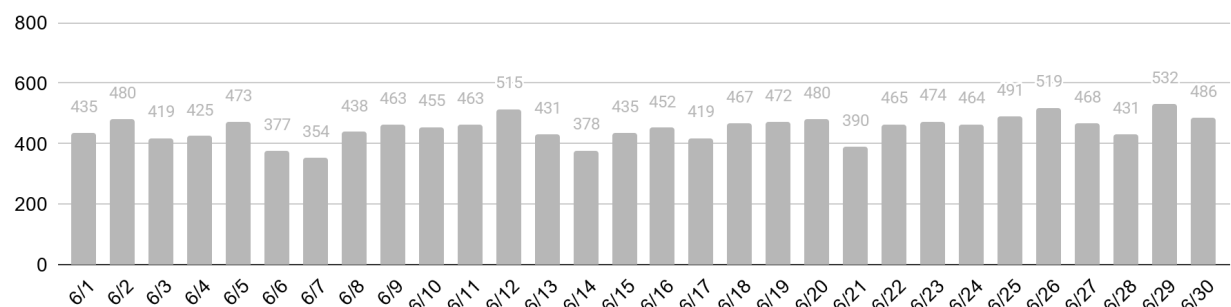
Passengers to/from the library: 1,059

Passengers to/from START: 50

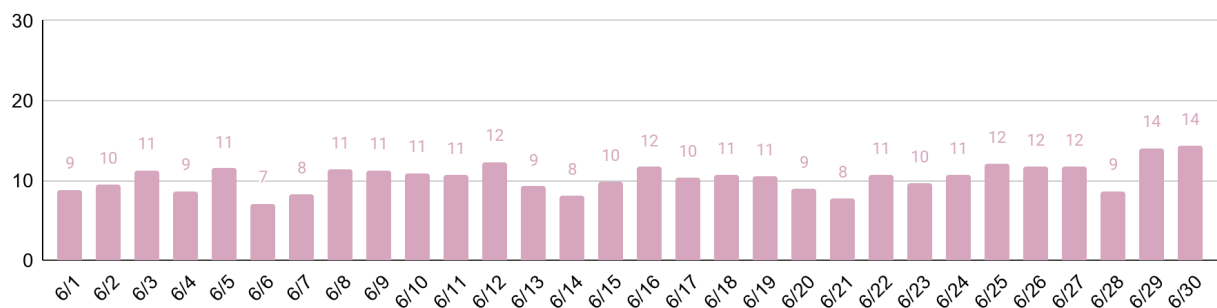
Rides



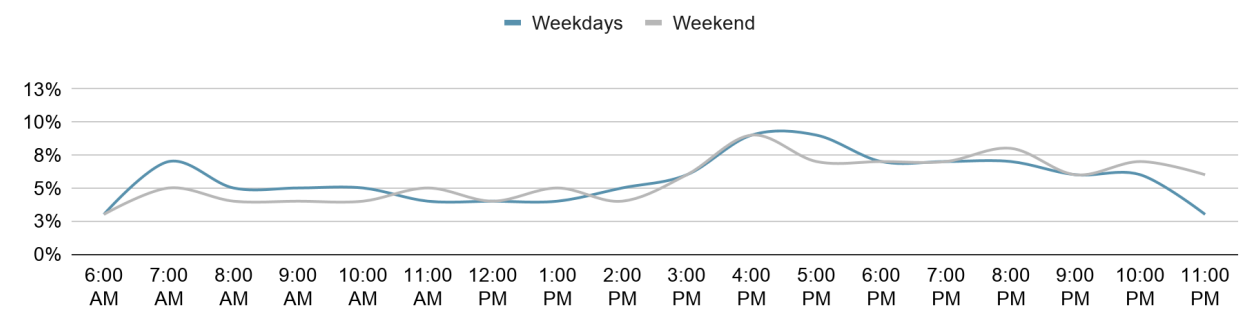
Passengers



Average Wait time



Pickups by Hour



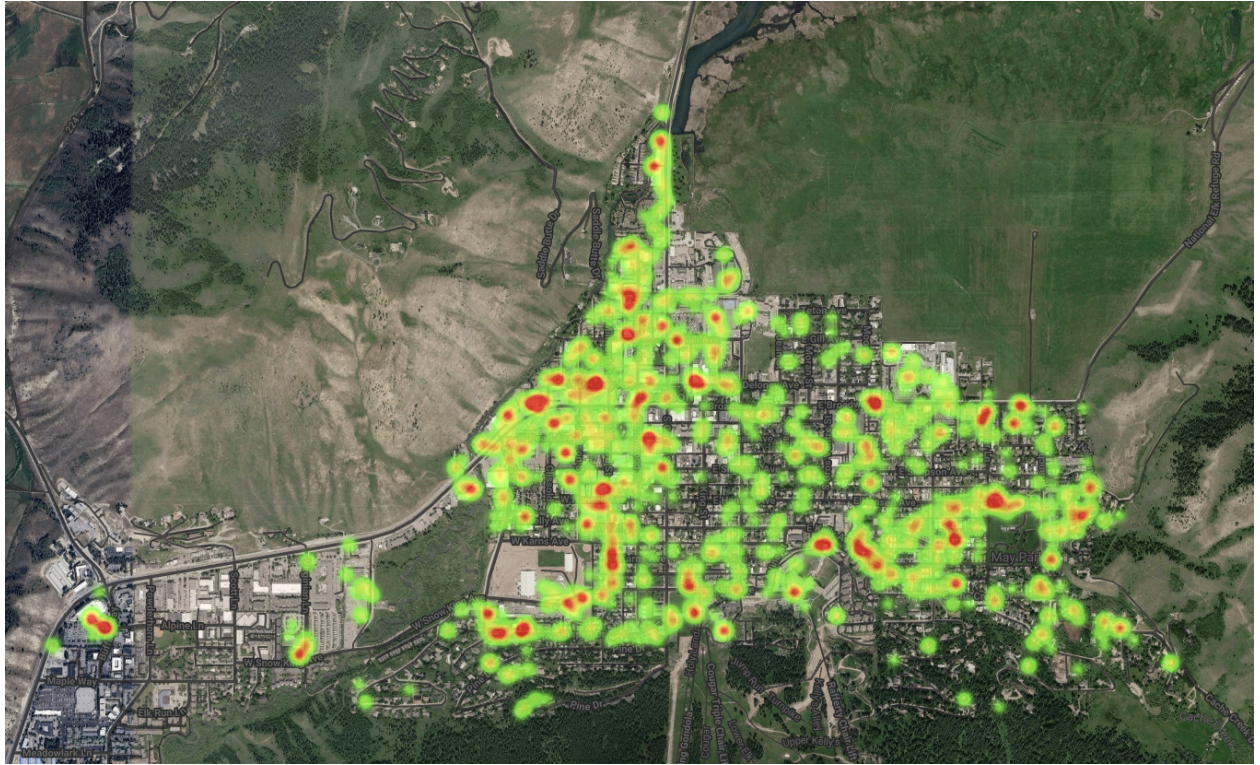
Wait Time Distribution

- 0 - 5 min: 27%
- 5 - 10 min: 30%
- 10 - 15 min: 19%
- 15 - 20 min: 11%
- 20 - 25 min: 6%
- 25 - 30 min: 3%
- 30+ min: 3%

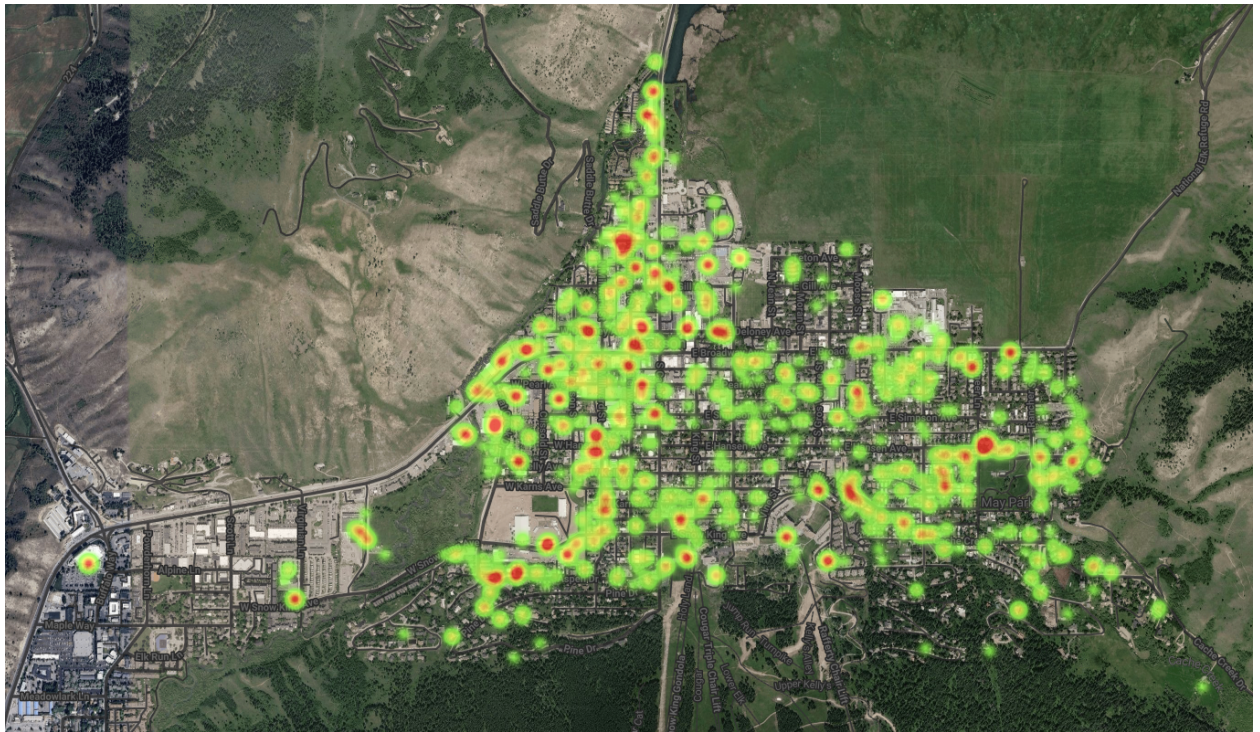
Passenger Distribution

- 1 Passenger Request: 82%
- 2 Passenger Request: 13%
- 3 Passenger Request: 3%
- 4 Passenger Request: 2%

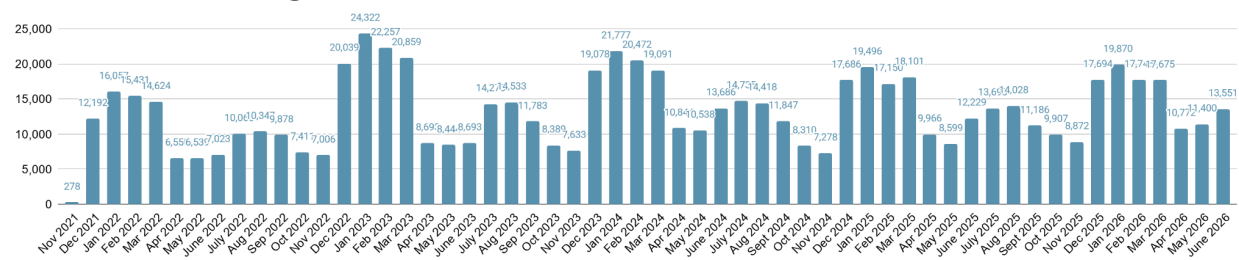
Pickups Heat Map



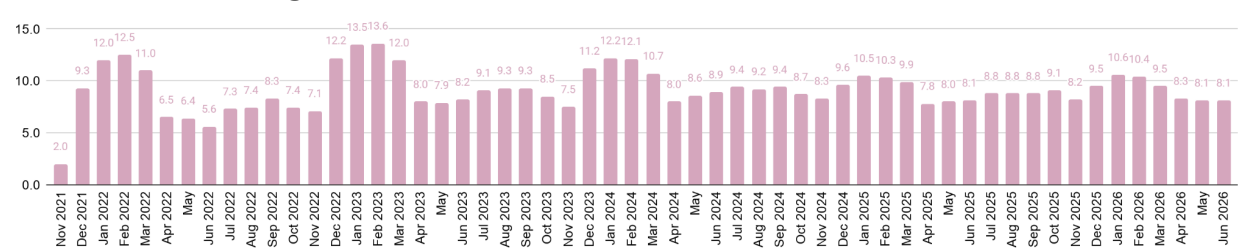
Dropoffs Heat Map



All Time - Passengers



All Time - Passengers / Revenue Hour





*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.*

Memorandum

To: START Board of Directors
From: Mike Toronto, Transit Director
Date: June 25, 2026
RE: June 2026 monthly recap

Happenings

On June 30th, I met with Marlowe Scherbel, Commissioner for WYDOT. As a Commissioner, Marlowe oversees the work and budget for WYDOT, he is our local WYDOT Commissioner. Along with Marlowe Brandi Miller, Supervisor of the Local Government Transportation Program Office for WYDOT, joined us at the START facility. I requested the meeting with Marlowe. We started the meeting with a tour of our facility and vehicles to get Marlowe familiar with transit operations and START. After the tour we had a productive hour-long discussion about the current situation with transit funding. In the end, I asked him to support our request for funding and if the State Legislature or Governor inquired of the Commissioners, I asked that he advocate for our funding request. He said he supported our efforts and would be willing to do so.

On July 4th, START participated in the Town of Jackson Parade. We want to thank Steve Grossman and Ann McClure for their participation; they walked with the bus and threw candy and bus toys to the crowds. I want to thank Angela Brunes, Bus Operator, for driving the bus and helping decorate it. Overall, it was a success.

On July 6th, I attended a Joint Meeting with the Town and County to provide an update on our current funding situation. The electeds had good questions about what kind of cuts we might make and future funding opportunities. I spoke high level about the cuts and provided a list of funding opportunities we could pursue. Some Commissioners and Council Members asked that START look at increasing fares to recoup some of our lost funding. They also asked us to look more broadly at funding options in coordination with Dr. Charlotte Frei. Town Manager, Tyler Sinclair, is working to set up another meeting for START to bring back the Board's recommended cuts and any changes to fares. This meeting is tentatively arranged for August 31st.

On July 9th, myself, Jason Pitts, and Chris McDonough traveled to Driggs, ID to meet with the landlord of the property where we store our buses. Our lease for that space is up in the Fall of 2027. We wanted to talk with him about future lease options. We had heard from Doug Self, Driggs City Administrator, that the landlord was possibly converting the space into something else. The landlord said he is still open to leasing it to us and mentioned that there would be a price increase. Overall, it was a good meeting.

On July 9th, we also met with a developer in Victor, ID, Anthony Burns. Anthony recently built an apartment complex, the Larkspur. Anthony requested the meeting with us and is interested in having a commuter bus stop located at or near his new complex. He stated that a lot of his residents' travel to

Jackson. We discussed possible locations. We talked with him about needing a partner in that area that could help us advocate for transit opportunities, he is willing to be one of those partners. We set up a plan to survey his tenants, and the tenants of two other complexes near his to find out how many people would take the bus if a stop was provided. We will launch that survey in a few weeks. I also discussed with him an opportunity to fund passes for each resident as part of their rent. He was not opposed to it. We will keep the Board updated on this effort.

On July 15th, START hosted an event for the employees of the Town of Jackson. The event was Chicken Fest. This is an annual event where we provide lunch for all Town Employees at the START facility. It is a good opportunity to build relationships and get people more familiar with our work. Ann McClure set up information signs and FAQs about START. We want to thank Steve Grossman and Julien Hess for attending and Ann for planning the event.

Ridership

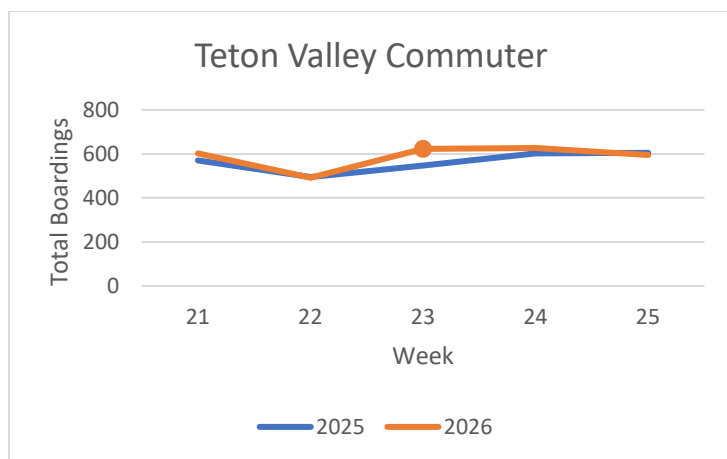
Overview and Highlight

Overall ridership June25' / June26'	71,464 / 71,866	Up 1.85%
Overall ridership Year to Date	587,622	Down 3.86
Teton Village YTD	247,902	Down 6.17%
Town Shuttle YTD	211,675	Down 2.62%
ADA Ridership June25' / June26'	409 / 384	Down 6.51%
ADA Ridership YTD	2,159	Down 16.42%
On Demand June25' / June26'	12,229 / 13,551	Up 9.76%

Notable Ridership trends:

Commuter Routes

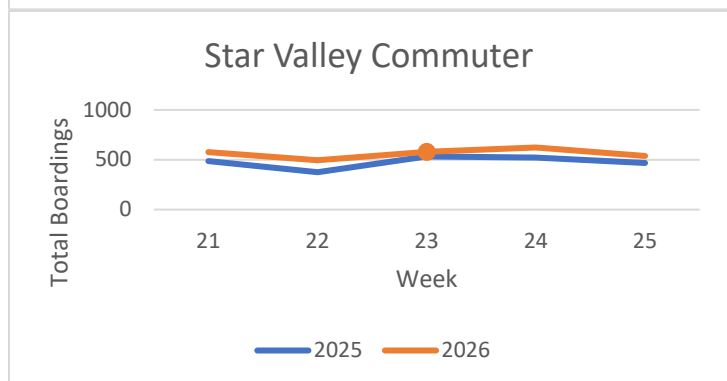
- Star Valley continues to see an increase in ridership, in June that route saw a 21.17% increase over June ridership last year. Year-to-date ridership is up 2.31%.
- Teton Valley is down 13.20% in June 26' over June ridership last year. Year to date this service is down 6.17%.
- Commuter Marketing Campaign results:
 - o Below is ridership data beginning April 13, 2026 (start of Summer Season and Marketing Campaign) through June 19 with a focus on Fare Free Week of June 1-5. On the graphs the circle is Fare Free Week.



Teton Valley Commuter

	Week	2025	2026	% Change
Marketing Begins	21	571	602	5%
Memorial Day Week	22	495	492	-1%
Fare Free Week	23	547	623	14%
	24	602	627	4%
	25	605	595	-2%

4.2% Average



Star Valley Commuter

	Week	2025	2026	% Change
Summer Season/Marketing	21	488	575	18%
Memorial Day Week	22	375	495	32%
Fare Free Week	23	533	579	9%
	24	521	623	20%
	25	468	537	15%

18.6% Average

	New boardings Weeks 21-25	Average change in boarding over 5 weeks	Estimated new round trip passengers
SVC	424	84.8	42.4
TVC	119	23.8	11.9

For Star Valley Commuter, there was an increase in total boardings by 9% during the week of Fare Free Week. Surprisingly however, the Star Valley Commuter route has been consistently experiencing higher total ridership boardings since the beginning of the marketing campaign and the new schedule. The average percent change since the start of the marketing campaign is 18.6%. Overall staff estimate that Star Valley Commuter has gained an additional 42 riders because of the schedule change and the marketing campaign.

For Fare Free Week on Teton Valley Commuter, TV3AM and TV2PM saw the largest increases in their average ridership. This suggests that the Fare Free Week captured new riders on the adjusted TV3AM route and those riders returned on the TV2PM route. The other vehicles (TV1AM, TV2AM, TV1PM, TV3PM) did not see much change in their average ridership during the Fare Free Week. However, two weeks following the Fare Free Week staff are seeing an increase in average riders on the TV3PM vehicle. We will continue to monitor this ridership trend as the later in-town arrival time may be allowing riders

to adjust their afternoon return habits. Overall staff estimate that Teton Valley Commuter has gained an additional 12 riders because of the schedule change and the marketing campaign.

START-on-Demand (SOD)

- In June 2026, SOD ridership was roughly 1,300 riders higher than ridership this time last year. It continues to be the only START service with positive increases in ridership every month.
- SOD did operate at approximately 8.1 passengers per hour for the month of June, which is the same as last month, this demonstrates their ability to keep up with demand.
- SOD average wait time increased by 1 minute between May and June to 11 Minutes.
- Their average ride length is 1 mile.

Financial Report

START is 100% of the way through the fiscal year and has spent an aggregated 88% of the budget. During this time, START has spent 86.88% of the Administrative Budget and 88.36% of the Operating Budget. There are still some expenditures to be paid. Currently, START ended the year roughly \$1.2 M under budget.

Revenue

For FY 26, Charges for Services (fares) are \$100,000 under what staff anticipated bringing in. Rental Income is also below what was expected; however, in the Winter season we had fewer employees than we had planned for.

Capital Update

Request for Proposal (RFP) Update:

- On Demand RFP – Staff are currently working with our legal department and Via to draft a new agreement for On-Demand services starting in late November 2026. As part of the agreement, we will determine how fares will be collected and communicated to the public.
- Vanpool RFP – Staff are currently working with Commute with Enterprise to plan the launch and advertisement of this new service.
- Staff Car RFP – Staff are currently working with WYDOT to advertise an RFP for a new staff vehicle.

Service Update

Stilson Transit Center – The Stilson Transit Center will have a ribbon cutting ceremony on August 11th. All Board members are welcome to attend. Staff have already begun to train out of the center. We are working with cleaning and trash collection partners to service the facility. As the tenant, START is responsible for cleaning and maintaining the building. Staff is also working on a communication piece to go out to the public and outfitters that will utilize the lot. This communication will explain the flow of vehicles and which bays START will use and which parts of the lot outfitters can use to shuttle customers. We want to avoid potential conflicts and or confusion.

Technology Update

No changes

Projects Update

No changes

Copies: Tyler Sinclair, Town of Jackson, Town Manager
David Garcia, Town of Jackson, Deputy Town Manager
Lea Colasuonno, Town of Jackson/START Attorney
Jodi Pond, Teton County, County Administrator
Dr. Charlotte Frei, Jackson/Teton County Regional Transportation Administrator
START Staff



STAFF Report

Meeting Date:	7/23/2026	Meeting Title:	<i>Regular Board Meeting</i>
Submitting Department:	START	Presenter:	<i>Michael Toronto, Transit Director</i>
Agenda Item:	START Service Cuts and Funding Options	Public Comment:	Yes

Statement/Purpose

There are two purposes of this item; first, to provide the START Board with an update on the current federal funding shortfall; and second, to provide Staff's recommendations to the board for a combination of service cuts and fare increases in order to balance the START budget in light of the shortfall in Federal funding. The following is the schedule that staff and the Board need to follow to meet the Federal Fiscal Year (FFY) start date:

July 23rd START Board Meeting—the board adopt motions recommending a plan to balance the START budget beginning October 1, 2026. Determine whether a public hearing is required based on the plan adopted by the Board.

August 5th—Provide public notice of the proposed service and fare changes, as applicable.

August 20th—JOINT START BOARD MEETING AND PUBLIC HEARING. Receive public comment, and adopt proposed budget amendment, service plan and fare changes to go to the JIM for approval.

August 31st—(tentative) JIM meeting to make decisions about START funding recommendations and service reduction recommendations.

Background.

In early April 2026, START submitted its annual grant application to WYDOT for 5311 (operating) and 5339 (capital) funds.

On May 27th, START and most 5311 subrecipients in Wyoming received a notice from WYDOT stating that we should expect "a general decrease in baseline funding compared to previous years." WYDOT stated that this is due to the complete exhaustion of federal pandemic relief funds and historic state carry over balances.

On June 3rd, START received another notice from WYDOT that they received \$14M in funding requests but had \$8.5M in 5311 funding available from the FTA.

On June 4th START staff learned that START is receiving significantly less funding than requested and less 5311 monies than received in FY 26 (see the financial impact section). Overall, when staff submitted our grant application, we were not aware that reductions of this scale would occur. Over the last five years START has received significant funding from WYDOT and we expected the same this Federal Fiscal Year (FFY)

From June 16th to the 18th I was in Casper, WY for the Wyoming Transit Association Conference (WYTRANS). At the conference all Local Transit Agencies (LTAs) were informed that for the next three years we should expect this same level of reduced funding. At the conference we did not receive further clarification as to why this reduction occurred.

On June 27th the Board met to review potential cost-cutting scenarios. During this meeting, staff presented the board with three scenarios for cutting costs through service reductions. In that meeting, the Board indicated that a daily reduction to commuter routes is not favorable and that a complete reduction to On-Demand service is not favorable. The Board asked staff to engage with 'Down Towner by VIA' to determine if at a certain level of cuts the service contract would no longer be beneficial to them. Staff engaged with Down Towner, in sum, they indicated that there is not a minimum service level needed to maintain the contract.

On July 6th I provided a budget update to the joint Town Council and Board of County Commissioners. In this meeting I provided a high-level overview of possible funding cuts and provided them with two funding reduction scenarios. Scenario 1 involved cutting service at the beginning of the FFY following a linear budget model. Scenario 2 involved waiting to cut service until April at which point all federal funding will be exhausted until October of 2027, in April service will need to be cut or Local funding increased. Following scenario 2 gives all parties more time to pursue funding options; however, there was no appetite among the electeds for this approach. The Town and County asked that staff consider revenue generating options such as tolling the Teton Pass, charging for parking, and increasing START fare revenue. Staff has control over one of those options – fares. No decisions were made at this meeting.

Since staff learned of the budget shortfall, the following efforts; have been initiated to secure additional funding:

- An advocacy letter was produced by the Wyoming Transit Advisory Committee (WyTAC). This letter requests that the Wyoming Transportation Commission, the governing body over WYDOT, consider a one-time appropriation of funds to hold LTAs over for another FY. This one-time allocation will give agencies time to find additional funding or make appropriate cuts under a more reasonable time frame.
- Dr. Charlotte Frei attended the last WYDOT Commissioner meeting to provide comments and answer questions regarding the WyTAC letter – she is a signatory on the letter and a member of WyTAC.
- An advocacy letter is being produced from the WYTRANS Board. I am a member of this board, and this board represents all LTAs in Wyoming. This letter makes a similar request to the WyTAC letter for a one-time appropriation of funds from the state. This letter also requests that WYDOT form a committee to explore the use of state funds for the next three years until Federal dollars are increased. This letter also includes statements from several transit agencies across the state describing the impact these cuts will have.
- I met with administrators from the City of Driggs, Doug Self – City Administrator and Jayde Krueger – City Economic Director to explore the possibility of accessing local funds from the City of Driggs for the commuter route from Teton County, ID. I do not anticipate any local funding from the City of Driggs. Per a comment made by Jayde Krueger in the START Board meeting on the 25th, getting employees to their jobs in Jackson is not one of their priorities.
- I am working with the Town's grant contractor, Sustainable Strategies, to explore other grant opportunities. This effort is still underway – currently no grants have been identified.
- Staff are reviewing the service contracts with TVA and JHMR. The TVA contract is pass based and will not be impacted unless the price of seasonal passes increases. However; in our contract with JHMR they receive a reduction in their payment to START based on the federal dollars START receives. Due to this decrease in federal dollars our invoice to JHMR next year will most likely increase. However, if we reduce service that would also reduce the overall amount that staff would invoice to JHMR.

- The Travel and Tourism Board provided grant funding to supplement the airport shuttle. This type of funding is not always available; however, they will know in July if it is. Staff will explore this option further.
- On June 30th I met with WYDOT commissioner Marlowe Scherbel and WYDOT Transit Program Supervisor Brandi Miller. As a WYDOT commissioner, Marlowe directs the work, projects, and budget for WYDOT. Brandi Miller supervises the office and team that over sees the State's 5311 and 5339 funding for rural transit programs. At this meeting, Marlowe toured our facilities and gained a better understanding of transit. Additionally, I provided him with a detailed description of the current funding issues throughout the state and at START. We reviewed our TDP to help him understand both our current transit needs and our long-term vision, and why additional funding is necessary to meet today's service demands while achieving our future goals. I asked him to support our funding request if asked by the legislature. He cannot speak for all the commissioners but in general he supports what we are asking for.
- On July 1st I sent a letter (attached) to the Teton County Legislative Delegation explaining the current situation and provided them copies of the WYTAC and WYTRANS letters. I heard back from Senator Gierau stating that he is working on this.

On July 1st the WyTAC received a response from WYDOT regarding their request for carry over funds. In the letter, WYDOT indicated they will not provide additional funding for transit. The primary reason is WYDOT's current \$500 million funding shortfall for projects already included in its transportation program. Given this response, staff does not believe START will receive additional funds from the state without legislative action.

Analysis

The immediate challenge is significant but manageable with the right combination of service adjustments, revenue increases, and successful advocacy. The longer-term challenge is more serious: WYDOT has indicated that this reduced funding level should be expected for the next three years. If operating costs continue to increase—including fuel, parts, and labor—and additional local or alternative funding is not secured, further service reductions beyond those identified today will likely be necessary in the next Town fiscal year, even after these initial adjustments are implemented. Next Town FY, if grant funding or local funding does not increase by approximately \$400,000, START will need to initiate another round of service cuts. **However, more immediately, if additional funding is not secured this FY, the START budget will need to be reduced by \$1,500,000.**

Service Reductions

On June 27th the START Board was presented with three cost-cutting scenarios. After a more careful analysis of the scenarios, staff has determined that the scenario labeled 'Scenario 2' in that presentation is the best option for START (all the scenarios are under Appendix C). Scenario 3 requires implementation of our TDP cost neutral route map. This cost neutral routing, as shown in the TDP, required a reduction in Town Shuttle service from 15-minutes to 20-minute frequency. Now, due to funding cuts, Scenario 3 would reduce the new routing service levels even further and would also require a 2/3 reduction in On-Demand services. These reductions would leave East Jackson underserved compared to current service levels. Under the recommended Scenario 2 Albertson and the Library would no longer be served by On Demand. These two stops would continue to be served by the Village Local route, with one-hour frequency all day. And Albertsons would still be served by the Town Shuttle all day. Please note that the Albertsons stop was added 4 years ago due to public demand.

Staff recommends the following budget/service reductions (which are derived from Scenario 2); out of all the scenarios that staff has explored, these scenarios provide the least negative anticipated impacts on ridership, revenue, and headcount (see Appendix A for a breakout of costs):

- Budget Line Items:
 - Reduce the Marketing budget by \$35,600 (from \$70,600 to \$35,000)
 - Reduce Professional Service line item by \$20,000 (from \$40,000 to \$20,000)
 - Reduce Employee Recruitment by \$10,000 (from \$55,000 to \$45,000)
- Fixed Route START Operations Reductions
 - All Seasons
 - Reduce both Teton Valley and Star Valley Commuter Service on Fridays by 1 bus in the morning and 1 bus in the afternoon
 - Reduce late night service on the Town shuttle after 8 PM from 3 to 2 buses
 - Reduce frequency on the Town shuttle during midday from 3 to 2 buses
 - Reduce Weekend service on the Town Shuttle after 8 PM from 2 to 1 bus.
 - Winter
 - Reduce late night service to Teton Village after 8 PM from 3 to 2 buses – Winter only
 - Run Express buses to the Village only during the times of 6 AM to 10 AM and 2 PM to 6 PM
 - Other
 - Reduce Van Pool by from \$90,000 to \$45,000 which would reduce the number of available vehicles by approximately five
- On-Demand
 - Reduce service hours as follows:
 - Winter: 6am-11pm
 - (from 6am-12am)
 - Spring: 7am-10pm
 - (from 6am-11pm)
 - Summer: 7am-11pm
 - (from 6am-12am)
 - Fall: 7am-10pm
 - (from 6am-11pm)
 - Eliminate the service stops at Albertsons and the Library
 - Selectively reduce vehicles during non-peak times and introduce mode preference to balance demand
 - Introduce a \$1 fare, which will drive revenue and also balance demand.

The reductions to START services will result in six fewer Winter seasonal employees and two fewer year-round part-time employees we do not anticipate having to lay off staff, this will impact how many seasonal employees staff makes offers too.

START needs to reduce the budget by a total of \$1,500,000. The listed reductions would save approximately \$1,118,856, including \$502,225 from On-Demand. An additional \$381,143 in budget reductions would still be required to reach the \$1,500,00 needed. Any further service reductions would likely impact peak service times or first trips of the day or last trips at night, which would significantly affect rider's ability to get to and from work.

Other Potential START Service Cuts

Staff have identified additional cost-cutting options below:

- Reduce On Demand service further
- Reduce Village Local trips further from 4 buses to 3 buses winter only:
 - Additional \$139,000 in savings
 - Additional reduction of approximately one-half to one full headcount.

- Reduce Commuter Trips by 1 in the AM and 1 in the PM every day of the week:
 - \$52,000 additional savings from the Star Valley trips
 - \$50,000 additional savings from the Teton Valley trips

Other Potential On-Demand Service Cuts

- Discontinue On-Demand service in the Shoulder Seasons:
 - Roughly \$200,000 additional savings
- Reduce the number of drivers working throughout the day:
 - This would result in increased waiting times
 - Run only 1 driver at a time in the shoulder seasons (currently they run 2 to 3 drivers)
 - Run only 2 drivers at a time in the Summer and Winter (currently they run 3-4)
 - Roughly \$200,000 in savings

Revenue Options

Given that staff and the Board have to come up with an additional \$381,143 in service reduction staff at the direction of Town Council and County Commissioners has prepared funding options via fare increases. Appendix B Fare Revenue Options provides several scenarios for alternative fare structures. Staff developed these options to demonstrate the effect that a \$1 change in fare would have on ridership and revenue under both increased and reduced fare scenarios. Staff used a fare/ridership elasticity tool known in the transit industry to estimate the impacts of these changes. As with any changes in fare, all impacts are estimates and there may be unanticipated consequences. The table below shows the percent change in ridership that staff used when calculating ridership changes.

Assumptions of a \$1 Change in Fare on START Services

Current Fare	Route	Percent loss in ridership per \$1 increase in base fare.
Town of Jackson		
Free	On-Demand and Town Shuttle	An increase of \$1 will decrease ridership 5%-10%.
Teton Village routes		
\$3/\$1/Free	TVL and TVX	An increase of \$1 will decrease ridership 14%.
Commuter		
\$8	SVC and TVC	An increase of \$1 will decrease ridership 5%

See Appendix B for examples of different fare structures and impact that \$1 has on revenue and ridership.

When looking at fare revenue options, staff evaluated changes in ridership and revenue based on current service levels and recommended service reductions. Staff used an overall service reduction of 25%, which is roughly the percent being proposed in service reductions. In each scenario the following was applied:

- Staff added a minimum \$1 fare for travel between Stilson and the Village.
- Staff maintained a minimum \$1 fare on On-Demand service per the approved FY 27 START budget.

In determining the appropriate fare structure, staff considered both the price sensitivity of existing transit riders and the fact that Jackson already charges higher transit fares than many comparable resort towns. Additional revenue is needed; however, fare increases should be structured to avoid pricing riders out of the system, avoid

confusion, be easy to administer and avoid slowing down the system. The fare structure should also keep transit relatively affordable to all riders. In the recommended structure, longer-term fare products, including monthly and seasonal passes, should remain less expensive than the equivalent number of one-day passes in order to encourage continued transit use.

Currently, START collects fares only on the Village Local route and the Commuter Routes, resulting in a relatively simple structure for riders to understand. However, the Village Local already applies multiple-fare levels (free within Town, 3 dollars to the Village, free at Stilson, and 1 dollar on Highway 390) and extending this type of variable pricing to most or all routes would significantly increase complexity for both riders and staff. For example, if a 2-dollar fare were implemented on On-Demand service, it would be unclear whether riders should then pay an additional 3 dollars on the Village route, a 1-dollar differential, or another location-based amount, as in the current Village fare structure. Such variability across multiple services becomes increasingly difficult to administer, slows boarding, impedes on-time performance, and diminishes the overall customer experience.

In anticipation of implementing fares on additional routes, staff recommend adoption of a consistent flat fare across all local services. A simple, uniform fare structure minimizes confusion, supports operational efficiency, aligns with prevailing transit industry practice, and provides a clear foundation for long-term fare products such as monthly, seasonal, and annual passes. Staff further recommend maintaining a higher fare for commuter services to reflect the longer distances and travel times associated with those routes.

Staff recommends the following fare revenue structure:

Recommended Fare Structure					
START Bus Fares	START On-Demand	Town of Jackson	All Village Routes	Teton Village, HWY 390, Stilson, Wilson	Star Valley Teton Valley
One-way	\$2.00	\$2.00	\$2.00	\$2.00	\$10.00
One Day	\$4.00	\$4.00	\$4.00	\$2.00	\$20.00
10-ride	X	X	\$16.00	X	\$60.00
One Month	\$50.00				\$120.00
Season	\$150.00				X
Universal Pass - 6mo	\$499.00				
Universal Pass - Year	\$899.00				
All prices half-off for age 60&older and 12&younger. Age 8&under free with accompanying Adult. Students of Teton County, WY ride free in Teton County, WY.				¹ Stilson fare collection	
No service cuts			25% service cuts		
Change in system ridership	Projected change in fare revenue		Change in ridership with 25% service cuts	Fare revenue after 25% service cuts	
(38,646.26)	\$248,006.54		(81,973.12)	\$175,841.87	

After the implementation of both the recommended fare structure and the service reductions, staff anticipate losing 82,000 riders (7.8% decrease) in the first year while gaining an estimated \$175,841 (27% increase) in

additional farebox revenue. With the recommended season pass staff anticipate an additional \$30,000 in revenue from the pass contract with TVA in Town FY 2028. Between the TVA pass contract and additional farebox revenue, the total anticipated revenue gained is \$205,841. While the proposed fare structure is expected to reduce ridership, it also provides an immediate means of generating additional revenue to help close the current funding gap. **Even with this estimated increase in revenue, staff would still need to identify approximately \$175,302 more in service cuts to balance the budget.**

What is changing from our current structure:

- No charge for transfers from one service to another – if you pay on the Town Shuttle you don't pay again to move to the Village Shuttle.
- Increase fare on On-Demand and Town Shuttle from \$0 to \$2.
Increase fare on HWY 390 and charge at Stilson from \$0 to \$2 (currently we charge \$1 at the aspens).
Decrease Teton Village base fare to match other routes from \$3 to \$2.
- Increase in commuter 10-ride pass from \$42 to \$60 to cover transfers to other services.
- Establish a one-month pass for all local routes and services.
- Increase fare for the Commuter one month pass from \$105 to \$120 to cover transfer costs.
- Increase the season pass from \$125 to \$150 to cover the costs of transfers on all local routes.
- Decrease all Universal Passes to incentive people to purchase them, currently we sell less than 10.

Benefits of the new fare structure:

- Consistent fare prices across the local routes
- Easy to understand fare payment and transfer system
- The One-Month Pass and Season pass covers rides on all local routes and On-Demand
- The commuter covers transfers to local routes

Even though prices are increasing, this new structure provides the ability to transfer to other routes verse having additional transactions with each boarding.

Other Revenue Options

The following is a list of potential revenue sources that staff can pursue over the next one to two years to potentially restore reductions in service and potentially secure the funding necessary to implement the routing improvements identified in the TDP:

- Increase local funding from the Town and County out of the General Fund:
 - The Town and County can increase property tax, sales tax, or lodging tax to accomplish this.
- Work with the County transportation department to study and implement a parking fee.
- Revise service contracts with JHMR and TVA to increase revenue. The new season pass is a significant increase which would increase funding from TVA.
- Work with hotels to acquire the funds that they currently use to provide their own private shuttle service to and from Teton Village.
- Continue to pursue other grant funding sources.
- Work with the City of Driggs and Victor, Idaho for local funding for the Idaho commuter routes.
 - Without their local funding, the routes from Idaho could be in jeopardy
- Form a Regional Transit Authority (RTA). Doing so may open up access to \$1 M in property tax revenue. This option requires Town and County policy changes. There is currently a state statute approving this form of governance.

While each of these options represents a potential funding opportunity, they will take time to develop, and any resulting revenue is unlikely to be available in the near term.

Key Questions / Possible Alternatives.

Over the last five years, START has expanded service as a result of increased funding from WYDOT. START currently operates a functional transit system that provides residents, workers, and visitors with a reliable alternative to driving in and around Jackson. The effects of the proposed service reductions would be most pronounced during the Winter season, when demand for service to Jackson Hole Mountain Resort (JHMR) and Teton Village is highest. Reliable and affordable public transit is widely recognized as an important component of resort-community transportation systems, particularly during peak Winter periods. In a recent article written by the Colorado Association of ski Towns (CAST), it was noted that reliable and free public transit is essential and necessary for the success of resort towns, especially in the winter. They note factors like clean air, avoiding parking sprawl, reducing gridlock, and appealing to customers' needs to avoid renting a car as essential when people choose Towns/Resorts to recreate in.

Aspen/ Snowmass, CO, Park City, UT, and Steamboat, CO are examples of resort town's that offer free in-town transit and free transit to the resorts. Currently, START helps define Jackson's competitiveness as a resort town because the Town Shuttle is free, resort access fare is relatively affordable (\$3), trips to the resort are frequent, and parking and trips from Stilson are free. However, we are still not as inexpensive as completely free. Increasing fare and reducing service will negatively impact on the Town of Jackson and Teton County beyond just our ridership numbers. Moreso, in the Winter, more people will begin to reconsider Jackson as a place to recreate in and choose alternative towns where fare is free and transit is more accessible and frequent. Reducing our service will increase traffic, increase travel time, and further stress an already strained parking supply.

While these policy decisions are not solely within the Board's authority, the Board's recommendations will inform the next stage of decision-making. Given the proposed scenarios and the long-term effects of the funding shortfall, the following questions are before the Board:

- 1- Should the Town and County be requested to fill the funding gap entirely for the current fiscal year, thus giving staff until the beginning of the next town fiscal year to find other funding options and reduce the amount of required service cuts?
- 2- Should the new recommended fare structure be implemented to help generate revenue?
- 3- Should fixed route service or On-Demand service be reduced further to reach the \$1.5M needed to balance the START budget?
- 4- At a minimum, should the Town and County be requested to fill the remaining \$175,302 (subject to minor changes) out of the General Fund to avoid further service cuts or fare increases?

Comprehensive Plan & Priority Alignment.

START's transit services connect directly to multiple Comprehensive Plan goals. Policy 7.1.c calls for increasing the capacity for use of alternative transportation modes. Policy 7.1.d calls for discouraging single-occupancy vehicle use. A significant reduction in START service would create direct tension with both of these adopted goals and would affect the Town's and County's ability to implement the Comprehensive Plan's transportation vision. Staff notes this connection for the joint boards' awareness, recognizing that transit service levels are a Comprehensive Plan implementation question as much as a budget question.

Fiscal Impact.

The following is a breakdown of the financial impact of these funding reductions:

- In Federal Fiscal Year (FFY) 26 START received \$4.9 M in federal funding.
- For the upcoming FFY 27 START requested \$5.9M
 - This funding was intended to support expansion of the commuter route, On Demand, and other anticipated service increases identified in the TDP.
 - This grant application is submitted before the final Town and County budgets are approved. Federal funding requests are based on the level of service staff seeks to include in the budget.

- WYDOT awarded START close to \$3.4M for FFY 27.
- To maintain current local funding and service levels, START's budget is approximately \$1.5M short of what is needed due to federal funding reductions.

The following is a summary of the financial impacts of the recommended cuts and fare revenue in this Staff Report:

Total Amount needing to be cut from the START Budget	\$1,500,000
Total Recommended Service / Budget reductions:	\$1,118,856 (\$502,225 in On-Demand)
Remaining Cuts to be made	\$381,143
Total Revenue from Recommended Fare Structure:	\$175,841
Total Potential Revenue from TVA Pass Sales	\$30,000 (in FY 28)
Total Potential Fare Revenue Generated	\$205,841
Total remaining cuts to make or revenue to be generated:	\$175,302

Staff Impact.

START staff have spent more than 150 hours over the last three weeks reviewing the budget, developing cost-cutting scenarios, and engaging in advocacy efforts to secure additional funding. Over the next two months, staff is expected to spend more than 150 additional hours preparing materials for public input in August, supporting Joint Town and County consideration of a revised budget and service plan in September, and preparing for implementation of new service levels and fare increases.

Attachments or Links.

Appendix A Recommended Service Cost Reduction Break Out

Appendix B Fare Revenue Options

Appendix C Previous Service Reduction Scenarios from June 25th Board Meeting

Article by CAST

Recommendations

In the following recommendations, recommendation number one is staff's preferred outcome. However, for a contingency, if recommendation one is not approved by the Town and County, recommendation two will be necessary. Both recommendations need motions given that we do now know which direction the electeds will go.

1. Fully funding the START budget shortfall

Staff recommends that the START Board request that the Town and County amend the current START budget to cover the current shortfall of \$1,500,000 from the General Fund for the current Town/County fiscal year, providing staff adequate time to pursue additional funding opportunities and avoid immediate service reductions.

2. Cutting service, increasing revenue, and partially funding START from the Town and County General Fund

- Staff recommends that the START Board recommend to the Joint Board approval of the proposed service cuts described in the Analysis Section of this report as a contingency plan if additional General Fund support from the Town and County is not approved.
- Staff recommends that the START Board recommend to the Joint Board approval of the proposed

fare structure described in the Analysis Section of this report as a contingency plan if additional General Fund support from the Town and County is not approved.

- c. Staff recommends that the START Board request that the Town and County use money from the General Fund to cover the remaining \$175,302 (subject to minor changes) needed to cover the budget shortfall as a contingency plan if additional General Fund support from the Town and County is not approved.

Staff recommends that the Board set a public hearing for August 20, 2026, at 3:30 p.m., to receive public comments on the proposed fare structure changes and service reductions identified in this report, and direct staff to issue the required notice of the public hearing.

Suggested Motions

I move that the START Board request that the Town of Jackson and Teton County amend the current START budget to cover the current shortfall of \$1,500,000 from the General Fund for the current Town/County fiscal year, allowing staff additional time to pursue alternative funding opportunities before making any cuts to service.

I move that the START Board recommend that the Joint Board approve the proposed service cuts as described in the Analysis Section of the staff report dated July 21, 2026 as a contingency recommendation should the full budgets shortfall funding request from the Town and County not be approved.

I move that the START Board recommend that the Joint Board approve the proposed fare structure described in the Analysis Section of the staff report dated July 21, 2026, as a contingency recommendation should the full budget shortfall funding request from the Town and County not be approved.

I move that the START Board recommend that the Joint Board request that the Town of Jackson and Teton County provide General Fund dollars to cover the remaining \$175,302 (subject to minor adjustments) needed to balance the FY27 START budget, rather than requiring additional service reductions or fare changes beyond those described in the Analysis Section of the staff report dated July 21, 2026, as a contingency recommendation should the full budget shortfall funding request from the Town and County not be approved.

I move to set a public hearing for August 20, 2026, at 3:30 p.m., to receive public comment on the proposed fare structure changes and service reductions identified in this report, and direct staff to provide the required public notice of the hearing.

Appendix A: Recommended Service Cost Reduction Break Out

Recommended Reductions		Savings
START Service Reductions		
Reduce Marketing budget		\$ (35,600.00)
Professional services		\$ (20,000.00)
Recruitment		\$ (10,000.00)
Star Valley Commuter Buses reduced by one round trip Friday Only		\$ (14,332.74)
Teton Valley Commuter Buses reduced by one round trip Friday Only		\$ (12,718.31)
Reduce late night service to Teton Village after 8 PM from 3 to 2 buses – Winter only		\$ (75,582.21)
Reduce late night service on the Town shuttle after 8 PM from 3 to 2 buses		\$ (64,878.82)
Reduce frequency on the Town shuttle during mid-day from 3 to 2 buses		\$ (48,882.06)
Run Express buses to the Village only during the times of 6 AM to 10 AM and 2 PM to 6 PM		\$ (214,149.60)
Reduce Weekend service on the Town Shuttle after 8 PM from 2 to 1 bus		\$ (75,487.82)
Reduce available Vans by from 10 to 5		\$ (45,000.00)
Sub Total of START Service Reductions		\$ (616,631.56)
On Demand Service Reductions		
Albertsons & Library Rides		\$ (206,742.00)
Service Hours Adjustments		\$ (71,555.00)
All other Staffing and Fleet Reductions		\$ (165,638.00)
Fare revenues (\$1/ride with worst case processing fees)		\$ (58,290.00)
Sub Total of On-Demand Service Reductions		\$ (502,225.00)
Total		\$ (1,118,856.56)

On- Demand Albertsons & Library Rides		% of Total Annual Rides (2025)		Total Rides (2025)		Est Allocation of Cost Savings
Albertsons		10%		16,090		\$ 126,836
Library		6%		10,137		\$ 79,906
Total		16%		26,227		\$ 206,742
Service Hours Adjustments						
Season	Hours Cut	Rides	% of Total Annual Rides	% of Season's Rides	Est Allocation of Cost Savings	
Winter	11pm-12am	1,484	1.24%	2.81%	\$ 17,432	
Spring	6am-7am	712	0.60%	4.44%	\$ 3,901	
Spring	10pm-11pm	808	0.68%	5.04%	\$ 3,901	
Summer	6am-7am	1,123	0.94%	3.94%	\$ 14,019	
Summer	11pm-12am	1,031	0.86%	3.62%	\$ 14,019	
Fall	6am-7am	1,096	0.92%	5.03%	\$ 9,143	
Fall	10pm-11pm	1,043	0.87%	4.79%	\$ 9,143	
			6.11%		\$ 71,555	

Appendix B: Fare Revenue Options

Fare Scenarios

Current Fare Structure					
START Bus Fares	START On-Demand	Town of Jackson	All travel between	Teton Village, HWY 390, Stilson, Wilson	Star Valley Teton Valley
One-way	\$1.00	\$0.00	\$3.00	\$0.00	\$8.00
One Day	\$2.00	\$0.00	\$6.00	X	\$16.00
10-ride	X	X	\$24.00		\$42.00
One Month*	\$128.00				\$105.00
Season	\$125.00				X
Universal Pass - 6mo	\$550.00				
Universal Pass - Year	\$999.00				
				1	
All prices half-off for age 60&older and 12&younger. Age 8&under free with accompanying Adult. Students of Teton County, WY ride free in Teton County, WY.					
No service cuts			25% service cuts		
Change in system ridership	Projected change in fare revenue		Change in ridership with 25% service cuts	Fare revenue after 25% service cuts	
(12,067.23)	\$53,168.00		(58,251.34)	\$1,948.47	

Down \$2					
START Bus Fares	START On-Demand	Town of Jackson	All travel between	Teton Village, HWY 390, Stilson, Wilson	Star Valley Teton Valley
One-way	\$1.00	\$0.00	\$1.00	\$1.00	\$6.00
One Day	\$2.00	\$0.00	\$2.00	X	\$12.00
10-ride	X	X	\$8.00		\$48.00
One Month	\$15.00				\$90.00
Season	\$67.50				X
Universal Pass - 6mo	\$550.00				
Universal Pass - Year	\$999.00				
				1	
All prices half-off for age 60&older and 12&younger.					
Age 8&under free with accompanying Adult.					
Students of Teton County, WY ride free in Teton County, WY.					
No service cuts			25% service cuts		
Change in system ridership	Projected change in fare revenue		Change in ridership with 25% service cuts	Fare revenue after 25% service cuts	
5,738.41	\$ (58,761.12)		(42,359.81)	\$ (97,948.26)	

Down \$1					
START Bus Fares	START On-Demand	Town of Jackson	All travel between	Teton Village, HWY 390, Stilson, Wilson	Star Valley Teton Valley
One-way	\$1.00	\$0.00	\$2.00	\$1.00	\$7.00
One Day	\$2.00	\$0.00	\$4.00	X	\$14.00
10-ride	X	X	\$16.00		\$56.00
One Month	\$30.00				\$105.00
Season	\$135.00				X
Universal Pass - 6mo	\$550.00				
Universal Pass - Year	\$999.00				
				1	
All prices half-off for age 60&older and 12&younger. Age 8&under free with accompanying Adult. Students of Teton County, WY ride free in Teton County, WY.					
No service cuts			25% service cuts		
Change in system ridership	Projected change in fare revenue		Change in ridership with 25% service cuts	Fare revenue after 25% service cuts	
(6,056.12)	\$23,713.41		(52,886.43)	\$ (24,339.75)	

Up \$1					
START Bus Fares	START On-Demand	Town of Jackson	All travel between	Teton Village, HWY 390, Stilson, Wilson	Star Valley Teton Valley
One-way	\$2.00	\$0.00	\$4.00	\$1.00	\$8.00
One Day	\$4.00	\$0.00	\$8.00	X	\$16.00
10-ride	X	X	\$32.00		\$64.00
One Month	\$60.00				\$120.00
Season	\$270.00				X
Universal Pass - 6mo	\$550.00				
Universal Pass - Year	\$999.00				
				1	
All prices half-off for age 60&older and 12&younger.					
Age 8&under free with accompanying Adult.					
Students of Teton County, WY ride free in Teton County, WY.					
No service cuts				25% service cuts	
Change in system ridership	Projected change in fare revenue			Change in ridership with 25% service cuts	Fare revenue after 25% service cuts
(39,878.65)	\$182,076.02			(83,073.03)	\$116,998.88

Up \$2					
START Bus Fares	START On-Demand	Town of Jackson	All travel between	Teton Village, HWY 390, Stilson, Wilson	Star Valley Teton Valley
One-way	\$3.00	\$0.00	\$5.00	\$1.00	\$10.00
One Day	\$6.00	\$0.00	\$10.00	X	\$20.00
10-ride	X	X	\$40.00		\$80.00
One Month	\$75.00				\$150.00
Season	\$337.50				X
Universal Pass - 6mo	\$550.00				
Universal Pass - Year	\$999.00				
				1 Stilson fare collection	
All prices half-off for age 60&older and 12&younger.					
Age 8&under free with accompanying Adult.					
Students of Teton County, WY ride free in Teton County, WY.					
No service cuts					
				25% service cuts	
Change in system ridership	Projected change in fare revenue			Change in ridership with 25% service cuts	Fare revenue after 25% service cuts
(66,639.72)	\$266,691.40			(106,957.28)	\$192,518.11

Appendix C: Cost Reduction Scenarios from June 25th Board Meeting

Scenario 1	Savings
No On Demand	\$1,600,000
Outcome	
No additional service cuts	
Without On Demand we should implement the TDP routing in the Fall of 2026 so East Jackson has service	

	Scenario 2	Savings
1	Reduce Marketing budget	\$ (35,000.00)
2	No <u>Bus Wash bay</u>	\$ (70,000.00)
3	Reduce bus order by 1 bus	\$ (100,000.00)
4	Professional services	\$ (10,000.00)
5	Recruitment	\$ (10,000.00)
8	sv Commuter Buses reduced on Fridays only	\$ (14,475.64)
9	tv Commuter Buses reduced on Fridays only	\$ (13,240.03)
10	Late night service to the village <u>after 8 PM</u>	\$ (80,209.12)
11	Late Night service in town after 8 PM	\$ (71,795.82)
12	Reduce Frequency on Town Shuttle <u>mid day</u>	\$ (30,261.06)
13	Express Buses Peak only	\$ (227,259.16)
14	Express Buses Peak only	\$ (147,050.05)
15	Reduce Sunday Town Service	\$ (46,512.32)
19	Only launch in Wyoming	\$ (45,000.00)
	Sub Total	\$ (900,803.19)
	Reduce On Demand	\$ (616,845.81)
	Total	\$ (1,517,649.00)
Outcome		
Reduces less On Demand than Scenario 1 and 3		
Reduces Commuters by one round trip on Fridays		
Reduces the Town Shuttle <u>mid-day</u> , after 8 PM and on Sundays		
Reduces more service to the Village in the evenings and midday in the winter		
Low to Medium	Ridership Impact	
Low	Employee Impact - impacts seasonal EE	
Low to Medium	Revenue Impact	

Scenario 3		Savings
1	Reduce Marketing budget	\$ (35,000.00)
2	No Bus Wash Bay	\$ (70,000.00)
3	Reduce bus order by 1 bus	\$ (100,000.00)
4	Professional services	\$ (10,000.00)
5	Recruitment	\$ (10,000.00)
20	TDP late night service " "	
21	TDP late night service " "	\$ (79,667.53)
22	TDP reduce frequency TS	\$ (34,950.15)
23	TDP Express bus peak only	
24	TDP reduce Sunday TS	\$ (58,871.50)
6	SV Commuter Buses reduced AM and PM	\$ (52,678.21)
7	TV Commuter Buses reduced AM and PM	\$ (50,000.13)
Sub Total		\$ (501,167.52)
Reduce On Demand		\$ (1,016,481.48)
Total		\$ (1,517,649.00)
Outcome		
Reduce more ON-Demand than scenario 2		
Reduce commuter trips by one round trip per day		
Reduces the Town Shuttle <u>mid-day</u> , after 8 PM and on Sundays		
Reduces late night service on Town and Village Routes after 8 PM		
There are more daily trips to the village as frequency will change from 60 minutes to 45 minutes Spring, Summer and Fall		
Town Shuttle provides service to East Jackson with the reduction of On Demand		
Low to Medium	Ridership Impact	
Medium	Employee Impact	
Low to Medium	Revenue Impact	

YOUR AD HERE »

Opinion | Bowes: Why ski towns can't afford to ignore transit

Opinion **Opinion** | May 23, 2026

Margaret Bowes Valley Voices

SHARE THIS STORY



A

A



Margaret Bowes
Margaret Bowes

On a powder day in most ski towns, the excitement starts long before the first chairlift spins. It very often begins in traffic.

Lines of cars crawl up mountain roads. Parking lots fill before midmorning. Visitors circle for spaces while employees worry about making their shifts on time. What should be a fun day on the slopes or simply getting to work becomes a logistical headache — and increasingly, a threat to the long-term health of resort communities. Next month is Great Outdoors Month, the perfect opportunity to consider how we improve the outdoor experience for everyone who comes to the mountains, whether to work or play.

Ski towns were never designed to handle the sheer volume of people who now flock to them during peak seasons. Expanding roads or carving out more parking isn't a real solution. Mountain geography is constrained, land is limited and the environmental and financial costs of expanding roads are high. Simply put, we cannot build our way out of congestion.

Transit offers a better path forward — and as demonstrated in Colorado resort communities, it already works.

Systems like the Summit Stage and the Roaring Fork Transportation Authority (RFTA) have shown that frequent, reliable and often free public transportation moves millions of people efficiently between lodging, lifts and town centers. For visitors, it removes the stress of driving and parking. For workers, it provides a lifeline — especially in places where housing costs push employees far from where they work. Colorado's statewide bus service, Bustang, has proven to be an important linkage to local and regional transit services. It provides West Slope residents with access to medical and other services on the Front Range, and connects visitors year-round to resort communities — folks on the Front Range who want to get to the slopes, hike in the national forest or attend a mountain festival.

These services aren't just about convenience for residents or visitors; they're about survival.

Resort economies depend on delivering a high-quality visitor experience. If getting around becomes frustrating, crowded and unpredictable, visitors will notice — and eventually, they will choose other destinations. Transit isn't an amenity; it's part of the product ski towns are selling.



Critics often argue that transit is too expensive in its initial investment. But that argument misses the bigger picture. The true cost lies in doing nothing: more traffic, more pollution, more pressure to develop open land into parking, and a diminished visitor experience. In contrast, well-designed transit systems scale with demand and use space far more efficiently than private vehicles ever could.

Importantly, transit also shapes what these towns become. Without it, resort communities risk turning into sprawling, car-dependent destinations dominated by parking lots and gridlock. With it, they can remain compact, walkable and vibrant — places where the journey from lodge to lift is part of the charm, not the frustration.

There is no single solution to the transportation challenges facing ski towns. But transit must be at the center of any serious strategy. That means sustained investment, thoughtful planning, and a willingness to prioritize buses, shuttles and other shared systems over the convenience of individual cars.

Because in the end, the choice is simple: we can keep sitting in traffic on the way to the mountains and in our beloved ski towns, or we can rethink how we travel.

For communities built around the tourist economy, the answer should be obvious.

Margaret Bowes is the executive director of Colorado Association of Ski Towns. Email her at mbowes@coskitowns.com.

SHARE THIS STORY

