



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

This meeting will be held virtually via Zoom:
<https://us02web.zoom.us/j/82448881157?pwd=NkdOSXBUOHJ6eWlrdWtNdnBycnVkQT09>

Meeting ID: 824 4888 1157

Passcode: 381077

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Item No.	Presenter	Item Type	Topic	Packet Page	Estimated Time
1.	-	-	Public Comment	-	5
2.	Board	Meeting Resolution	Resolution 2023-11, Part 1a, regarding the Review and Approval of the April 13th, 2023 Agenda and Consent Items. Resolution 2023-11, Part 1b, regarding the Review and Approval of March 9th, 2023 Meeting Minutes.	5	7
3.	Distefano	Report	April 2023 Operations report	10	8
4.	Averill	Report	Executive Directors Report	10	12
5.	Averill	Executive Session	Executive session pursuant to C.R.S. 24-6-402 (e) (I) and (f): re: Mountain Village Gondola	-	-
6.	Averill	Executive Session	Executive Session pursuant to C.R.S. 24-6-402 4(a) and 4(e) (I), (Open Meetings Law) and Sections 6.09 (a) (1) and (a) (5) of the SMART Bylaws for the	-	-

			purpose of: determining positions that may be subject to negotiations, developing strategy for negotiations and instructing negotiators regarding possible acquisition of real property to discuss potential real estate transaction.		
	Board	Action	Pending discussion of the previous Agenda Item, adoption of Resolution 2023-12, authorizing SMART to enter into a contract for the purchase of real property.	-	-

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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			purpose of: determining positions that may be subject to negotiations, developing strategy for negotiations and instructing negotiators regarding possible acquisition of real property to discuss potential real estate transaction.
	Board	Action	Pending discussion of the previous Agenda Item, adoption of Resolution 2023-12, authorizing SMART to enter into a contract for the purchase of real property.

**San Miguel Authority for Regional Transportation
Board of Directors Meeting March 9th, 2023 Regular Meeting
Virtual meeting minutes**

Member Directors Present: San Miguel County – Kris Holstrom. Town of Telluride – Meehan Fee. Town of Mountain Village – Marti Prohaska, Patrick Berry. Town of Rico – Joe Dillsworth

Staff Present: David Averill and Kari Distefano (SMART). Kelly Kronenberg (Telluride Express)

Others: Anton Benitez (TMVOA), Jason Miller (Fehr and Peers)

The meeting was called to order at 3:00 p.m.

Item 1: Public Comment

No public comment was offered.

Item 2: Resolution 2023-7, Part 1a, regarding the Review and Approval of the March 9th, 2023 Agenda and Consent Items and Part 1b, regarding the Review and Approval of February 9th, 2023 Meeting Minutes.

Patrick berry moved to adopt Resolution 2023-7, parts 1a and 1b.

Marti Prohaska seconded the motion.

A unanimous vote approved the motion.

Item 3: Resolution 2023-8 to extend the term of the Lease Agreement for 137 Society Drive with Telluride Crossfit and Gymnastics.

Averill summarized the request from Telluride Crossfit and Gymnastics to extend their lease for another 12 months. No questions or concerns were expressed by the Board.

Joe Dillsworth moved to adopt Resolution 2023-8

Kris Holstrom seconded the motion.

A unanimous vote approved the motion.

Item 4: Resolution 2023-9 to decline participation in Colorado’s paid Family and Medical Leave Insurance Program

Averill offered background on the Family and Medical Leave Insurance Program (FAMLI). He went over what the program entails and contrasted that with what SMART already offers employees by way of paid leave. He then provided the rationale for recommending that SMART opt out of the program. No questions or concerns were offered by the Board.

Marti Prohaska moved to adopt Resolution 2023-9
Meehan Fee seconded the motion.

A unanimous vote approved the motion.

Item 5: Resolution 2023-10 adopting a Specialized Transit Road Map for better serving older adults and people with disabilities

Distefano and Miller presented the final draft of the SMART Specialized Transit Roadmap. Discussion focused on the recommendations of the plan as well as the importance of pursuing and developing regional partnerships to implement elements of the plan. The Board raised no issues or concerns with the work product and moved to adopt the final draft as presented.

Patrick Berry moved to adopt Resolution 2023-10
Marty Prohaska seconded the motion.

A unanimous vote approved the motion.

Item 6: SMART investments/financial management strategy discussion

Averill gave background on previous discussions of an investment strategy for SMART. Among options discussed was entering into an agreement with the Colorado Trust, or simply leaving the cash reserves in the Alpine Bank money market account, which recently saw a significant uptick in interest earnings. For the time being, the Board asked that staff continue with leaving funds in the Alpine reserve but also have an ongoing discussion with the Colorado Trust to see what other options may exist with that organization.

Item 7: March 2023 Operations Report

Distefano presented the March 2023 Operations Update.

Item 8: Executive Directors Report

Averill gave updates on grants, legislative work regarding the ability of Colorado RTA's to levy a property tax and increased statutory cap on sales tax collections, and the Southwest Transit Association (SWTA) annual meeting in Denver..

Item 9: Round table updates and reports

No updates or roundtable topics were offered for conversation.

Item 10: Executive Session pursuant to C.R.S. 24-6-402 4(a) and 4(e) (I), (Open Meetings Law) and Sections 6.09 (a) (1) and (a) (5) of the SMART Bylaws for the purpose of: determining positions that may be subject to negotiations, developing strategy for negotiations and instructing negotiators regarding possible acquisition of real property to discuss potential real estate transaction.

The meeting was adjourned at 4:08 p.m.

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

RESOLUTION NO. 2023-11

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 April 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 April 13th, 2023 regular meeting the Board took action on the following:
 - a. Approval of the April 13th, 2023 meeting agenda (Exhibit A)
 - b. Approval of the Board meeting minutes for the March 9th, 2022 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 APRIL 13TH, 2023.

Joe Dillsworth, Board Chair

ATTEST:

David Averill, Executive Director

• **Update on Swiftly Real-Time Passenger Information App**

The Swiftly app is up and running and available to anyone that wants to upload it on to their devices. I did not get much feedback at all on the pilot survey but what feedback I have had from random users has been positive.

We did not do an official rollout but the app is referenced on the KOTO Community Calendar and the posters that I put up with the off-season schedules so I am hopeful that people will start using it.

• **Offseason**

So far off-season seems to be going smoothly. One of the features of the Swiftly app is performance reporting that makes it much easier to see if the buses are where they are supposed to be when they are suppose to be there. I will continue to monitor their progress and report any problems to Telluride Express.

• **On-line Payment Feature**

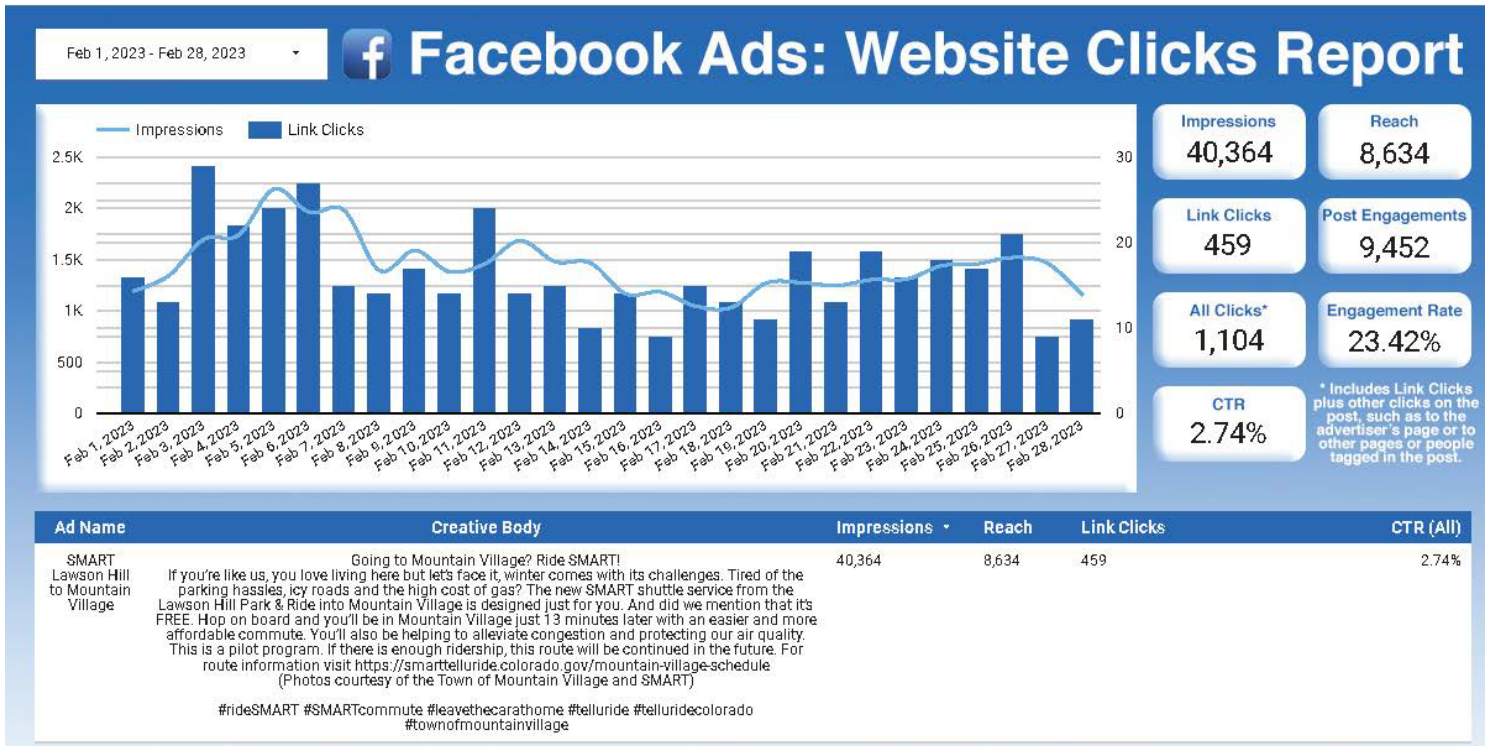
I have set up an on line payment feature so that the vanpool customers can pay on line with a check or a credit card rather than having to give cash or a check

to the driver. Our web designer is in the process of adding a link to the pay system so that vanpool customers can begin paying for their monthly subscriptions with credit cards. The on-line pay system is a feature that is available with the Colorado Statewide Internet Portal Authority (SIPA). SMART uses SIPA as an internet platform. It is a free service offered by the State to governmental entities.

We are exploring the possibility of allowing people to pay for ticket books on line but because our contractors, Telluride Express, administers the fares, this process may be a bit more complicated.

• **Marketing**

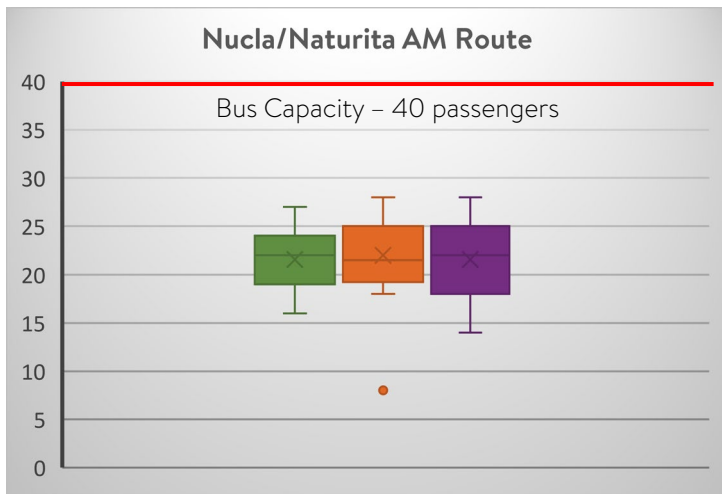
Traci Jones of Studio 6 shared the following information with us. This report, generated for the month of February, is about an add that she posted on Facebook. It got a 23% engagement rate. According to Ms. Jones, engagement above 1% is considered good and in the transit world, .90% is the average. It is good to know that people are checking our Facebook page because that is where I post rider alerts.



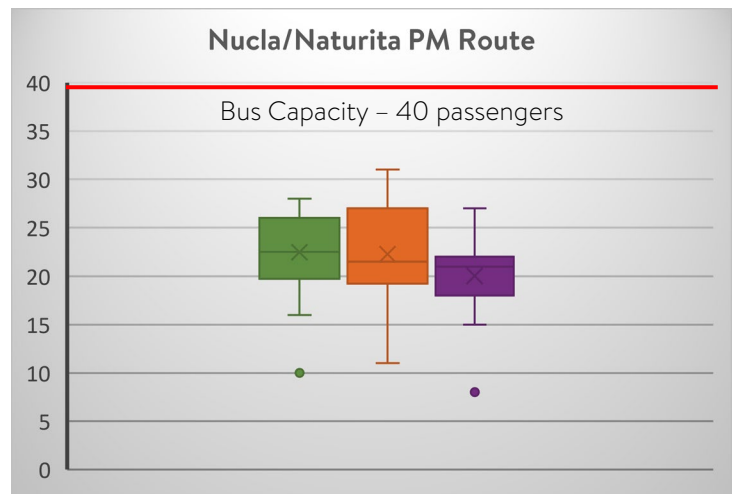


• **2023 Ridership and Capacity**

Most of our routes do not reach the point at which there are not enough seats for all of the passengers. The Norwood morning and evening routes, those which serve commuters that work traditional hours, are the exception. We continue to evaluate passenger load to determine whether or not we need to add additional buses. As can be seen on the following graphs Nucla/Naturita graphs the buses are not overloaded. It’s worth noting that winter gear takes up more space and the bus does feel more crowded than it actually is.



- January**
 Upper 25% ridership numbers 23.75 – 27 (59.4% - 67.5% bus capacity)
 Middle 50% ridership numbers 22 – 23.75 (55.0% - 59.4% bus capacity)
 Lower 25% ridership numbers 19.25 – 22 (48.1% - 55.0% bus capacity)
- February**
 Upper 25% ridership numbers 25 – 28 (62.5% - 70.0% bus capacity)
 Middle 50% ridership numbers 21.5 – 25 (53.8% - 62.5% bus capacity)
 Lower 25% ridership numbers 19.75 – 21.5 (49.4% - 53.8% bus capacity)
 Outlier - 8
- March**
 Upper 25% ridership numbers 25 – 28 (62.5% - 70.0% bus capacity)
 Middle 50% ridership numbers 22 – 25 (55.0% - 62.5% bus capacity)
 Lower 25% ridership numbers 18.5 - 22 (46.3% - 55.0% bus capacity)



- January**
 Upper 25% ridership numbers 26 – 28 (65.0% - 70.0% bus capacity)
 Middle 50% ridership numbers 22.5 – 26 (56.3% - 65.0% bus capacity)
 Lower 25% ridership numbers 20 – 22.5 (50.0% - 56.3% bus capacity)
 Outlier - 10
- February**
 Upper 25% ridership numbers 27 – 31 (67.5% - 77.5% bus capacity)
 Middle 50% ridership numbers 21.5 – 27 (53.8% - 67.5% bus capacity)
 Lower 25% ridership numbers 19.75 – 21.5 (49.4% - 53.8% bus capacity)
- March**
 Upper 25% ridership numbers 22 – 27 (55.0% - 67.5% bus capacity)
 Middle 50% ridership numbers 21 – 22 (52.5% - 55.0% bus capacity)
 Lower 25% ridership numbers 18 - 21 (45.0% - 52.5% bus capacity)
 Outlier - 8

• **2023 Ridership and Capacity continued**

The Norwood bus that leaves the San Miguel County Fairgrounds is worth keeping an eye on. This bus serves both commuters and students. Because students riders represented 34%, 71% and 70% in January, February and March respectively on this route we expect ridership to go down over the course of the summer. We may need to consider the possibility of adding an additional bus after the fall off-season.



January
Upper 25% ridership numbers 37.75 – 58 (94.4% - 145.0% bus capacity)
Middle 50% ridership numbers 32.5 – 37.75 (81.3% - 94.4% bus capacity)
Lower 25% ridership numbers 26.5 – 32.5 (66.3% - 81.3% bus capacity)
Outlier - 10

February
Upper 25% ridership numbers 39.25 – 46 (98.1% - 115.0% bus capacity)
Middle 50% ridership numbers 34 – 39.25 (85.0% - 98.1% bus capacity)
Lower 25% ridership numbers 20.25 – 34 (50.6% - 85.0% bus capacity)

March
Upper 25% ridership numbers 37 – 43 (92.5% - 107.5% bus capacity)
Middle 50% ridership numbers 32 – 37 (80.0% - 92.5% bus capacity)
Lower 25% ridership numbers 29 -32 (72.5% - 80.0% bus capacity)
Outlier - 13

January
Upper 25% ridership numbers 34.75 – 43 (86.9% - 107.5% bus capacity)
Middle 50% ridership numbers 29 – 34.75 (72.5% - 86.9% bus capacity)
Lower 25% ridership numbers 22.5 – 29 (55.6% - 72.5% bus capacity)
Outlier - 10

February
Upper 25% ridership numbers 33 – 41 (82.5% - 102.5% bus capacity)
Middle 50% ridership numbers 26.5 – 33 (66.3% - 82.5% bus capacity)
Lower 25% ridership numbers 21.5 – 26.5 (53.8% - 66.3% bus capacity)

March
Upper 25% ridership numbers 32 – 42 (80.0% - 105.0% bus capacity)
Middle 50% ridership numbers 25 – 32 (62.5% - 80.0% bus capacity)
Lower 25% ridership numbers 18 -25 (45.0% - 62.5% bus capacity)



• **2023 Ridership and Capacity continued**

The Rico Route typically has many more riders in the morning than in the evening. On that route, we usually use a 14 passenger cutaway vehicle in the morning and a van in the evening. Ridership on our Norwood Midday, Norwood Late, Down Valley, Lawson Hill and Lawson/Mountain Village has not been high enough to warrant consideration of adding more buses.

	January		February		March	
	Total	Average	Total	Average	Total	Average
Rico	133	4.10	130	6.50	157	6.83
Rico AM	82	11.93	92	9.38	98	9.11
Rico PM	51	2.32	38	1.90	59	3.93

	January		February		March	
	Total	Average	Total	Average	Total	Average
Norwood	3063	102.10	2778	99.21	3029	97.71
Nucla 6:45 AM M-F	474	21.62	440	22.00	496	22.89
Norwood 6:55 AM M-F	722	32.82	596	29.80	735	31.96
Norwood Midday AM M-F	253	11.50	205	10.25	264	11.48
Nucla 5:00 PM M-F	494	22.45	445	22.25	461	21.78
Norwood 5:15 PM M-F	604	27.45	524	26.20	564	23.11
Norwood 11:30 PM M-F	138	6.27	147	7.35	208	8.41
Norwood 7:30 AM S-S	228	25.33	192	24.00	218	22.17
Norwood 5:00 S-S	242	26.89	229	28.63	243	30.38

	January		February		March	
	Total	Average	Total	Average	Total	Average
Down Valley	575	19.17	763	38.15	653	32.65
DV AM	332	15.09	349	17.45	327	18.61
DV 11:30 Midday	147	6.68	99	4.95	110	17.71
DV PM	125	5.68	315	15.75	300	12.35

	January		February		March	
	Total	Average	Total	Average	Total	Average
Lawson Hill	2771	92.37	2698	96.36	3204	103.35
Lawson Hill 6:25 AM	929	29.97	932	33.29	1063	34.29
Lawson Hill 2:45 PM	1605	51.77	1455	51.96	1776	57.29
Lawson Hill 8:25 PM	357	11.52	311	11.11	409	13.19

	January		February		March	
	Total	Average	Total	Average	Total	Average
Mountain Village/Lawson	198	6.60	180	8.57	221	9.21
Mountain Village/Lawson AM	111	5.05	110	5.50	138	6.00
Mountain Village/Lawson PM	97	4.41	70	3.50	83	3.61

SMART Executive Director report – April 13th, 2023

Property tax/RTA statute: HB1101 is still working its way through the legislature. The most recent update I received from the CASTA lobbyist indicated that some controversy still exists with amendments to the bill. However, the controversy is not about the amendment that is of interest to SMART and other RTAs. I anticipate that we will see the bill passed this session with the amendment about RTA funding mechanisms intact.

Rolling Stock update: Cutaway transfer from Continuum of Colorado – we received title work for the bus and it has been taken over to Davey Coach for upfitting. We anticipate having that in service in two months or so, barring any unforeseen roadblocks in rounding up parts that we need for the vehicle. The large bus order has been placed with Gillig (manufacturer) and we are still slotted for a 3rd quarter of '23 production slot. Delivery of those vehicles is anticipated before the end of the year.

Gondola Subcommittee: A draft cost sharing IGA is coming along with the funding partners, per direction given by the Board in our Resolution of Intent. Costs identified that will be shared included elections services, project manager salary/benefits, financial analyses, bond counsel, and general project support (ongoing, through GBSM). Timeline on getting the IGA to the SMART board is somewhat contingent on the timeline for the IGA to go to local boards and commissions. That being said it does appear as if we'll have that ready by June or July.