



**San Miguel Authority for Regional Transportation
Board of Directors Meeting Agenda
July 13th, 2023
3 p.m.**

This meeting will be held virtually via Zoom:

Join Zoom Meeting

<https://us02web.zoom.us/j/81968460994?pwd=emhuNTBvc0lSa0hpYWtPdWJqd0hJdz09>

Meeting ID: 819 6846 0994

Passcode: 686256

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Item No.	Presenter	Item Type	Topic	Packet Page	Estimated Time
1.	-	-	Public Comment	-	5
2.	Board	Meeting Resolution	Resolution 2023-16, Part 1a, regarding the Review and Approval of the July 13th, 2023 Agenda and Consent Items. Resolution 2023-16: Part 1b, regarding the Review and Approval of June 8th, 2023 Meeting Minutes.	4	5
3.	Averill	Action	Resolution 2023-17: mid-year budget and capital plan amendment	5	20
4.	Distefano	Report	June 2023 Operations Report	15	10
5.	All	Report	Roundtable updates and reports	-	-

GLOSSARY

5304	FTA program funding for multimodal transportation planning (jointly administered with FHWA) in metropolitan areas and States
5311	FTA program funding for rural and small Urban Areas (Non-Urbanized Areas)
5339	FTA program funding for buses and bus facilities
AAC	SMART Administrative Advisory Committee
ADA	Americans with Disabilities Act of 1990
AIS	Agenda Item Summary
CAAA	Clean Air Act Amendments of 1990 (federal)
CAC	SMART Community Advisory Committee
CDOT	Colorado Department of Transportation
CMAQ	Congestion Mitigation and Air Quality (a FHWA funding program)
DBE	Disadvantaged Business Enterprise
DOT	(United States) Department of Transportation
DTR	CDOT Division of Transit & Rail
FAST ACT	Fixing America's Surface Transportation Act (federal legislation, December 2015)
FASTER	Funding Advancements for Surface Transportation and Economic Recovery (Colorado's S.B. 09-108)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (October – September for federal funds; July to June for state funds; January to December for local funds)
FFY	Federal Fiscal Year
HOV	High Occupancy Vehicle
HUTF	Highway Users Tax Fund (the State's primary funding source for highways)
IGA	Inter-Governmental Agreement
ITS	Intelligent Transportation Systems
LRP or LRTP	Long Range Plan or Long Range Transportation Plan
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
NAA	Non-Attainment Area (for certain air pollutants)
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
PPP (also P3)	Public Private Partnership
R3 or R5	Region 3 or Region 5 of the Colorado Department of Transportation
RPP	Regional Priority Program (a funding program of the Colorado Transportation Commission)
RSH	Revenue Service Hour
RSM	Revenue Service Mile
RTP	Regional Transportation Plan
SOV	Single Occupant Vehicle
STAC	State Transportation Advisory Committee
STIP	Statewide Transportation Improvement Program
TA (previously TAP)	Transportation Alternatives program (a FHWA funding program)
TC	Transportation Commission of Colorado
TIP	Transportation Improvement Program
Title VI	U.S. Civil Rights Act of 1964, prohibiting discrimination in connection with programs and activities receiving federal financial assistance
TPR	Transportation Planning Region (state-designated)
TRAC	Transit & Rail Advisory Committee (for CDOT)
VMT	Vehicle Miles Traveled



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3.	Averill	Action	Resolution 2023-17: mid-year budget and capital plan amendment
4.	Distefano	Report	June 2023 Operations Report
5.	All	Report	Roundtable updates and reports

**San Miguel Authority for Regional Transportation
Board of Directors Meeting June 8th, 2023 Regular Meeting
Virtual meeting minutes**

Member Directors Present: Town of Mountain Village – Marti Prohaska, Harvey Mogenson. Town of Telluride – Meehan Fee. Town of Rico – Joe Dillsworth

Staff Present: David Averill, Kari Distefano, (SMART).

Others: Julia Caulfield (KOTO). Anton Benitez (TMVOA).

The meeting was called to order at 3:04 p.m.

Item 1: Public Comment

No public comment was offered.

Item 2: Resolution 2023-15, Part 1a, regarding the Review and Approval of the June 8th, 2023 Agenda and Consent Items and Part 1b, regarding the Review and Approval of May 11th, 2023 Meeting Minutes.

Joe Dillsworth moved to adopt Resolution 2023-15, parts 1a and 1b.
Marti Prohaska seconded the motion.

A unanimous vote approved the motion.

Item 3: DRAFT FY23 mid-year budget and capital plan amendment

Averill provided background on the necessity of adopting a mid-year budget amendment, including a description of some unanticipated expenses as well as unanticipated revenues that need to be appropriated for spending. Most of the discussion was focused on the mandated accessibility updates to the SMART website and associated costs. The Board asked that staff to provide more details on what the work entails and look for ways to bring those costs down.

Item 4: June 2023 Operations Report

The June 2023 Operations Report was presented by Kari. No discussion took place.

Item 7: Executive Directors Report

Averill gave updates on the FY22 audit, gondola subcommittee activities, pending property purchase, and personal travel.

Item 8: Round Table Updates and Reports

The meeting was adjourned at 3:47 p.m.

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL
TRANSPORTATION EVIDENCING ACTIONS TAKEN AT ITS JULY 13TH, 2023 REGULAR MEETING**

RESOLUTION NO. 2023-16

RECITALS:

WHEREAS, the San Miguel Authority for Regional Transportation (“SMART”) was approved by the registered electors of the Town of Telluride, Town of Mountain Village, and that portion of the SMART combination that are within that part of the SMART boundaries located within unincorporated San Miguel County, pursuant to the Colorado Regional Transportation Authority Law, C.R.S. Title 43, Article 4, Part 6, at the general election held on November 8, 2016; and

WHEREAS, SMART is governed by the Colorado Regional Transportation Authority Law and SMART Intergovernmental Agreement (“SMART IGA”) conditionally approved by each of the governing bodies of the Town of Telluride, Town of Mountain Village and San Miguel County pending approval by the registered electors at the November 8, 2016 general election; and

WHEREAS, the Board held a regular meeting on July 13th, 2023; and

WHEREAS, Section 3.09 of the SMART IGA requires all actions of the Board to be taken by written resolution; and

WHEREAS, the Board desires to take action on certain items set forth below in accordance with the SMART IGA.

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION AS FOLLOWS:

1. At its July 13th, 2023 regular meeting the Board took action on the following:
 - a. Approval of the July 13th, 2023 meeting agenda (Exhibit A)
 - b. Approval of the Board meeting minutes for the June 8th, 2023 regular meeting (Exhibit B)

ADOPTED AND APPROVED BY THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION AT A REGULAR PUBLIC MEETING THIS JULY 13TH, 2023.

Joe Dillsworth, Board Chair

ATTEST:

David Averill, Executive Director

AGENDA ITEM SUMMARY (AIS)

San Miguel Authority for Regional Transportation



Meeting Date	Agenda Item	Submitted By
July 13th, 2023	3	Averill
Objective/Requested Action		
Action is requested of the Board to approve a supplemental FY23 budget, capital plan, and related spending appropriations resolution to accommodate unanticipated revenues and to obligate additional funding for unanticipated expenses.		Report Work Session Discussion X Action
Key Points		
As discussed at the June meeting, in general we are tracking pretty close to the FY23 budget as adopted. However, there have been a few new expenses (and revenue sources) that need to be accounted for in an amendment to our FY23 budget and capital plan.		
On the revenue side we have additional unanticipated revenue in the form of a 5304 grant for the Strategic Operating Plan (\$32,000) and unanticipated interest income (at least \$100,000 by years end) from deposits in our reserve account. This is a total increase in anticipated revenue of \$132,000.		
On the expense side of the ledger, we're looking at some <i>increased</i> expenses and <i>new</i> expenses: <ul style="list-style-type: none"> - Additional office expenses (mileage/operating expenses/computers) of \$5000 - Mandatory website accessibility updates, due to recent changes in State law. This work is estimated to cost \$46,000 but may revised downward. - Real time bus app implementation and expenses came in at \$32,000 - SOP grant match and overmatch: \$8,000 to match the 5304 award discussed in revenue, plus an additional \$10,000 for additional work on project tasks and to enhance the public input process of the project for a total of \$18,000 in match/overmatch. 		
We also need to amend the FY2023 capital plan – partly to cover anticipated costs in the current year and also to build a more complete picture of the “ripple effect” into funding available for the out years of the capital plan. As discussed at the March meeting, factors primarily driving changes to the capital plan are related to increased quantities and costs for much needed vehicles. In detail: <ul style="list-style-type: none"> - Fund balance change is due to a transfer of \$716,283.17 on 5/11/23 from the operating account. - Expenditures reflect a change in the number of large buses (5 total large buses up from 4) and the corresponding increase in local match (up \$248,700 from \$560,000 to \$808,700) - Expenditures also reflect an increase in the number of vanpool vehicles (3 total up from 1) and the corresponding increase in local match (up \$62,742 from \$40,800 to \$103,542) 		
Out years (2024 and beyond) are included here to give an idea of the big picture and what we have coming in future years. Capital spending for these years can be amended in any future budget process.		
Committee Discussion		
NA		
Supporting Information		
NA		

Fiscal Impact

Fiscal impact is projected to be neutral.

Advantages

Advantages are that increasing the revenue projection (with known increases in costs) allows SMART to keep the budget balanced and potentially capitalize on unanticipated opportunities.

Disadvantages

None noted at this time.

Analysis/Recommendation(s)

None at this time.

Attachments

Attachment A – recommended FY23 Amended budget

Attachment B – recommended Amended FY2023 Capital Plan

SMART Proposed FY23 Budget Amendment

June 8th, 2023

	2023 Budget	2023 Proposed Amended Budget
Beginning Operating Fund Balance	\$2,400,000	\$3,316,283
Transfers		
Transfer to Operating and Capital Reserve	\$1,600,000	\$2,316,283
Total Transfers	\$1,600,000	\$2,316,283
Remaining Operating Fund Balance after Transfers	\$800,000	\$1,000,000

PROJECTED REVENUES**SMART Ballot Tax Revenue**

Sales Tax	\$800,000.000	\$800,000.000
Property Tax	\$683,410	\$683,410
Subtotal Taxes	\$1,483,410.000	\$1,483,410.000

Intergovernmental Revenue

San Miguel County Contribution (RETA)	\$150,000	\$150,000
Subtotal Intergovernmental	\$150,000	\$150,000

Fees for Services

Fares - Norwood/Downvalley/Rico	\$55,000	\$55,000
Fares - Van pools	\$20,000	\$20,000
Subtotal Fees for Services	\$75,000	\$75,000

Grant Revenue

CDOT Operating (5311)	\$182,160	\$182,160
CDOT 5304 (SOP funding)	0	\$32,000
CDOT MMOF funding - Meadows Underpass planning and design project	\$128,000	\$128,000
Subtotal Grant Revenue	\$310,160	\$342,160

Facility Revenue

137 and 135 Society Dr.	\$100,000	\$100,000
Subtotal Facility Revenue	\$100,000	\$100,000

Interest Income

Alpine Reserve Account	\$0	\$75,000
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Total All Revenues	\$2,118,570	\$2,225,570
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PROJECTED EXPENSES**General Expenses****Personnel Expenditures**

Salaries	\$210,750	\$210,750
Benefits	\$68,000	\$68,000
Payroll taxes	\$17,000	\$17,000
Subtotal Personnel Expenditures	\$295,750	\$295,750

PROJECTED EXPENSES continued next page

PROJECTED EXPENSES continued**Professional Services + Operations**

Mileage reimbursement	\$2,500	\$3,500
Operating Expenses	\$6,000	\$10,000
PR/Marketing	\$52,000	\$52,000
Website support	\$3,500	\$49,500
Attorney fees	\$15,000	\$15,000
Bookkeeping-CPA Audit	\$6,500	\$6,500
CIRSA PC/WC coverage	\$17,100	\$17,100
Treasurers Fees	\$21,000	\$21,000
Consulting services -Stratetgic Operating Plan (grant match and overmatch)	\$0	\$18,000
Consulting services - Meadows Underpass planning and design project (grant match)	\$128,000	\$128,000

Subtotal Professional Services + Operations	\$251,600	\$320,600
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Association Dues, Conferences and Training

Colorado Association of Transit Agencies (CASTA) Dues	\$2,000	\$2,000
South West Transit Association (SWTA) Dues	\$250	\$250
Training Registration and Lodging	\$1,590	\$1,590
Travel expenses	\$2,120	\$2,120
Conference Registration and Lodging	\$4,240	\$4,240

Subtotal Association Dues, Conferences and Training	\$10,200	\$10,200
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Total General Expenses

\$557,550	\$626,550
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Transit Service, Facilities, and Special Project Expenses**Transit Service Expenses**

Down Valley Route	\$123,000	\$123,000
Norwood Route	\$223,000	\$223,000
Lawson Hill Service	\$315,000	\$315,000
Rico Route	\$42,000	\$42,000
Lawson-MV Pilot (annual)	\$78,000	\$78,000
Fuel	\$120,000	\$120,000
Commuter Shuttle Program	\$70,000	\$70,000
Offseason service, includes Lawson and Meadows local services	\$288,000	\$288,000
Medical Shuttles - Allpoints	\$15,000	\$15,000
Service Expansion/Pilot Pool	\$50,000	\$50,000
Unscheduled maintenance/other costs	\$40,000	\$40,000
Parts allowance for large buses	\$50,000	\$50,000
Real Time bus app implimentation and annual expenses	\$0	\$32,000

Subtotal Transit Service Expenses	\$1,414,000	\$1,446,000
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Lawson Hill Intercept Lot Expenses

Winter Plowing	\$10,815	\$10,815
Security/Parking Enforcement	\$9,270	\$9,270
Janitorial Services for restrooms	\$13,390	\$13,390
Janitorial Supplies	\$2,575	\$2,575
Recycling and Waste removal	\$1,030	\$1,030
Landscape Maintenance	\$2,575	\$2,575
Utilities (Gas/Electric/Water)	\$2,575	\$2,575

Subtotal Lawson Lot Management Expenses	\$42,230	\$42,230
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Transit Service, Facilities, and Special Project Expenses continued next page

Transit Service, Facilities, and Special Project Expenses continued**Facility Maintenance Expenses**

Lawson Owners HOA dues	\$1,580	\$1,580
Property management services	\$9,000	\$9,000
Winter Plowing	\$1,575	\$1,575
Janitorial	\$3,465	\$3,465
Landscape Maintenance	\$2,100	\$2,100
Utilities	\$4,725	\$4,725
<i>Subtotal Facility Expenses</i>	\$22,445	\$22,445

Special Projects

SMART Lawson Hill facilities planning and design	\$70,000	\$70,000
<i>Subtotal Special Projects</i>	\$70,000	\$70,000

<i>Total Transit Services, Facilities and Special Projects expenses</i>	\$1,548,675	\$1,580,675
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Total All Expenses	\$2,106,225.00	\$2,207,225.00
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Projected Yearly Net Income	\$12,345	\$18,345
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Ending Fund Balance, 12/31/23	\$812,345	\$1,018,345
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SMART FY23-FY27 Capital Plan

Capital and Operating Reserve as of 6/1/2023	\$5,566,627
90 Day Operating Reserve	\$475,000
Total Capital Reserves	\$5,091,627

Projected Capital Projects - 2023	Total Cost	Anticipated State/Federal Share	Local Share	Grant Funding Secured? (source)
5 40' transit coaches ((2) Norwood replacements, (1) for Montrose to Telluride, (2) backups	\$3,048,700	\$2,240,000	\$808,700	Yes
New cutaway for Lawson/Off-Season service	\$164,800	\$131,840	\$32,960	Yes
Vanpool vehicle replacements (3)	\$266,742	\$163,200	\$103,542	Yes
Lawson Facility Repairs	\$20,000	\$0	\$20,000	No
Used cutaway (grant funded transfer) for backup	\$50,000	\$0	\$50,000	No
Strategic land purchase	\$1,375,000	\$0	\$1,375,000	No
Rico Bus barn project	\$200,000		\$200,000	No
Total	\$5,125,242	\$2,535,040	\$2,590,202	

End of FY23 Capital Reserve Balance assuming no additional transfers \$2,501,425

Projected Capital Projects - 2024	Total Cost	Anticipated State/Federal Share	Local Share	Grant Funding Secured? (source)
Norwood bus barn expansion	\$250,000	\$0	\$250,000	No
Meadows Trail Underpass local match funding	\$250,000	\$0	\$250,000	No
Replace Rico bus (704)	\$164,800	\$131,840	\$32,960	No
Total	\$664,800	\$131,840	\$532,960	

End of FY24 Capital Reserve Balance assuming no additional transfers \$1,968,465

Projected Capital Projects - 2025	Total Cost	Anticipated State/Federal Share	Local Share	Grant Funding Secured? (source)
Driveway repair work at Lawson Facilities	\$200,000	\$0	\$200,000	No
Replacement Van (replaces 2020 Montrose van)	\$57,000	\$45,600	\$11,400	No (5311/5339)
Replacement buses for Lawson/Off-Season (assumed electric)	\$720,000	\$576,000	\$144,000	No (5311/5339)
Total	\$777,000	\$621,600	\$155,400	

End of FY25 Capital Reserve Balance assuming no additional transfers \$1,813,065

Projected Capital Projects - 2026	Total Cost	Anticipated State/Federal Share	Local Share	Grant Funding Secured? (source)
Lift for maintenance facility - 137 Society Drive	\$75,000	\$60,000	\$15,000	No (5311/5339)
Tools and equipment for maintenance facility	\$100,000	\$80,000	\$20,000	No (5311/5339)
No identified projects	\$0	\$0	\$0	0
Total	\$0	\$0	\$0	

End of FY26 Capital Reserve Balance assuming no additional transfers \$1,813,065

Projected Capital Projects - 2027	Total Cost	Anticipated State/Federal Share	Local Share	Grant Funding Secured? (source)
No identified projects		\$0	\$0	0
Total		\$0	\$0	

End of FY26 Capital Reserve Balance assuming no additional transfers \$1,813,065

**RESOLUTION OF THE SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION APPROVING
AN AMENDED FISCAL YEAR 2023 BUDGET AND CAPITAL PLAN AND RELATED
APPROPRIATIONS**

RESOLUTION NO. 2023-17

RECITALS:

WHEREAS, the San Miguel Authority for Regional Transportation (“SMART”) was approved by the registered electors of the Town of Telluride, Town of Mountain Village, and that portion of unincorporated San Miguel County located within the SMART boundaries, pursuant to the Colorado Regional Transportation Authority Law, C.R.S Title 43, Article 4, Part 6, at the general election held on November 8, 2016, and;

WHEREAS, SMART is governed by the Colorado Regional Transportation Authority Law and the SMART Intergovernmental Agreement (“SMART IGA”) approved by each of the governing bodies of the Town of Telluride, Town of Mountain Village and San Miguel County, Town of Rico, and;

WHEREAS, an annual budget for 2023 was prepared, considered, and approved by the SMART Board of Directors at a regular noticed meeting on December 8th, 2022, and;

WHEREAS, due to a rise in interest rates, SMART is revising its earned interest revenue estimate to \$75,000, and;

WHEREAS, due to an unanticipated grant award, SMART is increasing its grant revenue estimate by \$32,000, and;

WHEREAS, SMART is facing unanticipated expenditures in the areas of website accessibility upgrades and other Professional Services and Operations, and;

WHEREAS, due to rising capital costs and unanticipated capital grant funding opportunities, revisions to the 2023 Capital Plan have become necessary, and;

WHEREAS, upon due and proper notice, published in accordance with the state budget law, said supplemental budget was open for inspection by the public at a designated place, a public hearing was held on July 13th, 2023, and interested taxpayers were given an opportunity to file or register any objections to said supplemental budget, and;

WHEREAS, it is not only required by law, but also necessary to appropriate the revenues and reserve/fund balances provided in the budget to and for the purposes described below, thereby establishing a limitation on expenditures for the operations of SMART.

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION:

1. That an amendment to the FY23 Budget (Exhibit A) of an additional \$130,000 in grant and earned interest revenue be used for approved administrative and operations expenses.
2. That the amended budget, including revised revenues and expenditures, as submitted and herein above summarized be adopted, and the same hereby is approved and adopted as the supplemental 2023 budget of SMART and shall be a part of the public records of SMART.
3. That the FY23 Capital Plan (Exhibit B) and associated costs is hereby amended as part of this supplemental budget action.
4. That the following sums are hereby appropriated from the 2023 revenues for the purposes stated:

General Fund

General Operations	\$626,550
Transit and Transportation Services	<u>\$1,580,675</u>
Total General Fund	\$2,207,225

Capital Fund

Beginning Fund Balance	\$5,566,627
FY23 Capital Purchases	\$2,590,202
Remaining Capital Reserve	\$2,501,425
<u>Remaining Operating Reserve</u>	<u>\$475,000</u>
Total Remaining Reserve Fund Balance	\$2,976,425

5. That the SMART Executive Director is hereby authorized and directed to take such administrative steps necessary to further implement this Resolution.

ADOPTED AND APPROVED BY THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION AT A REGULAR PUBLIC MEETING THIS 13TH DAY OF JULY 2022.

Joe Dillsworth, Board Chair

ATTEST:

David Averill, SMART Executive Director

I, the Secretary of the Board of Directors (the “Board”) of the San Miguel Authority for Regional Transportation (the “Authority”), do hereby certify that (a) the foregoing Resolution was adopted by the Board at a meeting held July 13th, 2023; (b) the meeting was open to the public; (c) the Authority provided at least 48 hours’ written notice of such meeting to each Director and Alternate Director of the Authority and to the Governing Body of each Member of the Authority; (d) the Resolution was duly moved, seconded and adopted at such meeting by the affirmative vote of at least two-thirds of the Directors then in office who were eligible to vote thereon voting; and (e) the meeting was noticed, and all proceedings relating to the adoption of the Resolution were conducted in accordance with the San Miguel Authority for Regional Transportation Intergovernmental Agreement, dated as of November 9, 2016, all applicable bylaws, rules, regulations and resolutions of the Authority, the normal procedures of the Authority relating to such matters, all applicable constitutional provisions and statutes of the State of Colorado and all other applicable laws.

WITNESS my hand this _____ day of _____, 2023.

Secretary to the Board

• **Paratransit**

To date, SMART has not received a call for Paratransit Service. Recently the Mountain Village did receive a call and that encouraged us to look at our existing policy and to determine an area within which paratransit services must be made available.

According to our policy, SMART determines eligibility for ADA Complementary Paratransit service based on functional assessment guidelines established by the Americans with Disabilities Act of 1990. ADA paratransit requirements do not apply to buses with limited daily trips, so paratransit services do not apply to the Nucla/Naturita, Norwood, Rico and Down Valley Routes. We are obliged to provide paratransit services for the Lawson and Offseason Route areas to anyone who lives or is visiting an address that falls within a ¼ mile either side of the fixed route in question. We have 24 hours to verify eligibility and arrange the trip.

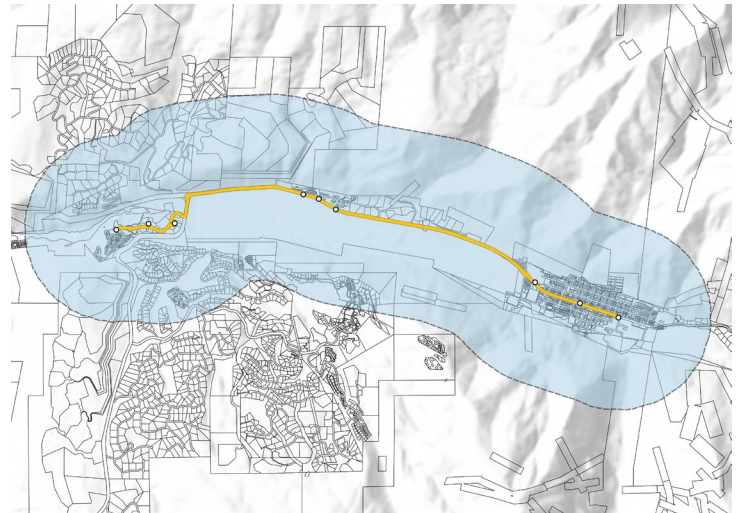
As can be seen on the accompanying maps, the ¾ mile buffer on either side of the Lawson Hill Route covers the Town of Telluride in its entirety, Hillside, Lawson Hill, Deep Creek and some portions of Aldasoro Subdivision, Mountain Village and West Meadows.

The Offseason buffer covers the Town of Telluride, Hillside, Lawson Hill, Deep Creek, most of Mountain Village and portions of the Ski Ranches as well as Aldasoro Subdivision, and the West Meadows. We have a handicap accessible van for this purpose. Additionally all of our buses have handicap lifts.

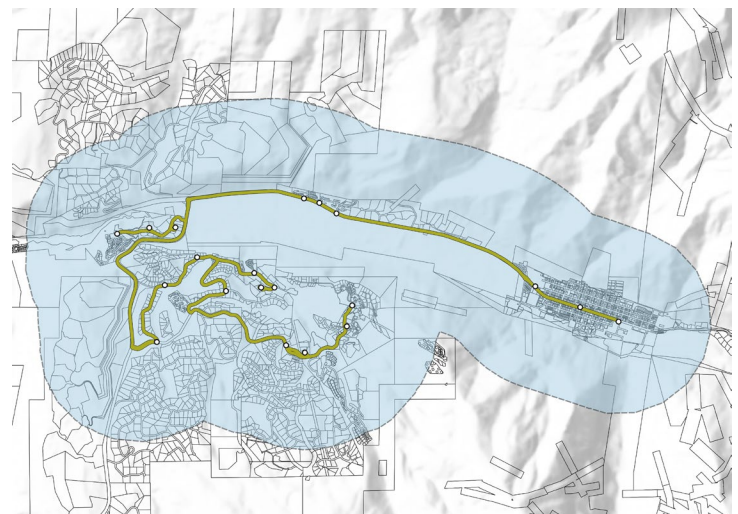
• **Bustang Schedule Changes**

Based on a lack of ridership on the Bustang route that leaves Telluride at 7:20 AM to Montrose and Grand Junction, Bustang is revising their schedule.

Beginning in August, the bus that comes from Durango will arrive at the Lawson Hill Park and Ride at 9:15 AM. A bus that leaves Grand Junction at 6:00 AM on its way to Telluride will meet the bus from Durango, pick up passengers, and leave the Park and Ride on the way back to Grand Junction at 9:30 AM. There will be an opportunity to ride back to Montrose from Telluride at 5:00 PM.



Lawson Hill Route Paratransit Coverage



Offseason Route Paratransit Coverage

This new schedule works well for riders traveling to and from Telluride. Passengers can connect with the Bustang in both mornings and afternoons. Unfortunately, the bus that leaves the Mountain Village at 5:00 PM arrives in Lawson too late to catch the 5:00 PM Bustang to Montrose. Since the Lawson Hill/Mountain Village Route is still a pilot program, we will be evaluating ridership and considering the addition of an earlier loop and discontinuing the later loop.



• **GIS based Transit Analysis**

I attended two, two and a half hour Zoom GIS transit analysis workshops offered by N-CATT (National Center for Applied Transit Technology) the week of our June Board meeting. The workshop offered a GIS based strategy for performing a Transit Potential Analysis and a Transit Propensity Analysis, the combination of which can lead to a Microtransit Suitability analysis.

Using this strategy as a basis, I analyzed the SMART service area for transit potential using population density, travel time to work and location of jobs in the region to determine whether the SMART Service Area may be missing potential service areas. This information can in turn be used to inform the consultants that will be updating our Strategic Operating Plan.

Notes on Methodology:

Population -

- Population densities in rural areas are skewed by the prevalence of public lands. To eliminate that skew, I subtracted the areas of public lands based on GIS data downloaded from the USGS CoMaP website.
- Populations of subdivisions in the area are estimated by multiplying number of residential parcels according to the San Miguel County Assessor's data by 2.5, which is the average number of residents per household in Colorado.
- Populations of municipalities are based on information from the Colorado State Demography Office.
- Populations in areas that are not part of subdivisions or municipalities are based on American Community Survey data from 2021.

Travel Time to Work –

- Travel times to work are based on information from the 2021 Community Survey.
- For mapping purposes, travel time to work is weighted according to what percent of workers are commuting to Telluride for jobs. This can be estimated by time spent commuting to work.

Job Locations -

- Job locations and employee numbers are based on information from the "On the Map" tool that is available at <https://onthemap.ces.census.gov/>

The Figure 1 illustrates job distribution in the SMART Service Area.

Figures 2 - 6 illustrate the areas of transit potential. This group of maps includes only San Miguel County. Most of the land in Montrose and Dolores Counties that is between municipalities is either public land or sparsely populated agricultural land. SMART currently serves the population hubs of Nucla, Naturita, Redvale and Rico.

Figure 7 illustrates the second facet of this analysis, which is the transit propensity. In addition to population density, travel time to work and location of jobs in the region, this portion of the analysis takes into consideration household income, number of cars per household and prevalence of disabilities. These factors increase the likelihood that people will use public transit if it is available. Information regarding household income, number of cars per household and prevalence of disabilities is available from the American Community Survey, which is generated by the U.S. Census Bureau.

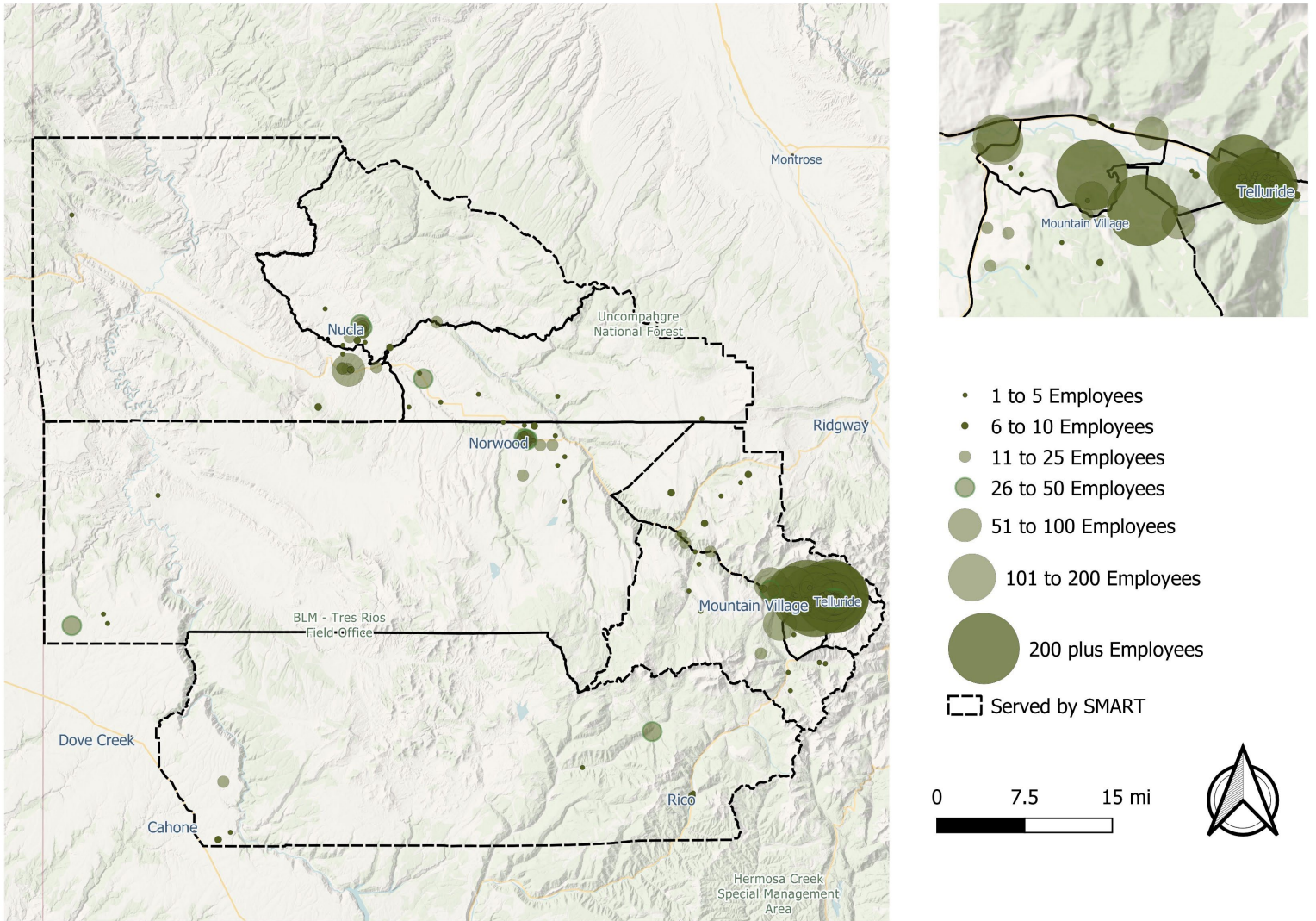
As can be seen in Figure 7, when income, prevalence of disabilities and access to vehicles is taken into consideration, transit propensity shifts toward the west end of the County (Census Tract 9682).

Census Tract 9681.03 is the Tract that includes the Hillside Area, Aldasoro Ranches, Lawson Hill, Ilium, the Down Valley Area, Placerville, Trout Lake, Ophir, San Bernardo and Path Finder. This Census Tract has the fewest people with incomes below 150% of the national median income, the fewest people with disabilities and the fewest people with limited or no access to a vehicle in San Miguel County. This limits the number of people that are likely to rely on public transportation. The people in this census tract that are using existing public transportation are likely using it by choice rather than need.

With the help of this information, there are questions that I would like the consultants we will be hiring to update our Strategic Operating Plan to explore:

- Should we consider additional stops to accommodate areas that currently lack service?
- Should we consider adding miles to existing routes to serve these areas?
- Is there a demonstrated need or desire by the residents of these areas for additional service?

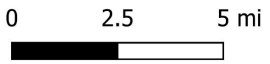
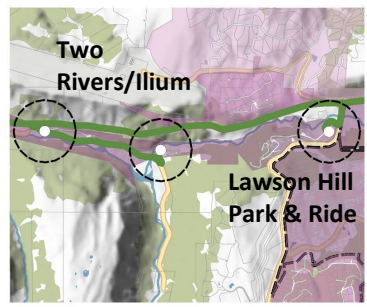
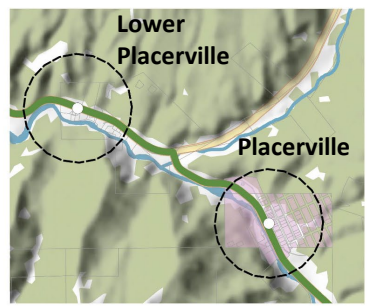
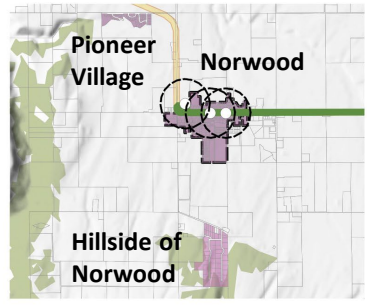
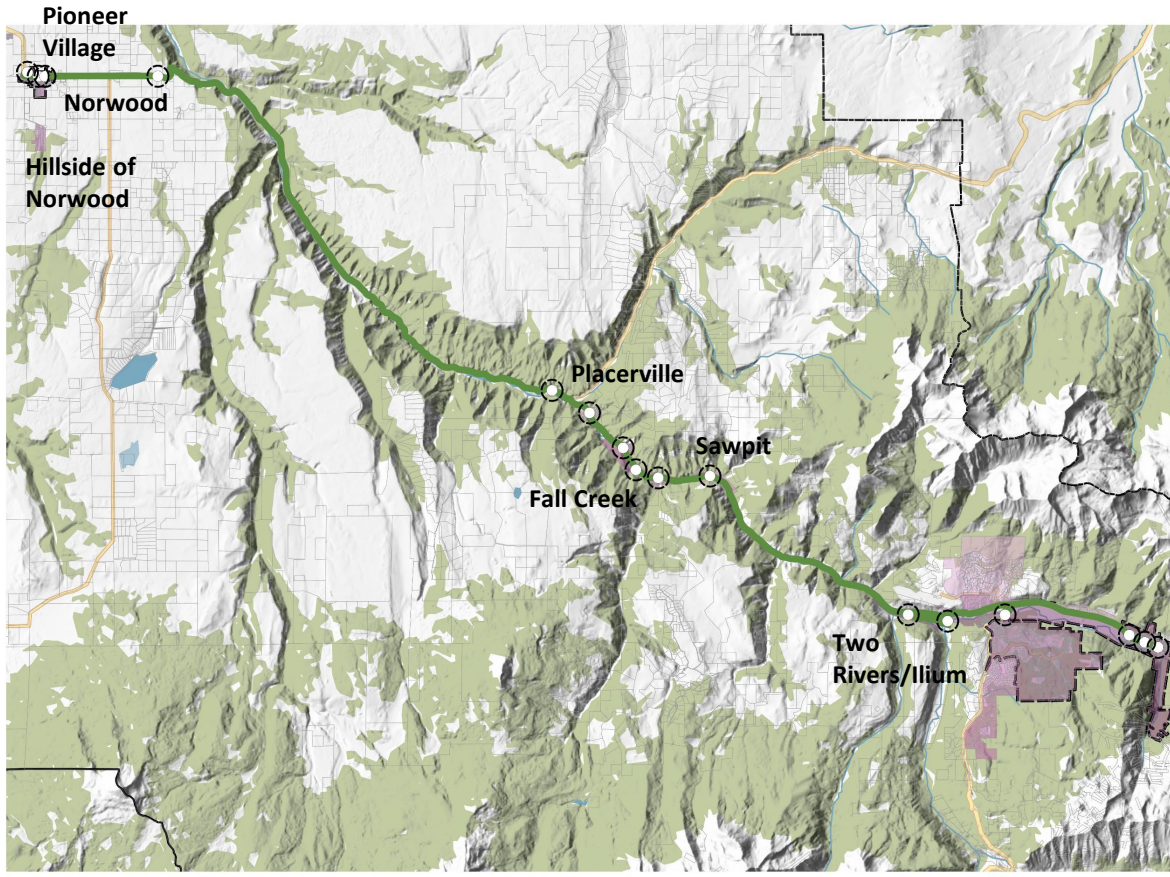
Figure 1 - Jobs within the SMART Service Area



Notes:

- This map was produced using the “On the Map” tool that is available at <https://onthemap.ces.census.gov/>
- The data associated with the data points that show up on the map are a product of LEHD Origin-Destination Employment Statistics.

Figure 2 – Norwood Route Area

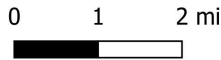
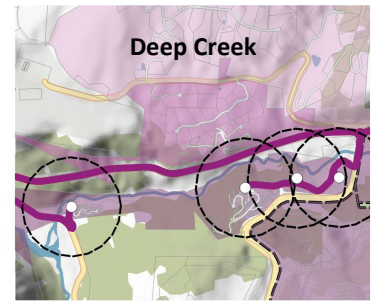
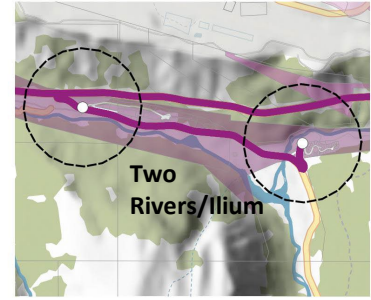
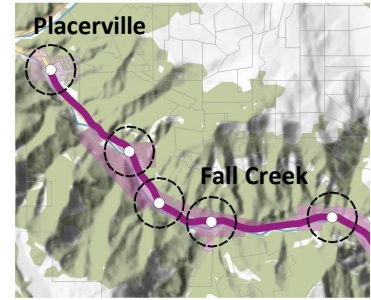
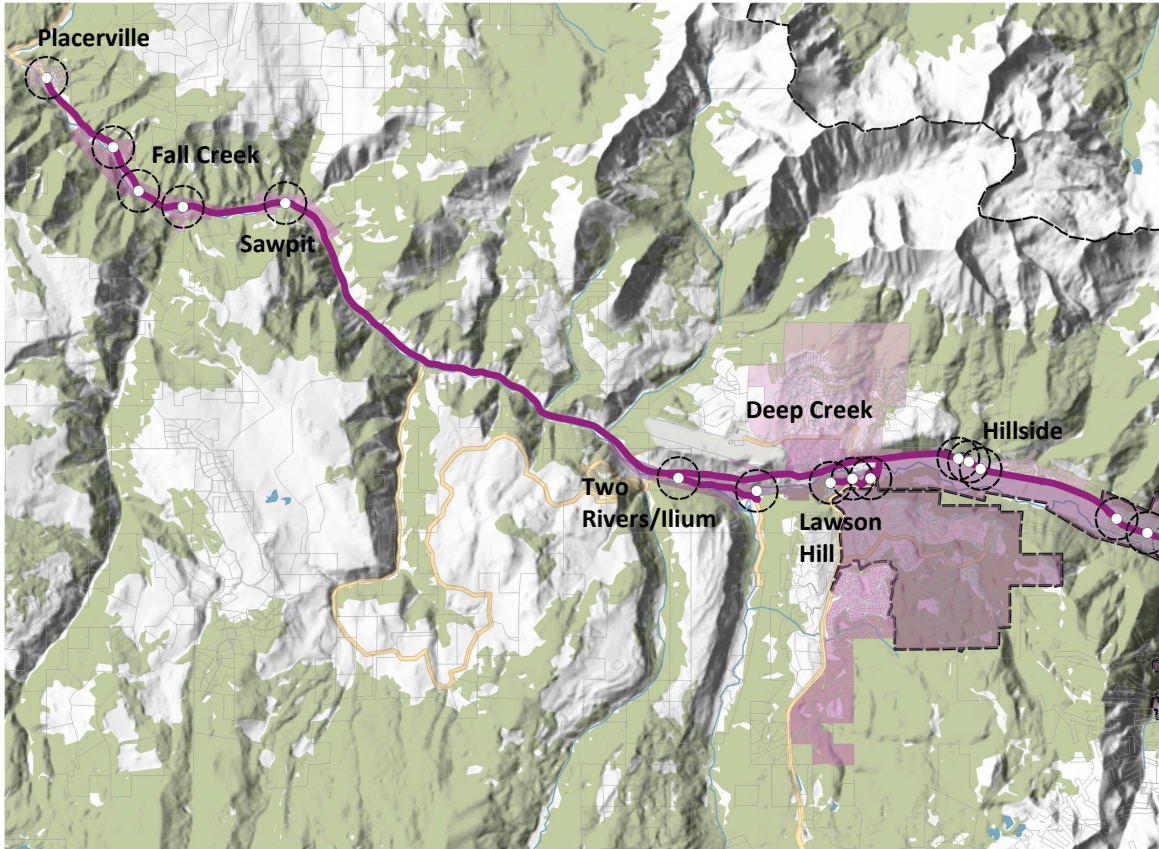


Norwood Route Stops 1/4 Mile Buffer	SMC Transit Potential
Norwood Stops	1.2 - 2.3
Norwood Route	2.3 - 4.7
SMC Parcels	4.7 - 10.1

Notes:

- The Norwood Routes run between the Town of Norwood and the Town of Telluride. On Monday through Friday, there are three trips from Norwood to Telluride and four trips from Telluride to Norwood. On Saturday and Sunday, there is one trip in each direction. The weekday midday and late Norwood Route also serve Two Rivers and the Lawson Hill Park & Ride. All Norwood Routes serve Placerville and the stops in the Down Valley area and Sawpit.
- Pioneer Village and Hillside of Norwood show a level of transit potential similar to that of other areas in the immediate vicinity. These areas are not served by the Norwood bus route.

Figure 3 – Down Valley Route Area

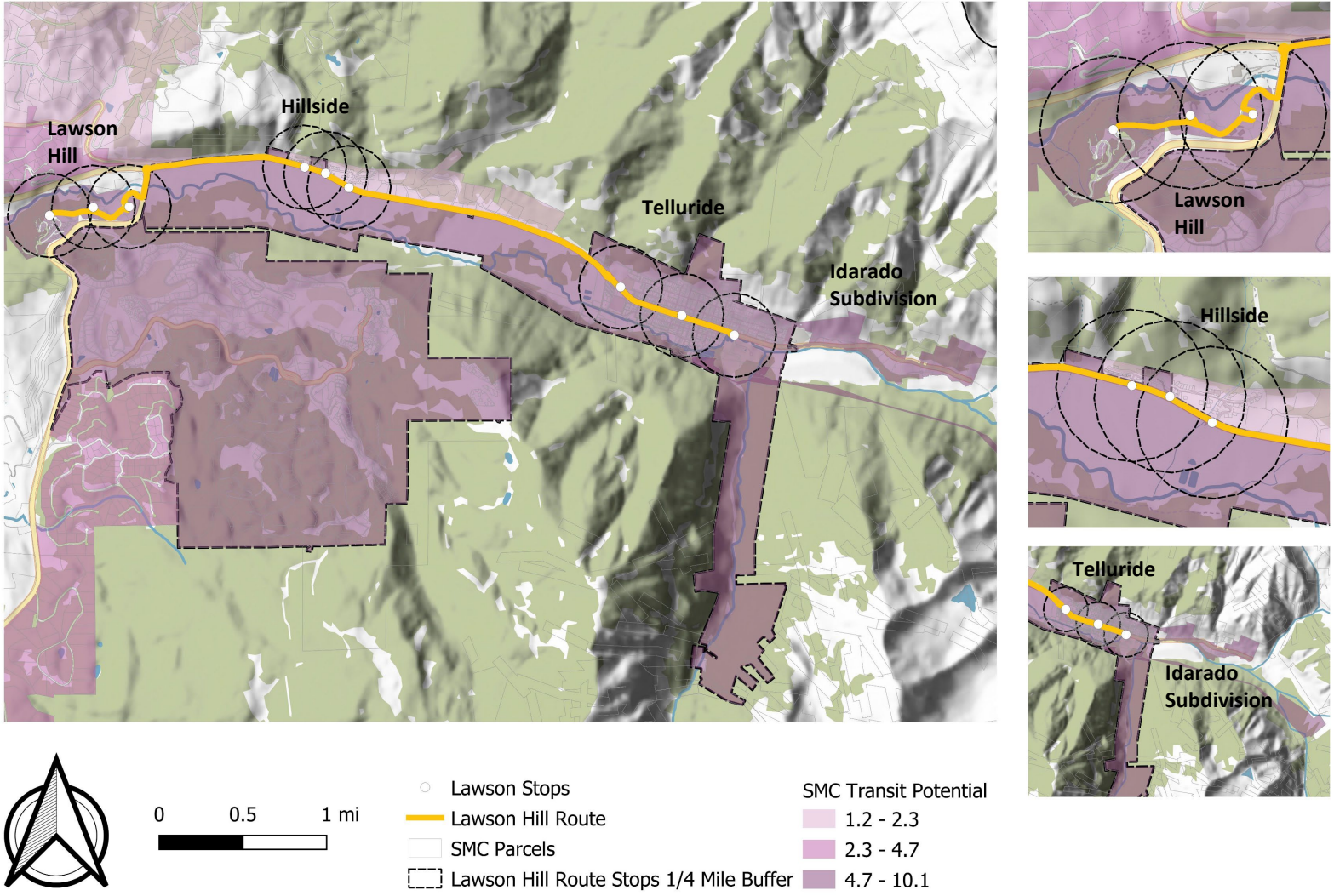


○ Down Valley Stops	SMC Transit Potential
⊞ Down Valley Route Stops 1/4 Mile Buffer	1.2 - 2.3
— Down Valley	2.3 - 4.7
□ SMC Parcels	4.7 - 10.1

Notes:

- The Down Valley Route runs between Telluride and Placerville, Monday through Friday. It makes four trips each direction. The midday loop also serves the Lawson Hill Area. All routes serve the Two Rivers area.
- The Deep Creek area shows a level of transit potential similar to that of other areas in the immediate vicinity. This area is not served by the Down Valley bus route.

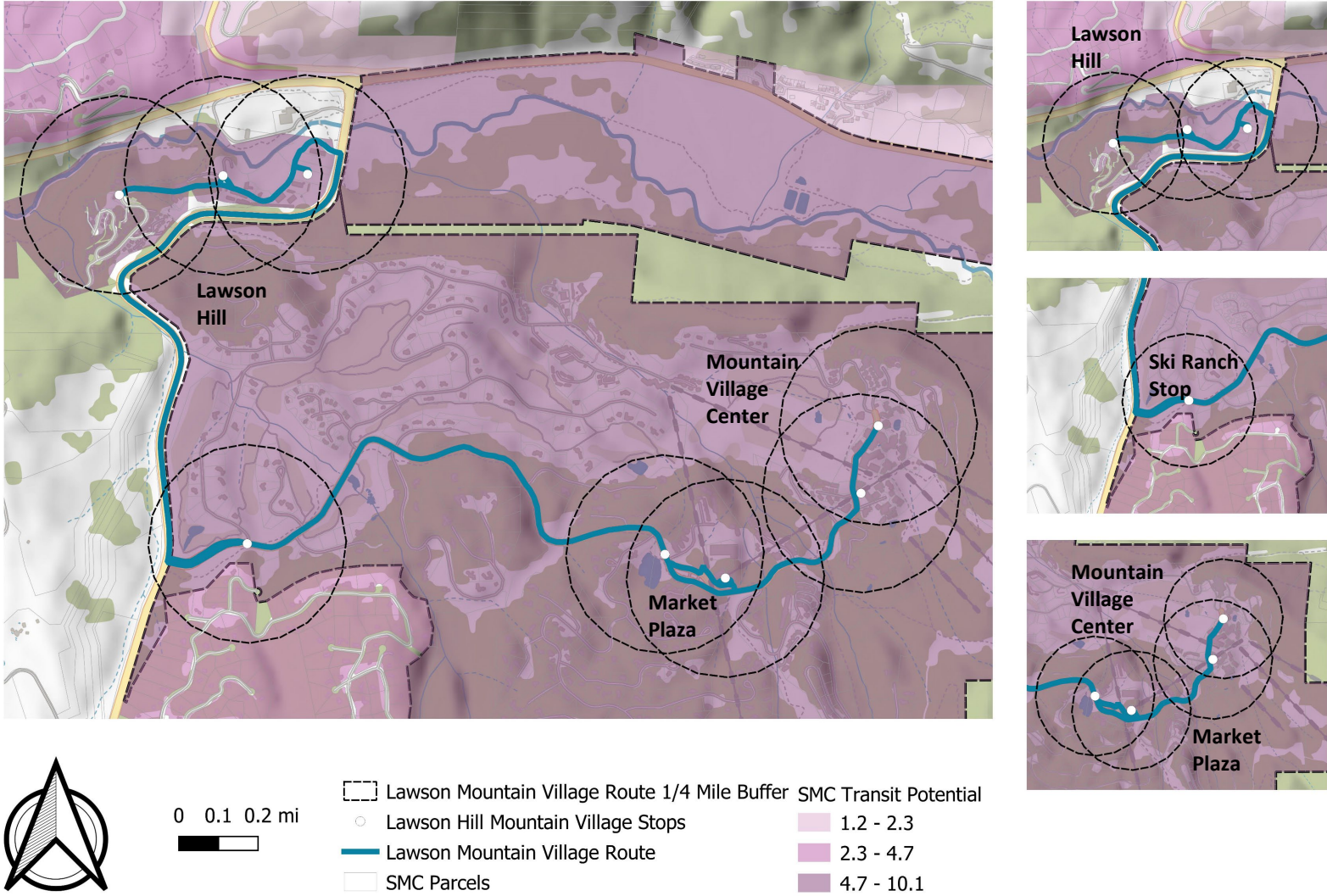
Figure 4 – Lawson Hill Route Area



Notes:

- The Lawson Hill Routes runs between Telluride and the Lawson Hill Subdivision. This route operates at 45-minute intervals beginning at 6:25 AM and ending at 11:20 AM, beginning again at 2:25 PM and ending at 10:40 PM seven days per week excluding the period between the first Monday in April until the Wednesday prior to Memorial Day and the third Sunday in October until the Wednesday prior to Thanksgiving.
- The Town of Telluride operates an internal bus system that loops around town every 15 minutes between 7:00 AM and 8:00 PM in the summer and winter. The schedule is reduced during offseason.
- The Idarado Subdivision east of Telluride shows a level of transit potential similar to that of other areas in the immediate vicinity. This area is not served by the Lawson Hill bus route.

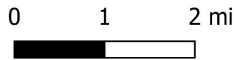
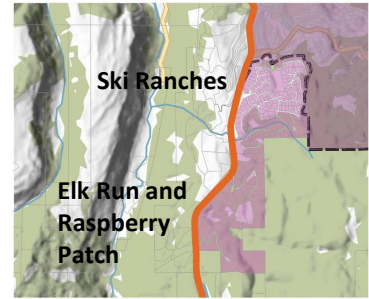
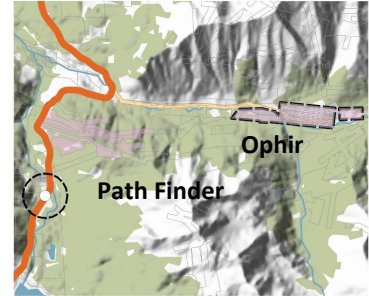
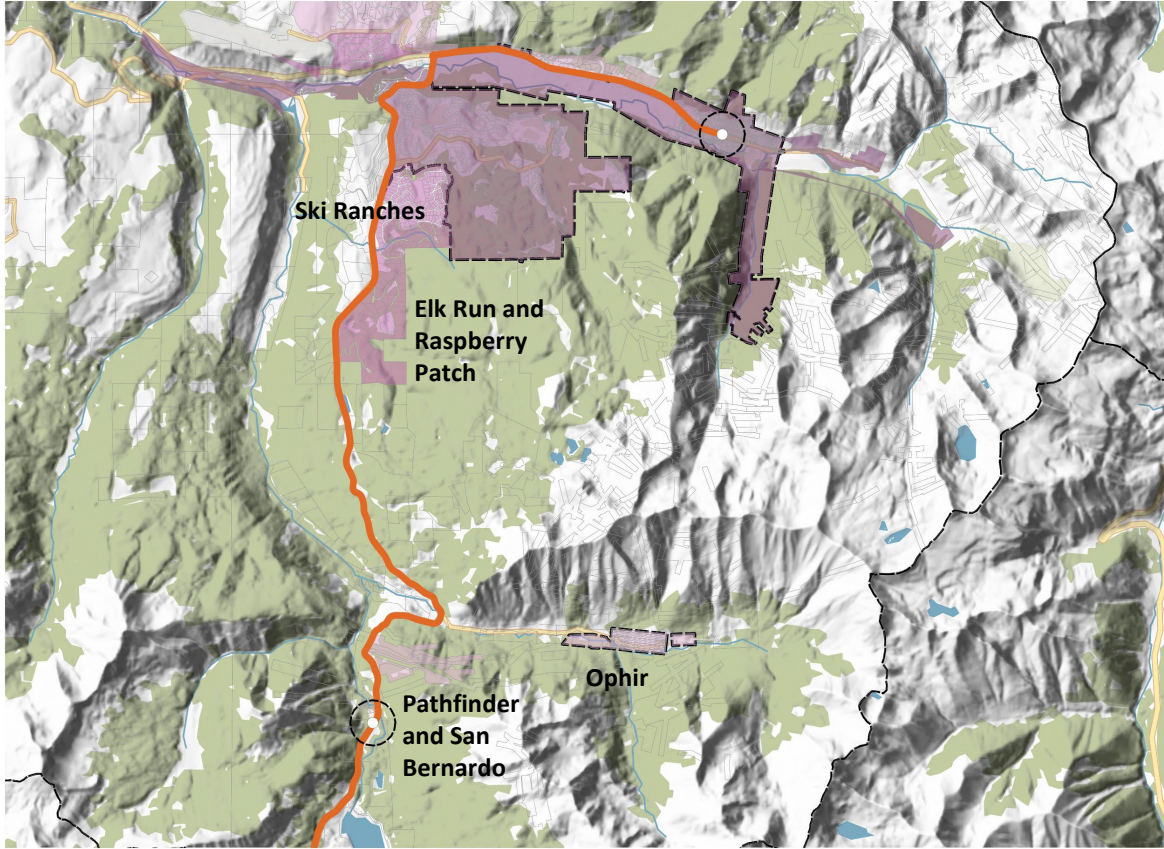
Figure 5 – Lawson Hill/Mountain Village Route Area



Notes:

- This service travels between Lawson Hill and the Mountain Village. It makes three loops in the morning and three loops in the afternoon Monday – Friday, excluding the period between the first Monday in April until the Wednesday prior to Memorial Day and the third Sunday in October until the Wednesday prior to Thanksgiving.
- The Town of Mountain operates an internal bus system that loops between the Meadows areas and the Village Center every 30 minutes between 6:15 AM and 12:45 AM in summer and winter, with later buses on Friday and Saturday evenings. This service does not run during Offseason.

Figure 6 – Rico Route Area within San Miguel County

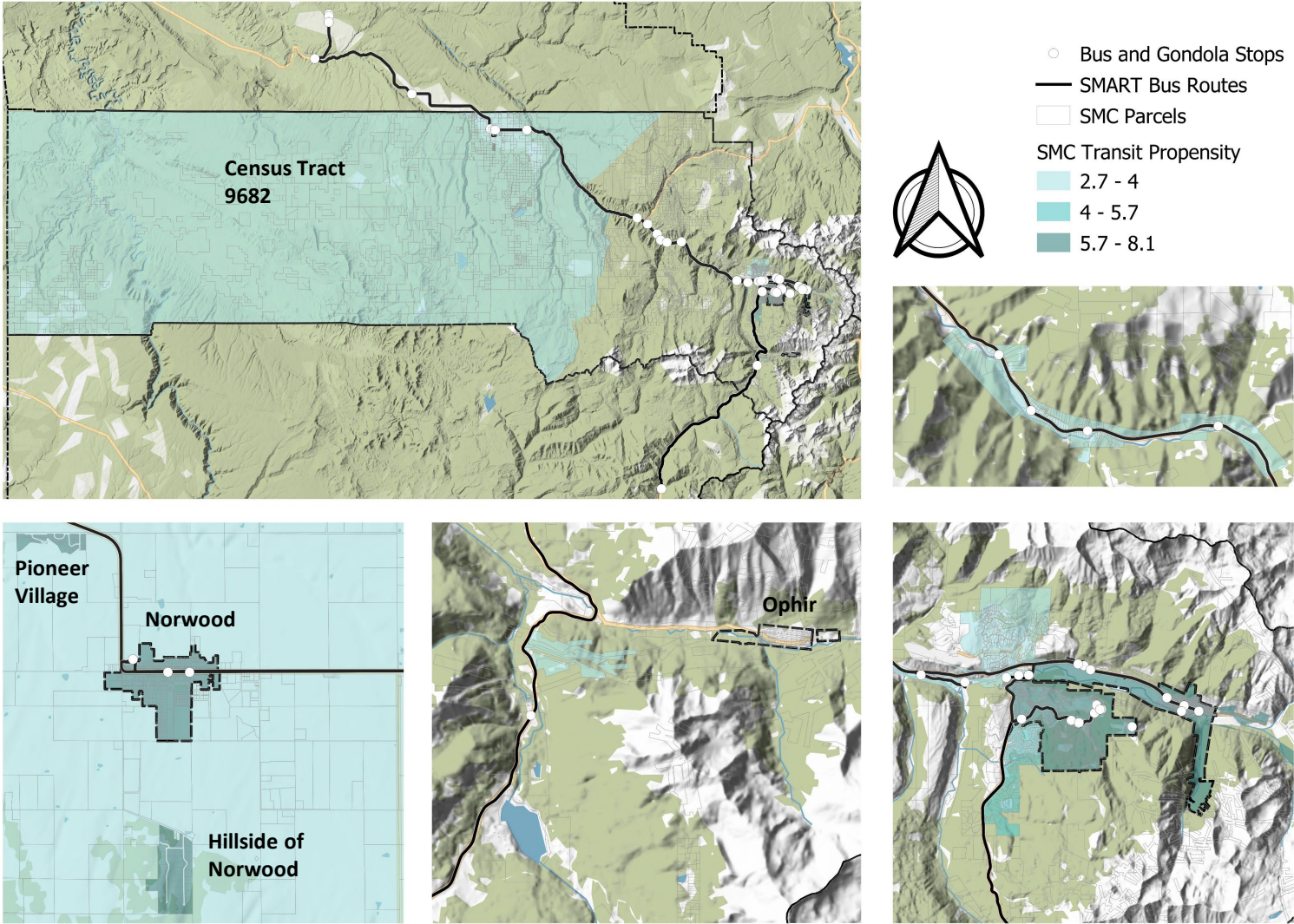


Rico Route Buffer Stop 1/4 Mile Buffer	SMC Transit Potential 1.2 - 2.3
Rico Stops	SMC Transit Potential 2.3 - 4.7
Rico Route	SMC Transit Potential 4.7 - 10.1
SMC Parcels	

Notes:

- The Rico Route runs between Rico and Telluride. This service makes one trip from Rico to Telluride and one trip from Telluride to Rico Monday through Friday.
- The Ski Ranches, the Elk Run/Raspberry Patch, Ophir and the Pathfinder area show a level of transit potential similar to that of other areas in the vicinity. These areas are not served by the Rico bus route. Ophir has been an ongoing challenge because it is accessed by a dirt road and there is no good place to put a bus stop.

Figure 7 – Transit Propensity Overview



Notes:

- As per this analysis, Pioneer Village and Hillside of Norwood are two areas that may be considered for public transportation. Both present challenges. Pioneer Village is close to Highway 145 but creating a safe stopping area for the bus is difficult. Hillside of Norwood would require a detour off Highway 145 of a mile and a half each way.

• **Ridership on Expansion Routes**

Norwood Midday:

The Norwood midday route leaves Telluride at 9:45 AM, travels to Norwood and then leaves the Norwood Fairgrounds to travel back to Telluride at 11:00 AM. So far, this route has generally shown increases in ridership with dips during the off seasons. Ridership was best during January, February and March, but ridership began to increase again after offseason in June.



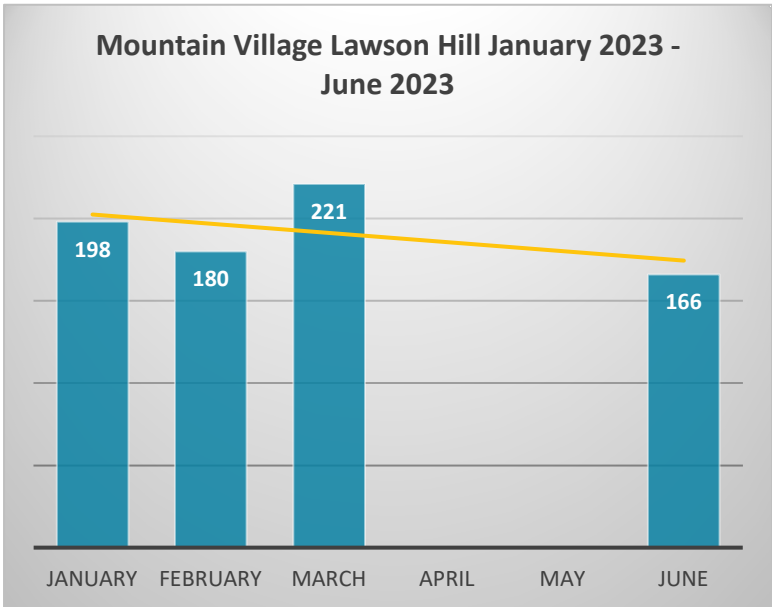
Norwood Late:

The late Norwood Route leaves Telluride at 11:30 PM on Monday through Friday. This route is intended to serve people that work non-traditional hours. Ridership on this route was steady until the Fall offseason, dipped during offseason and picked back up during the Winter. So far, this route has not seemed to recover from the Spring offseason. The reason for this is worth investigating.



Lawson Hill/Mountain Village:

The Lawson Hill/Mountain Village route started after the Fall Offseason this year. This route leaves Lawson Hill at 7:35 AM, arrives at the Centrum Building in the Village at 7:55 AM, then makes two more loops to and from the Village in the morning. In the afternoon, it leaves Lawson Hill at 4:40 PM and again makes three loops between Lawson Hill and the Village. Ridership was strongest in March. The route was discontinued during the Offseason Route because the Offseason service goes from Lawson Hill to the Village. During Offseason, that route goes in to the Meadows area and adds time to the commute from Lawson Hill to the Village.



Of the morning loops, the loop that leaves Upper Lawson Hill at 8:15 AM is the most popular and the loop that leaves Upper Lawson Hill at 8:55 AM is the least popular.

In the afternoon, the loop that leaves the Centrum Building at 5:00 PM is the most popular. The least popular route is the loop that leaves the Centrum Building at 6:20 PM.